



Keeping Citizens Safe

by Maureen Becker
Executive Director

Keeping citizens safe. That is what public safety cyclists do, in ways too numerous to list. This issue contains reports from the Democratic and Republican National Conventions, in which police and EMS cyclists protected residents, visitors, dignitaries, and the First Amendment rights of peaceful protestors. Public safety cyclists were again in the spotlight, as they have been recently because of their capacity for saving fuel. But public safety cyclists are not the only ones who are spending more time in the saddle. Rising fuel prices and the passage of such legislation as the Bicycle Commuter Act are bringing cyclists out in droves.

Public safety cyclists have always played a role in bicycle safety education and the need may be greater now than ever

Some are experienced cyclists, but many others are not. The relationship between motorists and cyclists has always been uneasy, and the tension is increasing with the presence of more inexperienced riders. These riders want to do the “right thing” – save gas, reduce emissions, improve their fitness – but they may not know how. As children, they learned to ride on sidewalks and against traffic, and as adults, they cling to these beliefs. Even those who know the rules of the road may insist that traffic signals do not apply to them. Others seem oblivious to the dangers that surround them, riding without helmets and with music blaring into their ears.

The result has been an increasing number of conflicts between motorists and cyclists. Serious crashes, some fatal, have been reported from around the country, even in areas long-considered “bicycle-friendly.”

Public safety cyclists have always played a role in bicycle safety education and the need may be greater now than ever. Public safety cyclists are uniquely positioned to enhance bicycle safety in their communities. They can conduct bike rodeos and other education programs. They can use their status as role models to set a good example; by following traffic laws and wearing helmets. Police cyclists can use their authority to mediate between cyclists and other commuters competing for space on crowded roadways and transit systems.

One of IPMBA’s goals is to create opportunities for members to enhance their ability to improve safety within their communities. To meet this goal, IPMBA recruits talent from within its ranks and beyond to offer the premier training event for public safety cyclists. Come rise above the rest at the 19th Annual IPMBA Conference, April 25-May 2, 2009, in Albuquerque, New Mexico.

Sidewalks – Cruising into the Danger Zone

by Kirby Beck, PCI #002T/EMSCI #017T
Coon Rapids (MN) Police Department (retired)

IPMBA courses have long taught that sidewalks – or pavements for the Brits – are dangerous places to ride a bike; usually more dangerous than the street or road adjacent to them. Every driveway, alley and business entrance is an incident waiting to happen. In many areas, riding on a sidewalk is illegal, even for police and EMS. Business districts can pose the greatest threat of all, and are often the most forbidden of all riding locations.

When a crash or other incident occurs on a sidewalk, it is often hard to defend the public safety cyclist’s actions, especially if sidewalk riding is prohibited in that location. Finding a cycling expert to testify AGAINST you will be much easier than finding someone to help in defending your actions.

Here are several good ways to protect yourself. First, **know the law**. If riding on sidewalks is prohibited, even for police and EMS, don’t use them.

(Continued on page 31)

inside



Board List	24
Instructor Corner	27-30
IPMBA Corporate Members	17
Issue Focus: Crowd Operations.....	5-11
Bike Medics in Action at DNC.....	9
BRRT Triumphs at RNC	5
Doing it Right in Denver.....	5
Freewheelin’ at the RNC and DNC.....	11
Obama Voicemail Lifts Spirits.....	10
We Trained and Worked Hard.....	7
Member News.....	22-26
News from the UK.....	22
President’s Column.....	2
Product Purchase Program.....	13-16
Product Reviews.....	18-21
Brake Director	18
E+ Tactical Police Bike	20
No-Nose Bicycle Saddles.....	21
Refra Door Controller	21
Springfield XD-M.....	19

Don't Lose Ground



Summer is winding or has wound down for most parts of the country. Here in Texas, the weather is starting to get more tolerable, and folks are starting to think about cold weather. With winter time just around the corner, I feel that the temporary decrease in gas prices may be just that, temporary. With the shift of oil to heating oil production rather

than gas production, I'm wondering if prices will climb back to the record highs we saw this summer. If you subscribe to the IPMBA listserv, you have probably seen how many cities and towns have turned to their bike patrols to save fuel without sacrificing the level of service that their communities have come to expect from their public service agents.

Those rising gas prices have been a shot in the arm for public safety cyclists. When money for police department community policing functions started drying up, many departments put away their bicycles. It was seen as less cost-effective than having those officers in patrol cars, answering calls. Some EMS services set aside their bikes for golf carts, Segways, or stationary medic stations at many of their events. Security companies have not been quick to embrace the concept, and it is possible that the wane in police use of bikes had a chilling effect on the growth of security cycling. This trend seems to be reversing after the spike in gas prices helped the bicycle to attract attention as a very cost efficient method for delivery of services.

We can ill-afford to keep battling with our administrations over ground that we have already won ... Be creative with your ideas on how to keep things happening in your communities and how to keep open the lines of communication that you have established

Luckily, I live in an area of the country conducive to year-round riding. I know that for some of you, except the hardest of souls, this is not an option. During the winter, please make every effort

to keep your units in the forefront of service delivery so that when things thaw out, you're able to hit the road rolling, without having to regain lost ground. We can ill-afford to keep battling with our administrations over ground that we have already won. Once we have moved one step forward, we cannot allow weather to push us two steps back. Be creative with your ideas on how to keep things happening in your communities and how to keep open the lines of communication that you have established. We have a unique niche within public safety and we each have a responsibility to try and carve that niche a little bigger, regardless of how much snow is on the ground or how far the mercury has dropped.

Speaking of weather, I would like to

acknowledge the first Public Safety Cycling Instructor graduates from the UK, where riding in the rain is nearly unavoidable. PSC (Public Safety Cycling) has stepped out to try and provide an organization that speaks directly to the unique circumstances faced by our colleagues in the UK. My hope is that the close ties between IPMBA and PSC will be maintained for years to come, and that the relationship between the two organizations grows ever more fruitful.

Stay Safe,

BE AN IPMBA INSTRUCTOR!

Want to become an IPMBA-Certified Instructor?

Call 410-744-2400 or email info@ipmba.org to obtain an instructor application packet. In the simplest of terms, to become an Instructor, you must meet the criteria outlined in the packet, apply to IPMBA headquarters, be approved, then register for and attend one of the Instructor Courses.

Upcoming Instructor Courses:

April 25 - 29, 2009 ~ Albuquerque, NM

Check out www.ipmba.org for more information.

ipmba news

Newsletter of the
INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION
583 Frederick Road, Suite 5B
Baltimore, MD 21228
PH: 410-744-2400 ~ FX: 410-744-5504
E-mail: info@ipmba.org
Web site: www.ipmba.org

David Hildebrand
IPMBA President

Maureen Becker
Executive Director; Managing Editor

Jennifer Horan
Design and Layout

Copyright 2008 © International Police Mountain Bike Association (IPMBA). Reproduction without permission is prohibited.

The International Police Mountain Bike Association is a non-profit educational organization providing resources, networking opportunities, and training for public safety bicyclists.

**Interested in submitting an article?
Interested in advertising in IPMBA News?
Call Maureen (410-744-2400) for information.**

**THE TOUGHEST
PATROL BIKES
ON EARTH!**

Volcanic



VOLCANIC BIKES set the **STANDARD** as the **BEST** patrol bikes in the industry because they are built **TOUGH** to **EXCEED** the **DEMANDS** of **DAILY** bicycle patrol

**BUY AMERICAN!
RIDE VOLCANIC BIKES!**

Hand-Built In The USA

**VOLCANIC BIKES IS
NOW THE
EXCLUSIVE
SUPPLIER
OF OLD MAN
MOUNTAIN PANNIER
RACKS TO THE
BICYCLE PATROL
INDUSTRY**



Volcanic Manufacturing LLC

PMB 2644

2103 Harrison Ave. NW
Olympia, Washington 98502

Phone: 360-943-8613

E-mail: info@volcanicbikes.com

www.VolcanicBikes.com





Smith & Wesson

Bringing Public Safety Professionals Closer to the Community

2008 PUBLIC SAFETY BIKES

START NOW!

BIKE PATROL STARTER PACKAGE

includes Perimeter bike, helmet, bag, and dual strobe lights



SAVE \$50

See the difference a bike patrol can make by taking advantage of this special offer



PERIMETER



TACTICAL



CUSTOM

Smith&Wesson builds bicycles to meet the needs of **POLICE AND PUBLIC SAFETY PROFESSIONALS**, people who spend their entire shift on a bicycle. Smith&Wesson bicycles are designed to provide a smooth, dependable, and silent ride with a more **COMFORTABLE "HEADS UP" RIDING POSITION** that reduces strain on the wrists and shoulders.

Smith&Wesson bicycles feature an **OVERSIZED ALUMINUM FRAME WITH A LIFETIME WARRANTY**, heavy duty name brand components, strong downhill grade wheels, adjustable front suspension, rear rack, rear mounted kickstand, roadworthy tire tread and a comfortable saddle. In addition, Smith&Wesson offers a **FULL LINE OF ACCESSORIES** such as lights, bags, and more to meet the needs of any agency.



For more information on pricing and features call toll free 1-877-533-7245

2105 SE 5th Street Ames, IA 50010 Tele: 515-232-0277 Toll Free: 1-877-533-7245 Fax: 515-232-0279

e-mail: info@cyclesg.com website: www.swbikes.com



The Art of Crowd Operations

A decade ago, Bicycle Response Teams (BRTs) were almost unheard of. In 2000, the Los Angeles Police Department and Philadelphia Police Department BRTs roared into action at the 2000 DNC and RNC, respectively. As a result of their success, IPMBA launched the BRT course in 2001. Today, BRTs can be found in such cities as Tacoma, Fort Lauderdale, Miami, Seattle, Indianapolis, and Denton, Texas. At the 2008 nominating conventions, teams from Denver, St. Paul, and their supporting agencies again proved the worth of BRTs for managing and controlling crowds. Read on for a glimpse of the DNC and RNC from the saddle of a bicycle. *Pages 5 - 11.*

Bicycle Rapid Response Team Triumphs at the Republican National Convention

by **Tony Holte**, *PCI #1035*
St. Paul (MN) Police Department

Ed.'s Note: IPMBA Instructors Tony Holte and Jason Bain will share their RNC experience during the 19th Annual IPMBA Conference in Albuquerque, New Mexico. On April 27-29, 2009, participants in the Bicycle Response Team Training course will learn and practice the techniques and tactics employed during the RNC as well as hear first-person accounts of the four protest-filled days and nights. Registration materials are available on the conference page at www.ipmba.org. Slots are limited, so register early!

During the four days of the Republican National Convention (RNC) in St. Paul and Minneapolis MN, we used our bikes for more than just getting from "Point A to Point B". As would be proven time and time again over the next four days, this was truly training come to life. Because of the extensive Bicycle Response Team training we engaged in throughout the summer, our teams executed their maneuvers seamlessly.

On the first day of the convention, we were challenged by a group of a few hundred anarchists, just as we anticipated. A Bicycle Rapid Response Team of 13 officers responded to a group that had taken to the streets and impeded several vehicles. Because we were on bikes, we were able to reach the scene with great speed. In a column of two, the 13 bike officers pierced through the crowd, which had surrounded the car of an elderly Vietnam veteran and his wife. We encircled the vehicle, moved the crowd along and sent the couple safely on their way.

The story above is just one of the many examples of how our team of 110 Bike Rapid Response Team Officers assisted in the efforts at the RNC. We were able to interject ourselves into large crowds and surgically remove arrestees with ease. We were also able to use our bikes as a mobile road block, keeping the crowd at bay by moving our team in sync as one unit.

(Continued on page 6)

Doing it Right in Denver: The DNC and the Colorado State Patrol

by **Valerie Silva**
Colorado State Patrol Executive Security Unit

The Democratic National Convention (DNC) was held August 25 through August 28, 2008, in beautiful downtown Denver, Colorado. The two main venues were the Pepsi Center and INVESCO Field. Seven out of the sixteen members of the Colorado State Patrol Executive Security Unit's (E.S.U.) bicycle team were out in full force. The members started their six day stretch on Saturday, August 23. The bicycle team worked twelve-hour shifts: three day shift members starting at 0800 hours and finishing at 2000 hours, and four night shift members starting at 1200 hours and finishing at 0000 hours.

The bicycle team patrolled the Colorado State Capitol Complex, Lincoln and Civic Center Parks, and the areas surrounding the two main venues. The team worked hand-in-hand with the Denver Police Department (D.P.D.) bicycle team and the D.P.D. riot control team. On Sunday, August 24, the E.S.U. bicycle team

(Continued on page 6)



Bicycle Response Teams monitor crowds at the DNC.

Courtesy Valerie Silva



BRT triumphs at the Republican National Convention

(Continued from page 5)

Because the security around the RNC venue made it impossible for normal vehicle traffic to navigate from east to west, the bicycle teams were the *only* officers

with the ability to travel to and from all ends of the downtown area. This was imperative because incidents were taking place on all sides of the venue.

Immediate response was necessary to all corners of St. Paul, and without bicycles, the response time would have been significantly reduced.

In another incident, we were able to use our bicycles as weapons of opportunity to defend ourselves. As we were corralling a group of protestors during an illegal march, our unit was charged and a breach was attempted on our line of officers. We lifted our bikes, and using them as shields, pushed the crowd back, in the same fashion a mobile field force officer might use his baton.

When not directly dealing with specific incidents, we were able to break down our platoon into proactive patrols groups.

We separated into groups of four and patrolled throughout the crowd. We received media commentary, echoed by other police personnel, that our presence made it appear that there were teams of hundreds of bike officers. Our constant and mobile presence was a great deterrent that stunted the efforts of well-organized protestors and anarchists.

During marches, we were able to be on-site to provide live situation reports to our incident command. This arrangement was superior to the alternative – air support or helicopters or pole-mounted cameras – as we were able to actually hear and see situations in live time and react accordingly.

We also found that people felt more comfortable with approaching us. We had several conversations with peaceful protestors who welcomed our presence and appreciated our protection of their First Amendment rights.

The Bicycle Rapid Response Teams at the RNC proved to be a very successful tool. There simply is not a more effective

way to deploy a group of officers throughout an area during an event such as this. I foresee utilizing these tactics at such events as city celebrations and festivals, large sporting events, as well as future protests and political events.

Officer Tony Holte has been with the St. Paul Police Department for eight years. He has been an IPMBA Instructor since 2007. Tony and his team of instructors from St. Paul and Minneapolis successfully trained over 100 Bicycle Rapid Response Team Officers for the 2008 Republican National Convention. He will be an instructor for the Bicycle Response Team Training Course offered at the 2009 IPMBA Conference. He can be reached at anthony.holte@ci.stpaul.mn.us.



Courtesy Tony Holte

Doing it Right in Denver

(Continued from page 5)

assisted D.P.D. with a protest that worked its way from downtown to the Civic Center and Lincoln Park areas. For approximately one hour, the protestors blocked both Broadway and Lincoln Streets, the main thoroughfares into downtown. The E.S.U. bicycle team assisted D.P.D. in preventing protestors who were gathered in the parks from entering the street to block and stop traffic. To achieve this purpose, the team members were positioned at the curbs, and used their bicycles as a barricade and deterrent. The team was used in the same capacity on Monday, August 25, when several groups, including members of the "Recreate 68" group, gathered in Civic Center Park and made their way into the outskirts of downtown by blocking and rioting between 15th and 16th Streets near the 16th Street Mall area. D.P.D. once again asked for our assistance, to direct traffic and block off sidewalks on 15th Street from those who were trying to join

the rioters. This particular incident lasted approximately two and a half hours.

On Wednesday, August 27, a large group, numbering up to 12,000 people at its height and led by about 50 uniformed members of the Iraq Veterans Against the War, marched several blocks to the Pepsi Center. The group did not have a permit and ignored the demonstration rules, sneaking through police patrols and meeting at the gates of the Pepsi Center. Once the massive group arrived at the DNC, the gates were locked. About 20 war veterans and 1,000 protestors remained at the gates. The veterans' mission was to deliver a letter to Senator Barack Obama requesting an immediate withdrawal of troops from Iraq, full health care benefits for returning troops and veterans, and reparations to the Iraqi people for damage caused by the war. A copy of the letter had been mailed to Obama's office on Monday. They said their efforts were worth it, as they were able to meet with the staff of Barack

Obama. Led by rockers Rage Against the Machine, carrying signs and chanting slogans, the protestors dispersed without any problems.

The DNC ended on an impressive note. All of the law enforcement entities that were involved worked together and exceeded everyone's expectations. Though we were only a very small part of the DNC, we felt like we made a difference in its success, showing the world that Denver, Colorado, can do things right.

Valerie has been with the Colorado State Patrol for seven years, including two and a half with the Executive Security Unit (E.S.U.). The E.S.U. is charged with protecting the Capitol Complex grounds and employees, as well as the Governor and First Lady of Colorado. There are currently sixteen IPMBA certified bike officers on the unit. She thinks that not only was riding the bicycle during the DNC a great work-out, it was also one of the best duties. Valerie can be reached at silva.valerie@yahoo.com.

We Trained and Worked Hard to Protect and Serve

by Paul Iovino
St. Paul (MN) Police Department

The dust has settled, and it's time for the men and women of the St. Paul Police Department to reflect, debrief and recover. The Republican National Convention (RNC) seemed to blow in as quickly and with as much punch as Hurricane Gustav before blowing back out of our saintly city. As we move into the post-phase of the RNC, we have breathed a sigh of relief and begun to evaluate the entire process. Independent consultants have been hired to examine the many different facets of the convention, including the police department's role. Countless hours of planning went into the department's preparation and operational plan for this event. The police department looks forward to participating in a fair and transparent review of the convention. We owe this to the officers who worked it, the thousands of people who attended it, our partners we

collaborated with, and our community, with whom we have a long and special relationship. The months leading up to the RNC and the week of the convention were long and trying for many of us. I wouldn't have missed it for the world, but would also be just as fine never having to repeat a week like it for the rest of my career.

Most days during the RNC started out much the same way for me. I'd wake up early in the morning, grab some breakfast to eat during my commute and head to Arden Hills. I'd fight fatigue from the long hours of the night before and listen to talk radio recounting the media's take on the previous night's events.

As I approached the Arden Hills Ammunition Plant, I'd greet the National Guard soldiers manning the secure entrance to the base. I'd produce my Secret Service RNC and police credentials and head off to meet my team.

The base looked like a gated community buzzing with people and activity. There were hundreds of personnel coming and going. I would make my way through the maze of people and police vehicles to my bike team. Our team was more officially known as the "Bicycle Rapid Response Team" – a highly mobile, tactical team of bicycle officers trained to deal with a variety of different situations, including civil disturbances. We worked in harmony with the mobile field force officers.

Our team would pick up our lunches and new radio batteries. We would then be briefed on the day's activities and go over intelligence reports before heading out in our caravan. We would drive to our headquarters building on Grove and park our vehicles before deploying downtown on bikes for the uncertain events that lay ahead.



Courtesy Tony Holie

The first day of the event was met with great anticipation and relief for me and many of my peers. We had spent two years preparing for this, likely the most significant event of our law enforcement careers. We researched past political conventions and civil disturbances, trained in mobile field force tactics, were briefed on case law and legal updates and combed through First Amendment rights.

As the Capitol grounds began to swell with thousands of people on Labor Day, I began to reflect on my training. I watched as people moved about holding signs and street puppets. I listened as people gave speeches and musicians played music. I watched as small groups of anarchists gathered, and observed them as they watched us in return. It was an amazing sight. I knew what to expect because our department had prepared

well. We had planned for the worst and hoped for the best, as we always do.

I watched as a large group of protesters moved south on the Capitol grounds toward 12th Street. This was not the approved protest route. As we moved in to shadow the group, they spilled into the street. A hundred or so people took the whole street and intersection at the entrance ramp to I-94. Several cars were surrounded and immobilized as angry protestors chanted at the occupants, who were

simply in the wrong place at the wrong time.

I recalled a similar incident that occurred outstate in which a mob tried to flip a car with a family and children inside. The bikes quickly moved in and formed an encirclement around the vehicles. We were met with cheers and a thumbs-up by a frightened elderly couple trapped in the first car. We led both cars out of the crowd and down the freeway ramp. This was the first of many skirmishes to come that day.

For the next many hours and remainder of that day, it was chaotic. We worked on pure adrenaline, depending on our training. The radio traffic was extremely busy as divisions of officers were mobilized all over downtown trying to regain control as people took to the streets. Small groups wreaked havoc as they smashed department store windows, spray-painted buildings, hurled dumpsters at squad cars and left traffic at a standstill.

We weren't necessarily surprised as much as we were disappointed. We were disappointed by the lawlessness and lack of respect for our citizens, community and the Constitution. The vast majority of the law-abiding protesters exercised their freedom of speech in a lawful manner. We stood

(Continued on page 8)





Protect and Serve

(Continued from page 7)
behind those individuals and were happy to help them exercise their First Amendment rights during the convention.

At the end of that 17-hour day, we packed up, wondering if the rest of the week would be just as busy. I had donned and doffed my gas mask countless times, assisted with mass arrests and logged countless miles on my bike. The days that followed were almost as long and still intense, but none proved to be as destructive.

In the end, we felt a sense of accomplishment and relief. I have always been proud to be a St. Paul police officer and was standing even a little taller at the end of the convention. I am very proud of our department,

We worked on pure adrenaline, depending on our

civilian employees and our officers. The officers' response was well planned and displayed professionalism, restraint and resiliency.

This collaborative effort with our neighboring agencies has fostered relationships from which we will reap the benefits for years to come. We could not have done this without their help. The St. Paul Police Department's relationship with its community has long been the envy of other agencies, and I believe our relationship with the community has been strengthened. We appreciate the many phone calls, messages and letters of gratitude we have received since the convention.

We were the smallest department to pull off a convention of this size to date. Success doesn't happen by accident, nor is there a secret that will

lead you to it. Colin Powell once stated that success "is the result of preparation, hard work and learning from failure."

No police officers or protesters were seriously injured, and the delegates, candidates and other attendees were unharmed and the convention uninterrupted. From my vantage point high upon my Trek mountain bike, it appeared to me that we were indeed successful. I had spent a week in the midst of all the action surrounding the convention. I feel we successfully struck the sometimes disputed balance between freedom and public safety. I'm indebted to our brave officers for their service and to our community for its support.

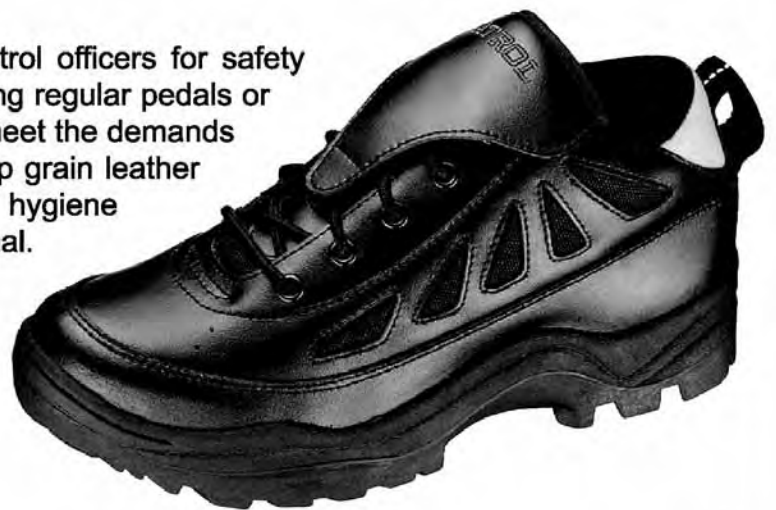
Paul Iovino is commander of the juvenile unit of the St. Paul Police Department. During the RNC he was commander of the Bicycle Rapid Response Team. He can be reached at paul.iovino@ci.stpaul.mn.us.

This article appeared in the September 26, 2008, edition of the *St. Paul Pioneer Press*.

COMFORT SAFETY DURABILITY

To prevent injury when cycling a stiffened sole is essential. Properly designed cycling footwear has a rigid mid-sole extending from the ball of the foot to the heel to guard against the crippling effects of Plantar Fasciitis and Metatarsalgia. The mid-sole also adds to comfort and efficiency by transferring the pedal pressure over the whole sole area, no localized soreness or pressure points caused by the pedals.

Patrol shoes were designed by IPMBA bike patrol officers for safety and comfort on and off your bike. Clipped in, using regular pedals or in pursuit off the bike Patrol shoes are made to meet the demands of public safety professionals. Made from soft top grain leather Patrol shoes breathe naturally for comfort and hygiene and can be polished to look smart and professional. The SPD compatible mid sole accepts all popular MTB cleat systems.



SPECIAL IPMBA DISCOUNT

79.95 REGULAR RETAIL 109.95
SHIPPING AND HANDLING
WITHIN USA \$8.90/PR

ORDER www.patrolcycle.com
freecall USA, 800 208 2032

USA DISTRIBUTION
PATROL BIKES SYSTEMS
P.O. BOX 9308,
ST PAUL, MN 55109-0308
TEL: 651 773 8763

UK DISTRIBUTION
CYCLE FORCE UK LTD
16 MARKET STREET
BRACKNELL, RG12 1JG
TEL: (011344) 662550

Bike Medics in Action at the DNC

by Captain Kyle Roodberg, EMSCI #196
Denver (CO) Health Paramedic

When Denver was chosen as the site for the 2008 Democratic National Convention (DNC), we knew it would have a profound impact on our daily operations. The Denver Health Paramedic Division was named lead EMS agency for the DNC National Special Security Event locations by the United States Secret Service, specifically, the Pepsi Center and Invesco Field. The operational planning for the 2008 DNC began in the fall of 2007. The Medical Branch Concept of Operations included eight functional areas; Dispatch, Hard Zone, Staging/Soft Zone, City Wide, Hotels/Venues, Law Enforcement Support, Hospitals, and Logistics. The bike medic operations were under the control of the Hotels/Venues Group leaders Capt. Kyle Roodberg and Lt. Marc Scherschel, both IPMBA EMSCIs.

The initial bike medic plans included submitting for additional equipment and IPMBA training. Early on we realized that in order to provide a robust coverage configuration with the bikes, we needed to incorporate mutual aid bike medics as well as expand our existing team. We compiled a list of all the surrounding agencies, both municipal and private, that already had bike medic programs. This list was narrowed down to three agencies with reputable programs which were able to help with the DNC: American Medical Response Ambulance, South Metro Fire Authority, and Rural Metro Ambulance. We felt strongly that all participating bike medics needed to go through the IPMBA EMS Cyclist Course. South Metro did their training in-house with Robert Montoya, EMSCI #200. At Denver Health we held two parallel classes for close to forty medics which included medics from AMR and Rural Metro. This training built a strong camaraderie between the medics from the different agencies, which proved to be invaluable during the long hours of the DNC.

Other than the IPMBA training, we wanted all bike medics to be able to operate independently at full advanced life support (ALS) capability. This request required some of the mutual aid agencies to purchase new equipment. All bike medics were required to carry PPE with them (masks, canisters, and auto injectors). Denver Health provided this safety equipment to the agencies that did not have it for their bike medics. The *Denver Health Guideline for Mutual Aid Operations for the 2008 Democratic National Convention* was developed. This included information on personnel check in/briefings, radio

procedures, and safety/emergency procedures, to name but a few. We developed a “pocket map” comprising several laminated pages of satellite images for the downtown area as well as the numerous parks within the bikes’ response area. This booklet was very useful for the mutual aid medics who were not as familiar with the operational areas.

The three functional areas for the bike medics were: Hard Zone (most secure), Staging/Soft Zone (lower security area), and City Wide. The Hard Zone (HZ) and Staging/Soft Zone (SZ) shift times were based on the scheduled activities at the Pepsi Center. The higher volume shift for the HZ and SZ areas was covered with fourteen bike medics working 1100-2300. The opposite shift from 2300-1100 for these areas was covered with six bike medics. The City Wide (CW) area was covered

with ten bike medics from 0600-1800 and eight from 1800-0600. The HZ bikes remained almost exclusively outside the Pepsi Center building and covered the many acres of media camps as well as the high volume security check points. SZ bikes covered the large area outside of the HZ fences. This area included the designated “First Amendment Area” for protesters and was almost entirely

open to pedestrian traffic. The CW bikes covered the entire downtown Denver area with the goal of keeping ambulances out of the congestion unless a patient transport was indicated. For operational purposes, the downtown area was divided into three zones based on projected activities, with at least one bike pair in each zone. The HZ and SZ operated on one radio channel and the CW operated on another. The SZ and a few of the CW bike medics were credentialed to respond into the HZ if needed. This credentialing configuration provided for greater operational flexibility.

As the planning progressed, the Denver Health Paramedic Division’s DNC Operations Plan grew to more than 200 pages and the master list of events expanded to more than 600 for the week. These events and activities included those scheduled by the Democratic National Convention Committee, the Democratic National Convention Host Committee, and the City and County of Denver, as well as published “protest actions.” Most of these activities and events were in the CW bike medics’ primary response area. The majority of these required only situational awareness and not dedicated EMS coverage. These decisions were based on projected attendee numbers, individual attendee profiles, as well as Secret

(Continued on page 10)



Courtesy Kyle Roodberg





Bike Medics

(Continued from page 9)

Service/Law Enforcement intelligence information. The Hotels/Venues Group Leaders met with all bike medics in person to discuss the operational plan during the two weeks preceding the convention.

Several days before the DNC, the mutual aid agencies brought their bikes to our garage for pre-mobilization staging. The Denver Health bikes were assigned to individuals, with some bikes being shared between a day and night shift. We needed to have back-up bikes available in case of a catastrophic equipment failure or other unforeseen event, e.g., a vehicle driving over a parked bike.

Our bike medics have the option of two different seats (one soft and one hard), three different frame sizes, and two different pedal configurations. With the different operational times, assigned areas, and equipment preferences, the logistics of shift transitions with the shared bikes required much thought. In the long run this worked out very well, with only one bike requiring a pedal change at transition time. As for the PPE, most of the bike medics carried their auto injectors on their person and their masks with canisters in their trunk packs. A few opted to carry their masks and canisters on their hips/legs in packs designed for this purpose.

Bike medic operational briefings took place in our garage and included information on safety, weather, scheduled events, law enforcement intelligence information, and any operational changes to be implemented. Each mutual aid bike medic was paired up with a Denver Health bike medic for operational familiarity. At these briefings all personnel would be checked in, PPE verified, and "controlled drugs" signed out. Briefings took place four times every twenty four hours in keeping with the various operational times. An end of every shift, a debriefing was held to account for personnel and "controlled drugs," discuss operational efficiency, and verify physical wellbeing.

The DNC bike operations began on Saturday, August 23, and the DNC officially started on Monday, August 25. A large influx of media, DNC attendees, vendors and others began on Saturday as multiple activities and events were scheduled for the weekend preceding the DNC. The bike medics were given much flexibility that day to become familiar with all operational areas before the crowds maximized. It was also important for the bike medics to become familiar with the locations of the multiple "down rooms" in the downtown area, as these would provide water, food and charged radio

(Continued on page 11)

Obama Voicemail Lifts Spirits of Ailing Delegate

by **Karen Auge**
The Denver Post

The voice mail from Barack Obama will never be erased from Roxanne Taylor's phone.

But, thrilled as she was to get the call, the Maryland delegate to the Democratic National Convention would have happily skipped the event that prompted the get-well wishes from the presidential nominee-to-be.

On the first night of her first convention, Taylor had a stroke.

It was after Michelle Obama addressed the Pepsi Center crowd Monday, and her delegation was at a party at Dixon's on the 16th Street Mall when Taylor started feeling dizzy. Her vision blurred, but she insisted it was a contact-lens malfunction.

But when the 52-year-old Obama supporter crumpled to the floor, fellow delegates called 911.

The call was answered by bicycle paramedics Dan Walter from Denver Health and Adrian Vandenburg from Rural Metro in Aurora.

The pair are part of an 18-team bike paramedic force that will be pedaling downtown streets throughout the convention, according to Dee Martinez, Denver Health spokeswoman.

Tuesday night brought a second, much happier visit from those same paramedics: to accept Taylor's thanks.

They visited Taylor in her intensive-care room at Denver Health Medical Center on Tuesday night and found her sitting up, watching the convention on CNN.



Photo courtesy Evan Simon

Paramedics Adrian Vandenburg, left, and Dan Walter visit Roxanne Taylor at her hospital room Tuesday.

"Thank you both for your service, and thank you for my life," she said, shaking their hands.

Rapid treatment is critical to stroke recovery, according to neurologists.

Taylor's husband, Frank Lockman, believes the speedy treatment she got is why she was up and talking.

"The emergency room doctor was telling us about the clot-buster drugs and how quickly they got her here," Lockman said.

After a jarring phone call from Denver at 3:30 a.m., Lockman said he is "extremely relieved."

Lockman flew to Denver on Tuesday from the couple's home in Bowie, Md. Taylor's son, Jerome Merrill, a Washington police sergeant, arrived as well. That's when Obama called after hearing of Taylor's stroke. She somehow missed the call but has the voice mail forever. (She declined to reveal the contents.)

When she gets out of the hospital today, Taylor said, she won't go straight home. She'll rest today, in deference to her husband and son. But Thursday, she'll be at Invesco Field at Mile High to hear her candidate. "I cannot miss it," she said. "This is history."

This article appeared in the August 27, 2008, edition of The Denver Post.

Freewheelin' at the RNC and DNC



by Bikes Belong

When Bikes Belong teamed with Humana to bring 1,000 bikes to the Democratic and Republican national conventions, we had two goals:

To show convention delegates, media, volunteers, and residents the convenience of bicycling for short trips.

To highlight bicycling on a national stage and generate positive media coverage to inspire more people to ride.

On both fronts, the Freewheelin' bike sharing effort was tremendously successful. During eight days of Freewheelin' at the two conventions, people from all 50 states and 37 countries:

- Took 7,523 rides
- Pedaled 41,724 miles
- Burned 1,293,429 calories
- Reduced their carbon footprint by 14.6 metric tons
- Reported no accidents or injuries

Freewheelin' was a mainstream media event, with stories appearing on CNN, *ABC World News Tonight*, and the *CBS Evening News*, in major newspapers such as *The New York*

Times, *Wall Street Journal*, *Los Angeles Times*, *Washington Post*, and *New York Daily News*, as well as in *Time* and *Newsweek*. So far we've tallied:

- 2,304 clips in print, on television and radio, and online
- Nearly 180 million media impressions
- An equivalent of \$10 million in advertising

These widespread and positive stories helped promote bicycling as easy, convenient, healthy, safe, and fun to a larger and wider audience than we've reached before.

To see some of the coverage, visit <http://www.bikesbelong.org/node/1235673>.

We thank Humana and all of the Bikes Belong member companies who generously supported this unprecedented project.

This article appeared in the October 2008 edition of the Bikes Belong Newsletter. For more information about Bikes Belong, visit www.bikesbelong.org.

Bike Medics

(Continued from page 10)

batteries for EMS and police twenty-four hours a day for the duration of the event.

The bike operational plan required minimal changes during the conference, mostly involving personnel shift transitions. A few injuries did occur.

One medic sustained a leg abrasion, and one medic, Brian Schimpf, was responding to a call when he was struck by a car that turned in front of him. He was released from the ED twelve hours later.

The bike medics responded to over 650 calls, collectively rode almost 7,000 miles, and saved Denver Health close to

\$2,000 in fuel cost. The twelve hour operational shifts were typically expanded by one extra hour due to call load and personnel transitions.

Initially all DNC related shifts were scheduled to go through the Saturday, August 30, but we were able to demobilize DNC bike medic operations on Friday, August 29, at 0600. The loudest complaints from the bike medics for the entire week came on Thursday when they were told they would not have to ride on Friday or Saturday. Most were disappointed that they could not ride two more days beyond the six consecutive twelve hour shifts they had just worked.

The mutual aid efforts resulted in a greater understanding of Denver Health's EMS system and forged new friendships.

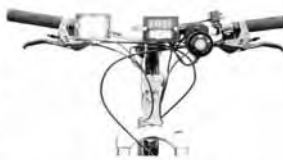
The importance of IPMBA EMS Cyclist training was solidified throughout the week with greater awareness of vehicular cycling and group riding skills, nutrition, etc. The overwhelming sentiment from the bike medics was that the DNC week was the best week they have ever had at work. I am proud to work for and with such outstanding and dedicated professionals.

Kyle has been a paramedic for 23 years and has coordinated the Denver Health Paramedic Bike Team for 14 years. He attended the IPMBA EMS Cyclist Course in 2006 and was certified as an IPMBA Instructor at the 2007 IPMBA Conference in Baton Rouge. He can be reached at kyle.roodberg@dhha.org.

BIKE PATROL SIREN

CycleSiren Features:

- ✓ Sound modes are **Wail**, **Yelp** and **Horn** (Whistle sound available).
- ✓ Daylight viewing LED strobe lighting. Color options, **Red/Blue**, **Red/White** and **All Blue**.
- ✓ Powered by a 9.6-volt Ni-MH RC battery that fits into the Police rack or side gear pack.
- ✓ For **Police & EMS** Bike Patrol.



Please visit our Web site
www.cyclesiren.com
Or telephone us at
714-628-8935.

Accessories:

LED Taillights: Blue/Amber, Red or Blue.
Ultra-Bright White LED Patrol Light.

TACTICALWEARONLINE.COM

POLICE TACTICAL & MILITARY
PERFORMANCE WEAR
YOUR SOURCE FOR

UNDER ARMOUR
PERFORMANCE

Donald L. Erb
(717)666-2348
(717)666-2349 (Fax)
(717)278-2177 (Cell)
Erbdtacticalwearonline.com
THE ADVANTAGE IS UNDENIABLE.

POLICE BIKE STORE

www.PoliceBikeStore.com

PoliceBikeStore.com – Our name says it all. We are in business to fulfill all of your Police Bike Patrol needs. Whether you need to outfit one bike, or your entire department, we can fulfill all of your biking needs – from bikes, lights and tools, to eyewear, helmets and gloves plus much more.



Simply Better



Recent Customer Comment

I credit you and your company for exceptional Customer Service and professionalism!

Mary L., Defense Supply Center

Setting New Standards - Fuji Police Bikes

The bikes that have been long anticipated are now available for immediate shipment, ranging in size from 15" to 22" Frames complete with Fuji's state-of-the-art Altair frame technology.

- ✓ Dual Disc Brakes
- ✓ 24 and 27 Speed Models
- ✓ Quality Shimano Gears
- ✓ Rock Shox Recon Air Fork with Remote Lockout
- ✓ Combination Packages Available
- ✓ **Tried the Rest - Now Ride the Best!**

Allen Bike Carriers

Allen Bike Carriers are the perfect way to get your bikes into the field. Available in 2- 5 bike carrier models. Choose from Trunk Mounted, Hitch Mounts and Spare Tire Versions.

Allen Racks feature a lifetime warranty and are safe, reliable & easy to use.



ALLEN
SPORTS

We are proud to be a Corporate Member of IPMBA and are partnered with the leading brands in the Bike Patrol Business.

We ship Nationwide and have been supplying Police Departments, Military, EMS, & Security Departments throughout the United States.



**Bicycles – Lights – Tools – Pumps
Vehicle Racks – Helmets – Eyewear – Computers
Bags – Sirens – and Growing Every Day**

xpēdo



Blackburn



Smith & Wesson

RUDY
PROJECT

FUJI
SIMPLY BETTER.

TOPEAK
PREPARE TO RIDE

Safe, Easy and Secure Online ordering. Plus, we accept Purchase Orders, PO's and can invoice your department.

Order Online at www.PoliceBikeStore.com or by phone at 309-797-9028

Tele: 309.797.9028 Fax: 309.797.9490 Website: www.policebikestore.com Email: info@policebikestore.com

Brand New Alerte Trailblazer III Light System - This system has everything you need right out of the box



- New and Improved bright LED Headlights
- Super bright pursuit lights available in a variety of color combinations
- Rear commuter taillight and pursuit lights - visible from front and rear
- Built in Siren available in Hi-Lo or Wail
- Includes spare long lasting battery - never run out of power when out on patrol

Product Purchase Program



Welcome to the IPMBA Product Purchase Program! This program is designed to save you money and connect you with businesses which have made a commitment to support public safety cyclists. Please have your IPMBA membership card handy when placing your orders.

These listings are abbreviated to accommodate more participants, but the full listings can be found on the Industry & Resources section at www.ipmba.org. Pages 13-16.

ABS SPORTS

Product: Super Saddle

Cost to Members: \$89

Contact Name: Van Zevenbergen

Contact Info: 609-371-1554/sales@abs-sports.com

Website: www.abs-sports.com

ALERTE SYSTEMS INT'L

Product: "Trail-Blazer" Bike Light Kit

Cost to Members: 10% off 1-10 units; 15% off 11-20 units

Contact Name: Bill Phillips

Contact Info: 800-728-1536/

sales@alertesystems.com

Website: www.alertesystems.com



ANDUSA & CO.

Product: Montague Paratrooper Folding Bike

Cost to Members: £475 + Delivery

Contact Name: Chulan Weeresinghe

Contact Info: ++(0)2082419826/

sales@montaguebikes.co.uk

Website: www.montaguebikes.co.uk

Available to UK forces. Supply valid IPMBA membership number with order.

BIKE TAC DESIGNS

Product: Siren, Helmet Earphone, Smith & Wesson Bikes & Accessories

Cost to Members: Contact for Discounts

Contact Name: Shelley Gale

Contact Info: 541-892-5344/lt.gale@biketac.com

Website: www.biketac.com

Send email with IPMBA membership.

BIKE WORLD

Product: Bicycles and bike accessories.

Cost to Members: Wholesale + 35%

Contact Name: Mike Beatty

Contact Info: 800-928-5558/

mike.beatty@bikeworld.com

Website: www.bikeworld.com

Contact Mike Beatty at 1-800-928-5558.

BRAKE DIRECTOR

Product: Brake Director: One-Hand Power Braking System for Bicycles

Cost to Members: \$100

Contact Name: David Krafchick

Contact Info: 206-285-6518/

davidk@brakedirector.com

Website: www.brakedirector.com

Contact with member number for directions to a special purchase page. Special Police Bicycle Setup Available. Call for details.

BRATWEAR

Product: Bike Uniforms

Cost to Members: 10% off SPL

Contact Name: Sara or Sally

Contact Info: 253-517-4000/

sara@bratwear.com or sally@bratwear.com

Website: www.bratwear.com



BRAVE SOLDIER

Product: Ointments, Shave Gels, Lip Balms, etc.

Cost to Members: 40% off Retail

Contact Name: IPMBA Coordinator

Contact Info: 888-711-BRAVE/

contact@bravesoldier.com

Website: www.bravesoldier.com

BROFORM.COM PRO-PURCHASE MARKETPLACE

Product: Outdoor-Bike-Action Sports Gear

Cost to Members: Promotional Prices on Gear; Free Membership

Contact Name: John Shelly

Contact Info: 877-420-2766/js@broform.com or

info@broform.com

Website: www.broform.com

Email full name, department name, email address, IPMBA membership number & expiration date to BroForm contact.

BUSHWHACKER USA

Product: MESA Rear Rack Trunk

Cost to Members: \$35

Contact Name: Jeff Sims

Contact Info: 800-344-1256/jss1205@aol.com

Website: www.bushwhackerbags.com

BYCYCLE, INC.

Product: Bicycle Saddle

Cost to Members: 20% off Retail on any Product

Contact Name: Jim Bombardier

Contact Info: 877-397-2165/bycycleinc@qwest.net

Website: www.bycycleinc.com

CANE CREEK CYCLING

COMPONENTS

Product: Suspension Seatpost

Cost to Members: \$94.92

Contact Name: Eric Smith

Contact Info: 800-234-2725/eric@canecreek.com

Website: www.canecreek.com

CASCADE DESIGN

Product: Platypus Hydration Systems

Cost to Members: Wholesale Pricing

Contact Name: Jonathan Shapas

Contact Info: 800-527-1527/

jonathan.shapas@cascaadedesigns.com

Website: www.cascaadedesigns.com

CATEYE ELECTRONICS

Product: Computers, Heart Rate Monitors, Lighting Systems

Cost to Members: Pro-Deal Pricing

Contact Name: Ellen Hall

Contact Info: 800-522-8393/ellen@cateye.com

Website: www.cateye.com

Contact Ellen for Pro-Deal form, pricing, and availability. Group and bulk orders preferred; one contact per agency/order.

CYCLE SIREN

Product: Cyclesiren Trooper, Patrol & EMS mini-sirens

Cost to Members: 10% off Retail

Contact Name: Greg Bohning

Contact Info: 877-477-4736/info@cyclesiren.net

Website: www.cyclesiren.com

E-mail or call with your name and IPMBA membership number.



CYCLE SOURCE GROUP

Product: Bikes & Accessories

Cost to Members: 20-35% off Retail

Contact Name: Matt Nims

Contact Info: 877-533-7245/

mattn@cyclesg.com

Website: www.swbikes.com

CYCLOPS

Product: Bicycle & Tactical Ops Equipment & Accessories

Cost to Members: 10-30% off Retail

Contact Name: Ashley Foster

Contact Info: 843-259-8368/

cyclopstact@yahoo.com

DANALCO

Product: SealSkinz & ChillBlocker Waterproof Socks & Gloves

Cost to Members: Net Price

Contact Name: Sam Matthews

Contact Info: 800-868-2629/sam@danalco.com

Website: www.danalco.com

DE SOTO SPORT

Product: Triathlon Clothing and Wet Suits

Cost to Members: 40% off Retail

Contact Name: Emilio De Soto II

Contact Info: 800-453-6673/

contact@desotosport.com

Website: www.desotosport.com



DEMAND TECHNOLOGY, LTD.

Product: Lightrider Cycle Light

Cost to Members: £23.70; Case of 16: £18 each

Contact Name: Gill Hawkins

Contact Info: (01252) 612661/

gill@demandtechnology.com

Website: www.lightrider.co.uk

DESERT SUN

Product: Bike First Aid Kits

Cost to Members: 1-9 units: 10% off; 10+ units: 15% off

Contact Name: Bertie Anderson

Contact Info: 760-468-1800/bertiea@hotmail.com

Include IPMBA membership number & expire date with order.

The Product Purchase Program was updated January 2008. The information has been provided by the participating companies and is subject to change without notice. A company's participation in the Product Purchase Program does not indicate endorsement by IPMBA, nor does it indicate the company's sponsorship of IPMBA.



Product Purchase Program

DO WRAP PERFORMANCE HEADWEAR

Product: Under Helmet Headbands & Bandanas
Cost to Members: 25% off Retail
Contact Name: John Okon, Rebeca Skoch
Contact Info: 800-359-2514/john@dowrap.com
Website: www.dowrap.com; www.sweatvac.com
Online orders: type IPMBA in coupon code to receive discount. Custom orders available.

DYNAMIC BICYCLES

Product: Chainless Police Bikes
Cost to Members: Contact for Special Pricing.
Contact Name: Patrick Perugini
Contact Info: 800-935-9553/
info@dynamicbicycles.com
Website: www.dynamicbicycles.com



ELECTRIC MOTION SYSTEMS

Product: E+ Tactical, High-Performance Electric Bike
Cost to Members: 10% off Retail
Contact Name: Tim Folk
Contact Info: 877-824-5339/tactical@mail-ems.com
Website: www.electrictionsystems.com

ELECTRIC TRANSPORTATION SOLUTIONS

Product: Bikes & Accessories for LE and EMS
Cost to Members: Contact for special pricing on all items.
Contact Name: Seth Leitman
Contact Info: 866-895-2238/ets@electrictransport.net
Website: www.electrictransport.net
Have IPMBA membership card handy. A portion of all proceeds will be donated to IPMBA.

ELEKTRIK MOTION

Product: Electric Mountain Bicycle, Accessories
Cost to Members: 10% off
Contact Name: Andy Koblick
Contact Info: 866-372-6687/elektrikmotion@aol.com
Website: www.elektrikmotion.com
IPMBA membership number required.

ELHN BADGE & EMBLEM DESIGN

Product: Custom Police Badges, Emblems, Pins, Coins
Cost to Members: 25% off
Contact Name: ELHN Rep
Contact Info: 203-364-8644/
elhnbadgedesign@aol.com
Website: www.elhnbadge.com
Call or email design/quantity for price quote.

ERGO, LLC

Product: "The Seat" Ergonomic Bike Seat
Cost to Members: \$30 lycra/gel; \$23 vinyl; \$15 faux leather
Contact Name: Thomas White
Contact Info: 425-333-6161/daedalus@nwlink.com
Website: www.thecomfortseat.com

EV TECH

Product: Bikes, Accessories, Montague Bikes, Siren Kit
Cost to Members: Contact for special pricing on all items.
Contact Name: Doug Canfield
Contact Info: 972-851-9990/dcanfield@evtech.us
Website: www.texaselectricbikes.com
Have IPMBA membership card handy. A portion of all proceeds will be donated to IPMBA.

EXPOSURE/USE (ULTIMATE SPORTS ENGINEERING)

Product: Lighting Systems
Cost to Members: Contact for Discount Details
Contact Name: Jonathan Sharpe
Contact Info: ++ (0) 1798 344477/
info@exposurelights.com
Website: www.use1.com

EYE SAFETY SYSTEMS, INC.

Product: Protective Eyewear - Military, LE, Tactical
Cost to Members: 30-40% off List Price
Contact Name: Willy Breen
Contact Info: 208-726-4072/
wbreen@essgoggles.com
Website: www.essgoggles.com

FINISH LINE

Product: Bicycle Care Products
Cost to Members: 50% off MSRP & Free Shipping
Contact Name: David Clopton
Contact Info: 631-666-7300/
davidclopton@finishlineusa.com
Website: www.finishlineusa.com
Enter IPMBA in the Event Code field at the top of the online order form.

FOSTER GRANT SUNGLASSES

Product: Ironman Sunglasses
Cost to Members: 40% off MSRP
Contact Name: Bill Paine
Contact Info: 215-335-9218/painews@aol.com

FUJI AMERICA

Product: Bikes & Accessories
Cost to Members: Special Prices on Selected Models
Contact Name: Steve Harad
Contact Info: 215-824-3854 x1111/
sharad@fujibikes.com
Website: www.fujibikes.com

GATORZ EYEWEAR

Product: Eyewear
Cost to Members: 25% off published retail rates
Contact Name: Tom Harwood
Contact Info: 800-767-4287 x104/tom@gatorz.com
Website: www.gatorz.com
Must contact Tom directly.

GITA SPORTING GOODS

Product: Giordana Apparel
Cost to Members: 10% off Giordana
Contact Name: Nelson Frazier
Contact Info: 800-FON-GITA x 319
800-FON-GITA x 319/info@gitabike.com
Website: www.gitabike.com
On website, enter "IPMBA" in promotion code box.

GROVE TOOLS, INC.

Product: Seat Locks
Cost to Members: \$19.95
Contact Name: Rob Smith
Contact Info: 563-588-0536/
rob@saveyourseatlock.com
Website: www.saveyourseatlock.com

IMBA

Product: IMBA Membership
Cost to Members: \$10 off National Mountain Bike Patrol Membership
Contact Name: Stefan Richarz
Contact Info: 888-442-IMBA x 118/
membership@imba.com
Website: www.imba.com
Submit copy of IPMBA membership card with NMBP membership application or renewal notice.

IOSSO PRODUCTS

Product: Cleaners & Lubes for Guns & Bikes
Cost to Members: 20% off Retail
Contact Name: Marianne Iosso
Contact Info: 888-747-4332/
iossoproducts@iosso.com
Website: www.iosso.com

KENDA USA

Product: Premium Bicycle Tires & Tubes
Cost to Members: 60% off MSRP
Contact Name: Karen or Cindy
Contact Info: 614-866-9803/bicycle@kendausa.com
Website: www.kendausa.com
Contact for Order Form.

KUJI SPORTS CO. LTD.

Product: Helmets; Public Safety Helmets
Cost to Members: \$17-\$50; Public Safety: \$25
Contact Name: Bill Paine
Contact Info: 215-335-9218/painews@aol.com
Website: www.ironmanhelmets.us
Public safety: available in black or white & with choice of stickers: police/EMS/Sheriff/Fire Dept/Security.

LANE SUNGLASSES INC

Product: Protective Eyewear & Goggles
Cost to Members: 30% off Retail for Quantity Purchases
Contact Name: Neal Dykstra
Contact Info: 800-542-7850/eyewear@netnitco.net
Website: www.lanesunglasses.com

LEONARD CONSULTING GROUP

Product: S&W and Fuji Bikes, Lightman Strobes, Duty Gear, Tactical Radio Accessories
Cost to Members: 10% off Regular Prices
Contact Name: Mark Leonard
Contact Info: 501-517-5338/LCGInc@sbcglobal.net
Website: www.themaskedmerchant.com, www.4bike-police.com
When ordering online, use coupon code IPMBA 10 for 10% discount.

LIFT & STORAGE SYSTEMS, INC.

Product: Automatic Bike Lift Storage Systems
Cost to Members: \$4,000 (30 bikes); \$6,000 (60 bikes)
Contact Name: Shawn Jones
Contact Info: 800-825-4777/sjones@liftnstore.com
Website: www.liftnstore.com

LIGHTCYCLES

Product: Bicycle Parts & Accessories
Cost to Members: 20-25% off Retail
Contact Name: Bob Light
Contact Info: 518-420-4666/lighttrj@plattsburgh.edu
Email for details/availability/shipping charges.

LOUKA TACTICAL TRAINING LLC

Product: Video: Firearms & Training Issues
Cost to Members: \$23, incl. shipping
Contact Name: Lou Ann Hamblin
Contact Info: 734-697-6342/
louannblackwidow@aol.com
Website: www.loukactical.com

MADISON BICYCLE SHOP

Product: Bikes, Uniforms, and Accessories
Cost to Members: Up to 15% off; up to 12 months financing same as cash
Contact Name: Sal Piccolo
Contact Info: 973-377-6616/
contact@madisonbicycleshop.com
Website: www.madisonbicycleshop.com
Complete police application. Call to demo a complete police mountain bike.

Product Purchase Program



MAKLITE

Product: Illuminated Safety Light Products
Cost to Members: \$7.00
Contact Name: William Maki
Contact Info: 800-888-5427/
libre.safety@prodigy.net
Website: www.librasafety.com

MARWI USA, INC.

Product: Lighting Systems
Cost to Members: Contact for Discount
Contact Name: Buck Mitchell
Contact Info: 800-448-3876/buck@magurusa.com
Website: www.marwiusa.com

MAXIT DESIGNS

Product: Headgator(TM)/Hothead™/Thermal Beanie™
Cost to Members: \$10.50 Headgator(TM)/Hothead(TM); \$9.40 (Beanie)
Contact Name: Liz
Contact Info: 800-556-2948/info@maxit-inc.com
Website: www.maxit-inc.com, www.headgator.com
35% off other in-stock items.

MAXXIS TIRES

Product: Bike Tires & Tubes
Cost to Members: 50% off Retail (Pro-form)
Contact Name: Ben Burgess
Contact Info: 800-4MAXXIS/
bikeorders@maxxis.com
Website: www.maxxis.com



MOCEAN

Product: Bike Patrol Uniforms
Cost to Members: 25% off Retail
Contact Name: Bill Levitt
Contact Info: 877-662-3680/moceanbl@aol.com
Website: www.mocean.net

MONTAGUE BIKES

Product: Paratrooper Tactical Folding Mountain Bike
Cost to Members: Free Folding Pedals & Kickstand with Purchase
Contact Name: Dave Widing
Contact Info: 800-736-5348/
dwiding@montagueusa.com
Website: www.montagueusa.com

MOUNTAIN RACING PRODUCTS

Product: Power Grips, White Brothers Forks, Kreidler Rollers, Tamer Seatposts
Cost to Members: 20% off Retail
Contact Name: Paul Aieta
Contact Info: 800-999-8277/paieta@mrpbike.com
Website: www.mrbike.com

NUGO NUTRITION

Product: Nutrition/Energy Bars
Cost to Members: \$1.02/bar; \$15.25/box
Contact Name: Keith Rohrlick
Contact Info: 888-421-2032/
krohrlick@nugonutrition.com
Website: www.nugonutrition.com
Call 888-421-2032 to order, and have your IPMBA membership number & expiration date handy.

OLYMPIC UNIFORMS/J. MARCEL

Product: Bike Patrol Uniforms
Cost to Members: 10% off Retail Prices
Contact Name: Julie Cruise/Rachel Peterson
Contact Info: 888-722-9222/rep@olyuniforms.com
Website: www.olyuniforms.com



OPENHOUSE PRODUCTS

Product: Panniers, Cycle Bags, Lyteline High-Viz Products
Cost to Members: 15% off Regular Prices
Contact Name: Bruce Burns
Contact Info: +44 (0) 1422 824777/
bruce@openhouseproducts.com
Website: www.openhouseproducts.com
Provide IPMBA membership number when ordering.

PARADIGM TACTICAL PRODUCTS

Product: FRISKER PRO Hand Worn Metal Detector
Cost to Members: \$155 + S&H
Contact Name: Camilla Cutler
Contact Info: 978-352-6633/
sales@paradigmactical.com
Website: www.frisker.com

PATROL CYCLE LLC

Product: Patrol Cycle Shoe
Cost to Members: \$74.95
Contact Name: Mark Eumurian
Contact Info: 800-208-2032/
patrolbike@earthlink.net; bgorton@patrolycycle.com
Website: www.patrolycycle.com, www.patrolbike.com

POLARPAK

Product: PolarPak Reservoir, Custom Embroidered Hydration Packs
Cost to Members: \$14.98
Contact Name: Jeff Skillern
Contact Info: 208-426-9058/jeff@polarpak.com
Website: www.polarpak.com
Discount not available via online ordering.



POLICE BIKE STORE

Product: Fuji, S&W, Lights, Sirens, Bags, Accessories
Cost to Members: 10-35% off Retail
Contact Name: Michael Espejo
Contact Info: 309-797-9028/
info@policebikestore.com
Website: www.policebikestore.com

PROGOLD LUBRICANTS

Product: ProLink Chain Lube, ProGold Lubes, EPX
Cost to Members: 40% off Retail
Contact Name: Doug or Van
Contact Info: 800-421-5823/progoldmfr@aol.com
Website: www.progoldmfr.com

PROMARK INT'L INC.

Product: Full Line Law Enforcement Equipment
Cost to Members: 40% off Most Products
Contact Name: Kenneth Battcher
Contact Info: 800-645-4443/promarkint@aol.com
Website: www.publicsafetymall.com

PUBLIC SAFETY LOGOS

Product: Badges/Badge Cases/Jewelry/Patches/Etc.
Cost to Members: 10% off + drop ship free on \$150 or more
Contact Name: Michael Carrizales
Contact Info: 800-276-0706/
sales@publicsafetylogos.com
Website: www.publicsafetylogos.com
Code: 20PMBA04 and IPMBA membership number must accompany order.



R & B

FABRICATIONS

Product: Panniers & Safety Vests
Cost to Members: 15% off Retail
Contact Name: Tina Lime
Contact Info: 800-553-1911/info@rbfab.com
Website: www.rbfab.com

REDMAN TRAINING GEAR

Product: Defensive Tactics Training Gear
Cost to Members: 10% off Retail
Contact Name: Bob Brothers
Contact Info: 800-865-7840/
bob.brothers@redmangear.com
Website: www.redmangear.com

RUBEL BIKEMAPS

Product: Bicycling Street Smarts: 48-page booklet
Cost to Members: Free shipping on any size order.
Contact Name: Andy Rubel
Contact Info: 617-776-6567/info@bikemaps.com
Website: www.bikemaps.com
Contact for free sample; see full text at www.bikemaps.com.

RUDY PROJECT EYEWEAR

Product: Sunglasses, Sport Eyewear, Helmets, Goggles
Cost to Members: 40% off Retail
Contact Name: Craig Mintzloff
Contact Info: 949-272-2458/
craig@rudypjectusa.com
Website: www.rudypjectusa.com
At www.rudypjectusa.com, click on OTHER INFO, then BATMAN. Enter activation code: services.

SECURE SPORTS ID

Product: Sports ID, Helmet ID
Cost to Members: 25% off MSRP, Free Shipping
Contact Name: Vino Bhindi
Contact Info: 613-219-3542/
vino@securesportsid.com
Website: www.securesportsid.com
Must say IPMBA member on website contact page. Available for fundraisers.

SEVEN STAR SPORTS

Product: Cycling Helmets, Multi-Sport Helmets, Protective Wear
Cost to Members: Bike Helmet: \$5; Visor Helmet: \$6; ABS Helmet: \$6; HOG ABS Helmet: \$8
Contact Name: Purvis Mirza
Contact Info: 888-527-7827/
purvis@sevenstarsports.com
Website: www.sevenstarsports.com
Freight Charge: \$1 per unit.

SIGMA SPORT

Product: Lighting Systems, Bike Computers, Heart Rate Monitors
Cost to Members: 40% off Retail
Contact Name: James Keller
Contact Info: 888-744-6277/keller@sigmasport.com
Website: www.sigmasport.com
Contact James.

SIGNAL MEASUREMENT CO.

Product: GPS & Communication Mounts
Cost to Members: 30% off Retail
Contact Name: Tom Polcyn
Contact Info: 800-527-1079/tpolcyn@smc-amp.com
Website: www.smc-amp.com



Product Purchase Program

SUPERIOR GEAR

Product: Chain Stain Away Pant Protector
Cost to Members: 10% off Regular Price; quantity discount for 10 or more.
Contact Name: Frank Pollari
Contact Info: 888-519-2250/sales@superior-gear.com
Website: www.chainstainaway.com
For online ordering, enter IPMBA5 in the coupon box.

SWAGMAN

Product: Bicycle Carriers (Roof/Hitch/Trunk)
Cost to Members: 15% off Retail
Contact Name: Debbie
Contact Info: 800-469-7924/debbief@swagman.net
Website: www.swagman.net
All Shipments Made from Orville, WA.

TACTICAL WEAR ONLINE

Product: Under Armour Performance Wear
Cost to Members: 20-25% off MSRP; Free shipping over \$200; monthly specials
Contact Name: Donald Erb
Contact Info: 717-666-2348/erbd@tacticalwearonline.com
Website: www.tacticalwearonline.com
On checkout page, enter IPMBA1 in the promotional code box. Click update at the bottom of page to update the total.

TERRY PRECISION CYCLING

Product: Bikes, Accessories, Seats, Apparel
Cost to Members: Terry Apparel -- wholesale; see notes for more.
Contact Name: Ginny Weisel
Contact Info: 800-289-8379 x 13/ginny@terrybicycles.com
Website: www.terrybicycles.com
Contact Ginny via email for pro deal form.

TIMEX WATCH CORPORATION

Product: All Timex Products
Cost to Members: 33% off MSRP
Contact Name: Bill Paine
Contact Info: 215-335-9218/painews@aol.com
Website: www.timex.com

TUFFRHINO SAFETY SUPPLY

Product: Safety Gear, Hi-Viz Apparel, Cooling Products
Cost to Members: 10% off
Contact Name: Jennifer Reich/Lori Liszner
Contact Info: 866-922-4488/customer-service@tuffrhino.com
Website: www.tuffrhino.com
Use Coupon Code IPMBA at checkout.

UNITED BICYCLE SUPPLY

Product: Bicycle Tools and Parts
Cost to Members: Wholesale Pricing to Departments
Contact Name: Pete
Contact Info: 541-482-1750/ubs@bisp.net
Website: www.unitedbicyclesupply.com
Call to establish an account for your department to be eligible for wholesale pricing on all products.



VISION 2000 LEEDS LTD.

Product: Mobile Surveillance Systems for Push Bikes
Cost to Members: 10% discount
Contact Name: Alex Hayes
Contact Info: 01132 370293/alex@vision-2000.co.uk
Website: www.v2k.co.uk
Email contact details and IPMBA membership number.



VOLCANIC BICYCLES

Product: Bikes, Accessories, Outdoor & Camping Gear
Cost to Members: Avg. 25% off MSRP
Contact Name: Eric Kackley
Contact Info: 360-943-8613/eric@volcanicbikes.com
Website: www.volcanicbikes.com

WTB

Product: Tires, Saddles, Pedals, Wheel Parts
Cost to Members: 15% off Wholesale Prices
Contact Name: Chris Schierholtz
Contact Info: 415-389-5040/cschieholtz@wtb.com
Website: www.wtb.com

ZEAL OPTICS

Product: Sport Eyewear & Goggles
Cost to Members: 50% off suggested retail.
Contact Name: Sport Stars Pro Sales
Contact Info: 800-784-4090/melissa@zealoptics.com
Website: www.zealoptics.com
Call Sport Stars Pro Sales for a discount code.

ZENSAH

Product: Tactical Shirts & Shorts
Cost to Members: 30% off Regular Cost
Contact Name: Ryan Oliver
Contact Info: 877-614-5076/tactical@zensah.com
Website: www.zensah.com
When ordering online, type "IPMBA30".

ZOGICS LLC

Product: Citrawipe Degreasing Hand Wipes
Cost to Members: 25-50% of MSRP
Contact Name: Paul LeBlanc
Contact Info: 888-623-0088/413-235-0007
Website: www.zogics.com
Contact for public safety special order form.

ZOIC CLOTHING

Product: Cycling Apparel
Cost to Members: 30% off Retail
Contact Name: Eric Swenson
Contact Info: 866-355-9642/eric@zoic.com
Website: www.zoic.com

IPMBA Stuff ...



... is Cool Stuff.

Get your IPMBA merchandise by visiting www.ipmba.org/merchandise.htm

Dozens of high-quality items, a terrific variety and great customer service. Get yours today!



SUPPORT OUR CORPORATE MEMBERS



IPMBA proudly recognizes the following organizations for their continued support and assistance to IPMBA and the profession of public safety cycling. They have helped to ensure that we can continue our mission of providing education, training, and resources for public safety cyclists worldwide. To become a corporate member, contact Maureen at maureen@ipmba.org or 410-744-2400.

BRATWEAR

Sally Swanson
253-517-4000 x 16
sally@bratwear.com
www.bratwear.com



Cycle-Force UK

Charles Beral
+44(0)1344 862550
Info@www.cycle-force.co.uk
www.cycle-force.co.uk



Cycle Source Group

Matt Nims
631-205-1430
mattn@cyclesg.com
www.cyclesg.com



Electric Motion Systems

Tim Folk
877-824-5339
tactical@mail-ems.com
www.e-ms.us/lawenforcement.html



Jones & Bartlett Publishers

800-832-0034
info@jbpub.com
www.jbpub.com



Mocean

Bill Levitt
949-646-1701
moceanbl@aol.com
www.mocean.net



Police Bike Store

Michael Espejo
309-797-9028
info@policebikestore.com
www.policebikestore.com

POLICE BIKE STORE

Bikes • Accessories • Lights

CCR Registered - PO's Accepted
Multiple Item Discounts Provided

Rapid Response Bike

Ed Collins
330-283-0062
info@rrbike.com
www.rrbike.com



R & B Fabrications

David Belton
419-594-2743/800-553-1911
info@rbfab.com
www.rbfab.com



Trek Bicycle Corporation

Stefan Downing
800-313-8735 x 4911
police@trekbikes.com
www.trekbikes.com



Volcanic Bicycles

Shane Chipp
360-943-8613
shane@volcanicbikes.com
www.volcanicbikes.com



Industry

Welcome New Corporate Members!

IPMBA is pleased to welcome **Electric Motion Systems** and **Jones & Bartlett Publishers** to Corporate Membership.

Electric Motion Systems, based in Dulles, Virginia, was founded in 2005 by a group of innovative engineers with years of experience in electric propulsion and bicycles.

Electric Motion Systems describes their bike as follows: "E+ stands for Excellence – in design, engineering, performance, and quality. The E+ Mountain Bike offers an elegant statement of strength and purpose, inviting to the eye yet challenging to the spirit.

Underneath lies the new and proprietary EMS electric propulsion and control system, available only on E+ bikes – state-of-the-art, powerful, and reliable. Together, the look and feel of an elegant traditional mountain bike combined with advanced engineering excellence and performance. For rugged or easy riding, apply as much or as little effort as you wish with a simple push of the throttle – E+ does the rest automatically. Unlike other electric bicycles that feel like complex machines, the E+ is both high-tech and utterly familiar. With the speed and effort you choose, with head turning styling, and with rugged components throughout, let the E+ Mountain Bike expand your world."

Electric Motion Systems participates in the IPMBA Product Purchase Program, offering 10% off retail prices. Visit www.e-ms.com/lawenforcement.html for more details, or contact Tim Folk at tactical@mail-ems.com or 877-824-5339.

Jones and Bartlett (J&B), an independent publisher headquartered in Sudbury, Massachusetts, is the seventh largest college publisher in the United States, publishing text, professional, and reference books and a variety of multimedia and online products. The company is widely recognized in the fields of mathematics, computer science, life sciences, physical sciences, health education, allied health, medicine, nursing, emergency care, emergency medical services, fire science and criminal justice.

J&B partnered with IPMBA to publish *The Complete Guide to Public Safety Cycling, 2nd Edition* and the accompanying Instructor ToolKit CD-ROM. *The Complete Guide* is available for purchase from J&B by calling (800)832-0034 or visiting www.jbpub.com.

Brake Director

by Rob Earick, PCI #363
Puyallup (WA) Police Department

In case you haven't heard of the Brake Director, below are excerpts from their website to provide you with information about the product.

The Brake Director™ is a one-hand power braking system for bicycles. This little component multiplies brake lever force and synchronizes brakes to bring you to a safe and secure stop. Brake Director™ allows you to do with one hand what's normally only possible with two hands: apply the brakes to both wheels on a bicycle. We call Brake Director™ the world's first one-hand power braking system, and the "power" part reflects the fact that Brake Director™ literally multiplies the force applied to your brakes when you squeeze the lever. This makes it possible for you to brake both wheels by applying the same amount of force to the brake lever that you would normally use to brake just one wheel.

I had the opportunity to test the Brake Director for approximately four months. I tested it in a controlled environment (training) as well as in real life police applications on the street. I outfitted one Trek Police package bike and one Giant Iguana bike with disc brakes with the Brake Director, and I also had the most experienced and skilled police cyclist on our department, Officer Dave Temple, use the product while working the streets to get his opinion.

The Brake Director was originally developed to assist persons with upper body disabilities. The inventor approached IPMBA with the idea that the Brake Director could be a tool to assist the police cyclist. The system would allow the police cyclist to free up a hand to grab a suspect or draw a firearm without worrying about braking.

When we were first given the opportunity to ride a bike equipped with the Brake Director, we were impressed with the simplicity and ease of use. We tested the product using the "Maximum Braking" technique, and the bike quickly slowed to a stop while maintaining controllability.

I will begin by saying that the Brake Director is very effective in stopping the bike. So much so, it almost dumped me a couple of times when I tried to use it during slow speed maneuvers such as cone courses. If you are accustomed to "dragging" the rear brake during slow speed maneuvers, you must remember that the front brake will also be applied. I found this reduced my ability to control the front wheel. At first it felt similar to riding in loose sand, but after practice, I found it to be manageable.

I tested the product on all aspects of training, from stairs to dismounts. After 10+ years as a Police Cyclist Instructor, it has become second nature for me to perform these maneuvers. However, when utilizing the Brake Director, I found myself "learning" to perform these functions. The product worked in all applications, but it took some "training" and familiarization to become accustomed to and comfortable using it.

Ofc. Temple used the product for a couple of days and found it to be too cumbersome for him. He explained that he had a difficult time doing the slow speed maneuvers because the front brake would activate when he tried to drag the rear brake. Ofc. Temple is assigned to patrol parks and community events where he has to ride through crowds of people. He was not able to get comfortable using the product and traded bikes to go back to the conventional braking system.

To get another opinion on the Brake Director, I allowed Corrections Officer Jeff Dreyer to test the product. Ofc. Dreyer is a recreational cyclist who also commutes to work on a bike. He sent me the following email regarding his experience: "I found the braking system very good. I went on dry grass, wet grass, down hills and up hills and the only issue I had was that you did stop very fast. Officers should take time to get used to the braking system because I stopped a lot more quickly with the new system verses the old. I almost dumped it a couple times because I didn't have my foot out of the toe clips fast enough, but everything was fine once I got used to it." Ofc. Dreyer's experience was from more of a recreational standpoint than a duty one, but it shows that it is possible to become comfortable with the product.

I will end by saying that the product is very effective at what it is designed to do. The system appears to be of high quality and well-designed. It is a remarkable product for its original use, assisting those with disabilities to be able to ride safely. As far as police tactics, the Brake Director does free up the rider's hand for other tasks. IPMBA does not train to shoot from a moving bike. Even though you can maintain control of the bike with one-handed braking using the Brake Director, riding a bicycle is not a safe and stable shooting platform and shooting from a moving bike is still strongly discouraged.

The idea that the free hand may be used to grab a fleeing suspect is just that, an idea. The suspect must be on the side with the free hand and then you still have the concern of controlling the bike and the suspect. It is recommended that you stay with the approved tactics of IPMBA. The free hand may be handy to talk on the radio while pursuing a suspect or responding to a call.

I believe that with training and practice, the Brake Director can be a tool in the Police Cyclist's bag. However, it will probably be easier to train a new Police Cyclist to use the Brake Director than a veteran Police Cyclist to switch over.

Brake Director participates in IPMBA's Product Purchase Program. For more information, visit www.brakedirector.com.

Rob Earick has been a Police Officer with the City of Puyallup for 14+ years and a Police Cyclist for 12 years. He has been an IPMBA Instructor with IPMBA since 1998 and has also participated in numerous charity bike rides. He can be reached at robe@ci.puyallup.wa.us.



Christmas in August: Springfield XD-M

by David Hildebrand, PCI #404T/EMSCI #118T
Denton (TX) Police Department
IPMBA President

Back in June, I was browsing through law enforcement equipment websites and came across one that mentioned the soon-to-be released Springfield Armory XD-M. I thought the pistol looked pretty interesting, so I went to the Springfield website. After viewing the posted videos, my curiosity was piqued. I was contemplating replacing my Glock 22, which I have carried for 14 years, and this pistol seemed to possess the features to make that happen. I mentioned this to a friend in the training world, who put me in contact with an employee at Springfield Armory who works in their Testing and Evaluation department. After speaking with her, I figured that my chances of seeing a T&E pistol were between small and non-existent. Imagine my surprise when I received a call from the front desk of the police department telling me that I had a package. I went to the lobby and picked up a non-descript, plain brown rectangular package. I had no idea who it was from and could not remember having ordered anything to be delivered to the police department. When I returned to my office, I opened the box and saw the black plastic box with XD M written on it. Several folks from neighboring offices came to see what the problem was because I was so excited, I let out a very loud “Woooooooooooo Hoooooooooooo”. For me it was Christmas in August, and I was going to get to play with a new toy.

My initial perception was that there was quite a bit being offered to a person purchasing one of these pistols. Besides the high quality molded plastic case it all came in, there was the pistol, a paddle holster, double magazine pouch, two spare magazines, magazine loader, replacement backstraps, cleaning brush, and gun lock. Also included was a hex wrench for making adjustments to the holster and magazine pouch. The one thing missing, somewhat surprisingly, was a punch tool to change out the backstrap on the pistol. The pistol itself looked very inviting, just waiting to be picked up. It fit nicely into my hand but I was to find out later that the grip was a little too small for both of my hands when obtaining a shooting grip, even after fitting it with the large backstrap.

It was a couple of days before I was able to get out to the range for a test run. Keep in mind when I talk about being at the range that August temperatures in Texas reach 100+ degrees regularly and the days I was at the range were no different. I thought it would be a good opportunity to try out the new checkering that was being touted to help with grip shift during firing. When I arrived at the range, I immediately found out there was one thing I did not have to help me shoot this pistol. That one thing was the “big boy pants” it was going to take to

put the 16th round in the magazine. Fifteen rounds went in snugly, but it was doable. However, even after several attempts, I was unable to load the last round using just my hands, so I turned to the magazine loader that was included with the kit. The loader worked remarkably well, and I loaded all 16 rounds into the three magazines with no problem. When loaded with a full magazine, the pistol had a nice heft to it that I found comfortable and reassuring.

The paddle holster is a molded plastic minimalist design that I found to work quite well. The tension screw could be adjusted to provide some security for the weapon while in the holster. The holster should work quite well for concealed carry purposes. The magazine pouch was a little different matter. I have carried my spare magazines in vertical pouches for over 18 years, so I found the angle built into the pouch somewhat awkward, but I’m sure that with more practice, I would have no problems with it. The tension on the pouch adjusted the same as the holster and held onto the magazines when needed but did not hinder drawing them when doing a reload.

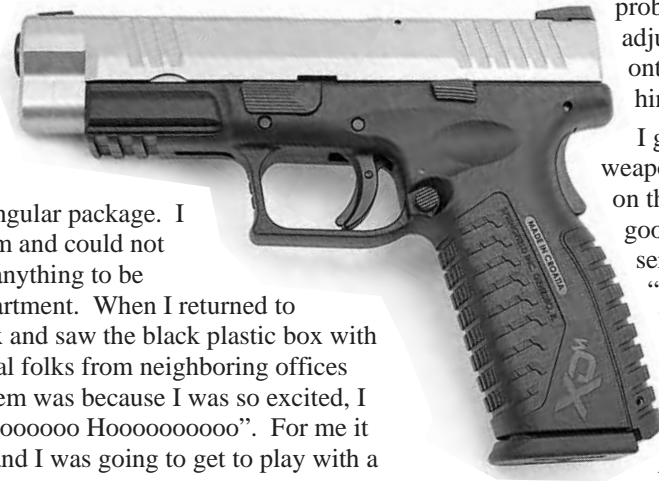
I got onto the firing line and charged the weapon in preparation to fire. The serrations on the slide lent themselves well to giving a good grip for racking the slide. The forward serrations also worked well for doing a “press check” to ensure that a round had been loaded. Not that a press check was absolutely necessary, as Springfield has a loaded chamber indicator that pops up on the top of the slide at the center rear of the ejector port when a round is chambered, but I think it is a nice

option as it makes it easy to ensure that the pistol is loaded in low/no light situations.

I decided to start with rough accuracy firing to see how the pistol shot. I started at 10 yards and did five-round slow fire strings from a standing position with a two-handed grip. The pistol was quite accurate, but shot just a little high in relation to point of aim. The sights were white, three-dot style and were very easy to pick up. I liked the sight picture that they presented. The change from the original XD to having the sight come completely to the rear of the slide is a nice touch. By the end of my testing, I concluded that the XD-M was probably more accurate than my Glock by a small margin. Keep in mind, though, that the testing was by no means a scientific experiment, and this is just my opinion.

It was during these first strings of fire that I became aware of the aforementioned grip issue. The middle size backstrap was installed on the pistol when it arrived and I found that the grip did not provide enough girth for me to get a good 360° contact grip while shooting a modern isosceles stance. The fingers on my dominant hand wrapped so far around to inhibit my support hand from making as much contact as I am used to having. This

(Continued on page 20)



E+ Tactical Police Bike

New Training Days: Police Force Tries Out Electric Bikes

by Jose Feroso

Wired Blogs, September 16, 2008

We like it when a gadget company puts its innovations on the line. This is what Electric Motion Systems (EMS) is doing by putting up their electric E+ Tactical Police bikes in the hands of tough-to-please police departments.

In an evaluation program designed to bring up any doubts people have about e-bikes, EMS is allowing police personnel to try out the bikes for a month. If the cops don't feel that the bike offers them a rugged, secure ride or that charging up the battery is too hard, they'll take them back. If the cops feel the bikes are useless in their work setting, it could seriously damage the reputation of the market, but apparently, many departments are already offering them up as a good "green" substitute for the old sedan.



EMS' gearless bikes are part of a growing trend, most of which are battery-powered and offer a commuting range between 20 and 40 miles per charge. The E+ bikes feature a 36 Volt-9 Ah NiMH battery, goes up to 30 mph using the electric power, and has 19 different cycling modes, all between a full-electric ride, to regular ol' pedaling.

Previous alternative forms of transportation have built inroads through the security market. The best example is probably the Segway, which has seen a rise in Police use in the last few years and was even used to nab a criminal recently.

Cop usage signals that good hardware options are key to these bikes. One of the features that comply with the regular experience of cops (or anyone else, really), is the quick swapping ability of the "in-wheel" battery, in the case a battery does run out.

EMS offers civilian versions of these bikes for \$3,500, the E + Cruiser and the E+ Mountain Bike.

Ed's Note: Electric Motion Systems is one of IPMBA's newest corporate members and Product Purchase Program participants, offering 10% off retail prices to IPMBA members. For more information about Electric Motion Systems, visit <http://www.e-ms.us/lawenforcement.html>.

This article appeared in the September 16, 2008, issue of *Wired Blogs*.

Springfield XD-M

(Continued from page 19)

is also where it became a problem that a punch had not been supplied with the pistol to change out the backstrap as I did not have one with me at the time. Even after changing to the bigger backstrap, the grip was still small for my hands. As I fired the five rounds, I found myself having to adjust my grip after every 2-3 rounds. That fact that I was sweating profusely may have been a factor. Despite the checkering having been changed, the pistol still moved in my hand. I do not know if there is any amount of checkering that could help with this since the grip itself is a hard smooth plastic that does not provide any traction when wet. The addition of a rubber slip on the grip might solve both my issues with it.

After completing the slow fire, I moved over to the plate rack. The rack has 6-8 inch plates and I would be shooting them from between 12-15 yards. The pistol was pretty controllable during quick strings of fire. Because the bore axis is a little higher in the hand, however, I noticed more muzzle flip than I experience when performing the same exercise with my regular duty weapon. The shifting of the weapon in my hand caused some small issues when I was trying to "clean" the rack with no extra rounds. I have to admit, though, that the weapon was FUN to shoot.

From the plate rack, I moved back to paper silhouette targets to work on multiple shots. I fired double taps and controlled pairs to see how the pistol would perform on fast follow up shots. Due to the muzzle flip noted earlier, I found myself a little slower than usual getting back on the sights for the second shot. I was able, though, on most occasions, to keep both shots within a hand's breadth of each other. I think that with more practice I would have gotten even better.

During the couple of days I spent at the range, I put a little more than 400 rounds of ammunition through the pistol, with no malfunctions. I used both 180 grain FMJ factory-loaded rounds as well as 165 FMJ factory reloaded rounds for the testing. I felt the pistol is a good attempt by Springfield to up the ante for high capacity 40 S&W pistols. It was not enough to get me to give up my current duty weapon, but it might be for other folks. Hopefully they will keep the price around the same as the rest of the XD line, which would keep it competitive. I do think it would be a viable consideration for someone on bicycle patrol due to magazine capacity, metal finish, and the polymer frame. Thanks to Springfield Armory for allowing me to test the pistol for IPMBA.

David Hildebrand is currently the Training Coordinator for the Denton Police Department. He has been a firearms instructor since 1997 and a bike officer since 1996. He currently serves as President on the IPMBA Board of Directors. He can be reached at david.hildebrand@cityofdenton.com.

No-nose bicycle saddles improve penile sensation and erectile function in bicycling police officers

Ed.'s Note: Steve Schrader, Michael Breitenstein, and Brian Lowe will attend the 19th Annual IPMBA Conference, April 30-May 2, 2009, in Albuquerque, NM. They will present two sessions: A Workplace Solution: Official Recommendations for Public Safety Cyclists and Occupational Safety and Health Roundtable.

Cincinnati, Ohio – August 7, 2008

An innovative study appearing in the August issue of *The Journal of Sexual Medicine* examined, for the first time, if noseless bicycle saddles would be an effective intervention for alleviating deleterious health effects, erectile dysfunction and groin numbness, caused by bicycling on the traditional saddle with a protruding nose extension. Results from this study may be useful for the estimated five million recreational cyclists to alleviate perineal discomfort and maintain sexual health.

Ninety bicycling police officers from five metropolitan regions in the U.S. (Northwest, Southern, Desert West, Midwest, and Southeast) using traditional saddles were evaluated prior to changing saddles and then again after six months of using the noseless bicycle saddle.

The findings show that use of the noseless saddle resulted in a reduction in saddle contact pressure in the perineal region.

There was a significant improvement in penile tactile sensation, and the number of men indicating they had not experienced genital numbness while cycling for the preceding six months rose from 27 percent to 82 percent using no-nose saddles. Use of the noseless saddle also resulted in significant increases in erectile function as assessed by the initial evaluation, but

Changing saddles changed physiology. This is a landmark study for our field ...

completing the study continued to use the no-nose saddle afterward.

Dr. Steven Schrader of the National Institute for Occupational Safety and Health in Cincinnati, first author of the study and the recent co-recipient along with his research team of a Bullard-Sherwood Research-to-Practice Award in the Interventions Category for "Health Effects of Occupational Cycling" stated, "No-nose saddles are a useful intervention for bicycling police officers, alleviating pressure to the groin and improving penis

there were no significant changes noted in Rigiscan® measures, a method used to record penile rigidity while the subject sleeps. With few exceptions, bicycle police officers were able to effectively use no-nose saddles in their police work and 97 percent of officers

health. Different saddle designs may require some re-learning of 'how to ride a bicycle,' but the health benefits to having unrestricted vascular flow to and from the penis and less penile numbness is self-evident."

Dr. Irwin Goldstein, Director, Sexual Medicine, Alvarado Hospital, San Diego C.A., and editor-in-chief of *The Journal of Sexual Medicine*, wrote an accompanying editorial entitled "The A, B, C's of *The Journal of Sexual Medicine*: Awareness, Bicycle Seats, and Choices".

"For the first time, we have a prospective study of healthy policemen riding bikes on the job, using wider, no-nose bike saddles for six months. Not only did their sensation improve, their erectile function also improved. Changing saddles changed physiology. This is a landmark study for our field that that is important for future riders, and modification of lifestyle showing improvement without any active treatment."

The study and editorial are published in the August 2008 issue of *The Journal of Sexual Medicine*. The article, "Cutting Off the Nose to Save the Penis", by Steven M. Schrader, Michael J. Breitenstein, and Brian D. Lowe, can be found at <http://www3.interscience.wiley.com/cgi-bin/fulltext/120126353/PDFSTART>.

Refra Door Controller: The Difference between Safety and Disaster

by Tommy Hamelink #865
Politie Haaglanden, The Netherlands

It's sometimes the small things that make the difference between safety and disaster.

For example, a door that is closed behind you can be a nightmare in an emergency. That was the reason for a fireman and a police officer to develop a small but smart solution: the Refra Door Controller.

This Refra Door Controller is a compact, lightweight piece of equipment that serves the fire brigades, police departments and ambulance services.

The fire brigades have developed a way to communicate with the Refra Door Controller. Placing it in a different place means, for example, "searched", "fire

behind this door", etc. Or help with controlling the ventilation of the building.

A big advance for this little item is the one and three Refra Door Controller holders. Many EMS and police in the Netherlands carry the Refra Door Controller on the belt or have them placed for direct use on the dashboard. The fire brigade uses the triple holder for storing the Refra Door Controllers on their breathing apparatus. It is also possible to carry a couple of the Refra Door Controllers on the top tube of your bicycle.

Bike patrol police officers and EMS cyclists are most of the time first on the scene. The Refra Door Controller enables your back up to enter the building and

help you, and EMS personnel do not have to leave their patient to open a door.

The Refra Door Controller is a little smart life saver. For more information, visit www.total-safety.nl or email info@total-safety.eu.



Tommy became an IPMBA Instructor in 2005 and was the first certified IPMBA Instructor in the Netherlands. He is the founder of the annual Bike Patrol Study Day and the creator of www.bikepatrol.nl. He can be reached at info@bikepatrol.nl.



Matt Langridge, PCI # 869
Thames Valley Police (UK)

On June 16, 2008, British Cycling and Public Safety Cycling (PSC) announced a partnership designed to enable Public Safety Cycling to

become established as the UK's source for public safety training and resources. IPMBA has taken an active role in supporting the development of PSC and will continue to work closely with the PSC leadership as they work towards their goal. In the future, IPMBA hopes to establish a formal affiliation with the young organization.

Under the terms of the agreement, British Cycling is providing administrative support for PSC membership and is also providing Everyday Cycling membership, ensuring that all PSC members have £10 million liability cover and legal advice/support for non-competitive cycling outside work. PSC members will also be able to join the online cycling community at www.everydaycycling.com. Here they can log mileage, chat with other users and access an extensive database of routes and rides.

Commenting on the launch of the PSC, Tom Lynch MBE said: "The creation of

the PSC is a sign of the widespread acceptance emergency services responding to calls on bikes. The PSC will now be able to support existing staff and help to encourage and train more emergency services to carry out their duties on bikes."

British Cycling chief executive Peter King said: "The delivery of emergency services on bicycles has clearly demonstrated a

Charlie Irvine, Metropolitan Police, was elected to succeed him.

Charlie remarked, "I would like to take this opportunity to thank IPMBA for your help and encouragement in getting PSC to where it is now. Without it, I doubt if we would ever have gotten off the ground. The experience gained by our American colleagues over the last 20 years has helped us establish an organization in a



Photo courtesy Charlie Irvine

quarter of that time. As President of Public Safety Cycling, I would like to offer the hand of friendship and co-operation across the "pond", and make a promise that if any IPMBA member comes to London, we will treat them "royally".

positive impact on people's lives and local communities over the past decade. The creation of a Public Safety Cycling Organisation will serve to accelerate that impact over the coming decade."

During the Sixth Annual Emergency Services Cycling Seminar, held August 29-31, 2008, in London, founder Tom Lynch stepped down from the presidency.

The first PSC Instructor Course was held in conjunction with the annual seminar. The course, taught by Charlie Irvine, Tom Lynch, Nigel Tottie, Mike Surgett, and James Aveling, produced 13 new instructors (see photo).

For more information about Public Safety Cycling, visit www.publicsafetycycling.org.uk.

Member News

Biking in the Netherlands

Training after the Basic Course

by **Peter de Vogel**
Politie Zuid-Holland Zuid, the Netherlands

In the region Zuid-Holland Zuid, we have successfully used mountainbike surveillance already for some six years. Last June, we again trained some 20 police officers to become police bikers. The bikers we have trained are officers who are armed with cuffs, baton, OC spray and firearm, as well as officers who are armed with only cuffs, baton and OC spray.

In the days after the course, I was present at a traffic accident and the first police there who responded at the call were two of the bikers who followed the course.

After the basic course, we offer advanced training six times per year because we all know that training is a repeated stimulus. In these trainings we offer cycling skills, arresting skills, and confrontational Simunition® training, amongst other topics. For large events and crowd control we also train in combination with other police disciplines, like dogs and mounted police officers.

Our experience is it that is important to keep training after the basic course. We are fortunate that in our region, the management supports this vision.

Peter has been an IPMBA member since 2003. He was instrumental in founding his department's bike team and has been actively involved with training bike officers for several years. He can be reached at peter.de.vogel@zuid-holland.politie.nl.



Courtesy Peter de Vogel

The Fifth Dutch International Police Bike Patrol Day

by **Tommy Hamelink, PCI #865**
Politie Haaglanden, The Netherlands

Ed.'s Note: The 19th Annual IPMBA Conference, April 30-May 2, 2009, offers several opportunities for learning Dutch tactics and techniques, including: Dutch Bicycle Handling Skills, The Secret of the Rubber Chicken, Dutch Arrest Tactics and Crowd Management Techniques for Bike Officers, Keeping an EYE on You: The Helmet Camera in the Netherlands, and Fundamentals of Public Contact for Police Cyclists.

Each third Thursday of September, police cyclists from around the Netherlands meet, to share knowledge, experiences, and information on this relatively young branch of police work. This year, the Police Department of North-Holland North was the host for this big event in the Alkmaar. As has become a good tradition, there were also police cyclists from Belgium and Germany.

This year there were more than 250 bikers for a day of instructive workshops and physical challenges. The heart of this year's Police Bike Patrol Day was the indoor velodrome in Alkmaar. This

velodrome is normally the training ground of Theo Bos, five-time World Track Cycling Champion.

The police cyclists had to be in good condition to test themselves on the mountain bike trail Schoorl. This 14km trail in the dunes is a unique technical challenge. No less than Dutch and European champion trial cyclist Patrick Smit organised a workshop in perfecting their bicycle handling skills.

The highlight was the workshop riding on the indoor track. It takes lots of nerves to ride a fixed gear, no brakes bicycle on a steep, wooden race track. All of these workshops were designed to improve the handling skills on the bicycle.

There was a forum for presenting and discussing new developments on bike patrol. This year the focus was on "Working with a Helmet Cam" and "The Community Sergeant on Bike Patrol".

In the vendor area there was a range of suppliers with the newest police bicycles, helmet cam systems, uniforms, etc. Even Endura UK flew in to promote their bike patrol clothing.

Put it on your agenda now – 17 September 2009 – the sixth National Police Bike Patrol Day in Amsterdam. For information, visit www.bikepatrol.nl or email info@bikepatrol.nl.



Photos courtesy/Tommy Hamelink

Tommy is the founder of the Politie Haaglanden bike patrol unit. He attended the IPMBA Police Cyclist Course in York, England, in 2005 and was certified as an IPMBA Instructor in June 2005. He is the founder of the Bike Patrol Study Day in the Netherlands and www.bikepatrol.nl. He is also one of the creators of the IPMBA EMS Cyclist II Course. He can be reached at info@bikepatrol.nl.

Ten Heroes Among Us

by **Hans Erdman, Executive Director**
Backcountry Trail Patrol Association
Isanti, MN

There are ten heroes among us. Ten mountain bike patrollers from MORC, the Barmy Dogs and the Backcountry Patrol who dropped what they were doing, left work, left other events and rode to the call to search for someone who simply was not able to help himself. On Sunday, June 22, 2008, their efforts paid off and the lost person, Keith Kennedy, was found *alive!* Although none of the patrollers made the actual find, their hard work and assistance enabled authorities to eliminate areas where Keith was not. A successful SAR mission is any mission in which the victim is found alive, and that is what happened in Grantsburg. Our friends put in over 135 person-hours and covered more than 250 miles of roads, trails, forest lanes, hunter tracks and game paths; checked scores of buildings, houses,

barns, hunting shacks, tool sheds, farmhouses, henhouses, outhouses and doghouses, since being called out on Wednesday, June 18. They represented the best of our sport, the best of MORC and IMBA and the best of the National Mountain Bike Patrol.

A huge word of thanks goes to Alden Patton, Shad Holland and Mara Larson of the MORC Mountain Bike Patrol; Randy Strickland and Eric Jensen of the Barmy Dogs Mountain Bike Patrol; and Jay Norman, Rose Andresen (and her riding buddy, Royce), Tom O'Neal and Scott and Jodi Stammer of the Backcountry Trail Patrol for the miles they put into the effort to find Keith. They tolerated the heat, the sweat, the dust, the infernal ticks, the mosquitoes and poison ivy by the field (or forest) full in order to help ensure Keith's safe return.

Congratulations on a job very well done. They are heroes!



Courtesy Hans Erdman

The "Saturday Team": Mara, Shad, Rose, Hans, Scott and Jodi at the end of a hot, hard day.

Hans Erdman has been part of the National Mountain Bike Patrol (NMBP) since it started in 1995, and was one of the original Instructor-Trainers named by NORBA to build the program in 1996. He is patrol director of the Backcountry Trail Patrol in Minnesota and western Wisconsin, IMBA-NMBP Regional Representative for MN, ND, SD and WI, and a past member of NMBP's National Advisory Committee. Hans has been an EMT since 1973, Wilderness EMT certified since 1979, and is a former paramedic. He also uses a bike at his job as a State Park Ranger at Sand Dunes State Forest Recreation Area, in Orrock, MN. He can be reached at erdman@trailpatrol.org.

IPMBA BOARD

PRESIDENT

David Hildebrand ('09)
Denton PD
601 E Hickory, Suite #E
Denton TX 76205
940-349-7956
president@ipmba.org

VICE PRESIDENT

Neil Blackington ('10)
Boston EMS
767 Albany Street
Boston MA 02118
617-343-2367
vp@ipmba.org

SECRETARY

Jeff Brown ('11)
Dayton PD
335 W Third Street
Dayton OH 45402
937-333-1108
secretary@ipmba.org

TREASURER

Ron Burkitt ('09)
Hilliard PD
3800 Municipal Way
Hilliard OH 43206
614-921-7269
treasurer@ipmba.org

CONFERENCE COORDINATOR

Kurt Feavel ('10)
UW Madison PD
1429 Monroe Street
Madison WI 53711
608-262-4520
conferences@ipmba.org

EDUCATION DIRECTOR

Mitch Trujillo ('09)
Boulder PD
1805 33rd Street
Boulder CO 80301
303-441-4488 ext 02744
education@ipmba.org

INDUSTRY LIAISON

Charlie Summers ('10)
Illinois State University PD
700 W College
Normal IL 61761
309-438-8631
industry@ipmba.org

EMS LIAISON

Marc Zingarelli ('11)
Circleville FD
586 Court St
Circleville OH 43114
740-474-3333
emsc@ipmba.org

MEMBERSHIP COORDINATOR

Bernie Hogancamp ('11)
Homewood PD
17950 Dixie Highway
Homewood IL 43114
708-206-3431
membership@ipmba.org

Follow That Stolen Bike, from Virginia to Baltimore and Back

by Peter Hermann, *Baltimore Crime Beat*
Baltimore Sun

Ed.'s Note: Congratulations to Mike Lutz, PCI #1001, Arlington County Police, on an excellent bit of detective work. When asked about the incident, Mike stated, "This was one of those very rewarding cases that allowed me to utilize the knowledge and training I have as a bike officer/instructor to catch a bike thief. This is just another reason why police cyclists should be experts in their field."

Baltimore is a blue-collar, drug and shooting kind of town. So I'll forgive you if you haven't heard of the Case of the Stolen Bicycle.

This is a caper, complete with undercover skulduggery and a police officer who mixed good old-fashioned shoe-leather detective work with modern-day sleuthing on the Internet. It took Maryland and Virginia authorities from Elkridge to Arlington and to the basement of a rowhouse in Federal Hill.

The suspect who stands charged with the crime

The suspect ... knew a thing or two about

knew a thing or two about bicycling. He raced professionally, talked his way into the inner circle of bicycling enthusiasts and, as Arlington, Va., police officer Mike Lutz put it, "gained their trust and stole them blind."

It all started back on May 15 when, during renovations in which doors were left open and unguarded, a size 54 red-and-black, carbon-frame Specialized SL2 was stolen from Conte's Bicycle and Fitness Equipment store on Wilson Boulevard in Arlington.

Only a handful of stores are authorized to sell the bike, which retails for about \$8,000. Its appearance on the street turns heads; its disappearance brought an immediate call to police from Conte's co-owner, Jody L. Bennett. Officer Lutz promptly came to take a report.

Meanwhile, Gary Lessner, who works at Avalon Cycles on U.S. 1 in Elkridge, befriended a man he met through a Volkswagen club. The man started to hang out at the bicycle shop, told people he was a competitive racer and eventually brought in the SL2 to show off.

Lessner said he liked the guy so much that he helped him land a job at Light Street Cycles in Federal Hill. But he grew suspicious about how someone who had been jobless could afford such an expensive bicycle. He said the man then showed up with another bike, for his girlfriend, worth about \$3,500. Lessner said he checked with Light Street Cycles and discovered that a similar

bike had recently disappeared and that the new employee was a suspect.

Lessner called around to various shops in the area. He talked to Bennett from Conte's in late August and compared the serial number from his friend's SL2 to her missing SL2. "Sure enough, they matched," he said.

Bennett, now armed with a name, went to the Arlington Police Department, and along with Officer Lutz, started searching the Internet. They found the man they were looking for on Craigslist selling bicycle parts and responded to his ad. He was selling a bicycle rack for a car. Bennett pretended she was looking for one but was worried that her high-end bicycle's wheels wouldn't fit.

They flirted back and forth with e-mail. "I started bragging about what I rode and he bragged about what he rode," Bennett said. Lutz added that the man liked to chat about his bicycle, telling him he bought it after seeing the model used in the Tour de France.

Finally, they set up a time to meet in Baltimore: Sept. 2 at noon.

Lutz pretended to be Bennett's brother and they went inside the Cross Street rowhouse. They talked with the suspect and she said he went to the basement and brought up the SL2. "I nodded to Officer Lutz and he called for backup," Bennett said. Four city police officers stormed in and arrested the man.

Police identified the suspect as Barry Pugh of the 400 block of E. Cross St. I left a business card at his house but haven't heard from him. After he was arrested, he was extradited to Virginia and released on bail pending trial. He still faces a theft charge here in connection with the bike missing from Light Street Cycles.

For Lutz, it was a rare opportunity for a patrol officer to play detective and see a case through from the initial report to the undercover bust. As a bicyclist himself, Lutz said, it is heartening to see the Specialized SL2 back at the store and up for sale and an arrest that he said could lead to a broader case of stolen bike parts being sold online.

Of course, the bike is now considered used. Bennett even has a sign next to it explaining the case so buyers will know the SL2's strange odyssey.

The bicycle is cheaper now, too - it can be yours for only \$6,000.

This article appeared in the September 14, 2008, edition of the Baltimore Sun. Mike can be reached at jlutz@arlingtonva.us.

Weight Loss on Wheels: Swansea Police Officer Sheds 47 Pounds on Bike Patrol

by Dave Souza
Fall River Herald News

Sgt. Dan Lowney didn't need a nationally televised weight loss competition or fancy surgery to lose nearly 50 pounds. He did it an old-fashioned way – by riding his bicycle.

What started as a fun way to lose weight has turned into a personal and professional passion for the 25-year police veteran.

Lowney takes every opportunity to ride – whether patrolling the streets for the Police Department or cycling the seven miles from his Dighton home to the police station every day. Only snow and ice prevent him from riding.

Since taking up bicycling seriously over the last year or so, Lowney has dropped 47 pounds. He was recently featured in *Bicycling Magazine*, which published Lowney's prize-winning essay detailing how cycling helped him lose weight.

He was one of only a few essayists to receive a new Trek Lime bike, which Lowney said he upgraded to a Lance Armstrong Tour Edition Trek 7.5 hybrid that better fit his 6-foot, 2-inch frame.

Lowney said he finds cycling much more appealing than the crash diets he tried or the walking regimens he had done over the years. "You can't get much from walking," Lowney said.

Lowney and more than a dozen of his coworkers began a weight loss challenge, replacing fast-food lunches with daily servings of fruits and vegetables. Lowney has a family history of heart problems, and had been feeling some chest pains himself in recent years, convincing him a change was in order. "I've always enjoyed riding bikes my whole life, and I went to Bikeworks to find a bike that better fit my size and frame,"

Lowney said. "I do a lot of patrols around the Ocean Grove area and the mall. It's great that I get to ride a bike at work. I love it and it gets me out."

Police Chief George Arruda said at least 10 police officers are certified for the bike patrol, which requires a three-day course teaching how to ride up and down stairs, jump curbs and stay safe while on patrol.

The bike patrols are funded each year through a Community Policing Grant. Arruda said patrols are sent to Ocean Grove on Thursdays through Sundays during the summer, and to the mall area during summer and the holiday rush.

"It allows the community to have contact with the police officers and is an excellent use of our patrols," Arruda said. "When people commit a crime, they typically are looking for a marked police vehicle and are a little surprised when they get confronted by someone on a bike."

Lowney said the bike works especially well in keeping the peace at the mall at night or across the street when the movie theater lets out and young people tend to linger.

"It's a great community relations piece when you get to stop and talk to people. It also gets where cruisers can't go like people's backyards, alleyways, the boat ramp or down at the beach," Lowney said. "It allows us to be more visible and exercise at the same time. It sure beats walking."

This article appeared in the June 30, 2008, edition of the Fall River Herald News, Fall River, Massachusetts.

...he finds cycling much more appealing than the crash diets he tried ...



IPMBA Conference 2009 Rise Above the Rest



\$29.95*
Paperback • 264 Pages • © 2008

From the International Police Mountain Bike Association in conjunction with Jones & Bartlett Publishers comes the newly released **The Complete Guide to Public Safety Cycling**.

The Complete Guide is the single most comprehensive source of in-depth information on starting a bike unit or enhancing an established bike unit with tactical and technical tips on everything from basic equipment needs to detailed insights on policy, maintenance, training, legal issues, and much more. This essential resource will guide public safety personnel and agencies seeking to put the wheels of a public safety bike unit in motion!

Jones & Bartlett Publishers

Toll free:

(800) 832-0034

Switchboard:

(978) 443-5000

Customer service:

ext. 8197

Fax:

(978) 443-8000

Online:

www.jbpub.com

Bear Contact and Apprehension

Submitted by Brad Miller, PCI #928
Industry Relations Committee
Lewisburg (PA) Police Department

Here is one more reason that bike patrol is more effective than automobiles. In early August, Ptlm. Mark Kuhns of the Lewisburg Police Department found himself dispatched to a report of a black bear in the business district of downtown Lewisburg. Ptlm. Kuhns happened to be on bicycle patrol this particular day, which proved to be a huge asset! After a tense stand off, the 200-pound bear decided to flee from the downtown area. Officers attempted to corral the bear outside of town to avoid further problems. Well, you know those bears. They just don't like to stay on the road! As the bear weaved its way through yards and in between homes, only one officer was able to keep up with the bear and make sure it continued to go in the desired direction. You guessed it – Ptlm. Mark Kuhns on his trusty Cannondale police bike.

The bear eventually treed itself to get away from that persistent bike officer. Once it was treed, game wardens armed with tranquilizers were able to bring an end to the excitement. But had it not been for Ptlm. Kuhns being on a bicycle, the bear may have been wandering through the town for hours!

After the incident, I spoke with Ptlm. Kuhns. He said that it was fairly easy to keep up with the bear, or at least it was easy to take the bike through yards and between homes. Although black bears are not carnivorous (they do enjoy a left over hotdog or hamburger) and rarely attack humans, one will attack if a human comes between it and its young or if it is cornered. That thought was in Ptlm. Kuhns' mind during the pursuit. When the bear decided to stop and turn around to confront its pursuer, Ptlm. Kuhns performed a textbook max braking stop. This is lesson number one. He said that he maintained a distance of approximately 15 feet. He now recommends a distance of 20 feet. His training instinctively kicked in, and he kept his bike between himself and the "suspect". I'm not so sure that position is as effective on a 200-pound bear as it is with a 200-pound drunk human. Maybe the education committee could do some research on this and see if we could develop a technique for proper positioning when dealing with a disgruntled bear. What do you say, Mitch? Are you up for the challenge? I'm sure you have plenty of bears in Boulder that you can use as test subjects...

Although there is no footage of Ptlm. Kuhns is pursuit, here's a link to some video of the incident.

<http://video.ap.org/v/Legacy.aspx?mk=en-ap&g=6f8c8837-dfe7-4548-aa3e-bc8fced77bf9&f=PASUN&t=s1176395197553fg=tool&partner=en-ap>

Brad is an IPMBA Instructor and has been a police cyclist since 2002. He has been a life-long cyclist and can be found riding in the Appalachian Mountains in central Pennsylvania. He can be reached at lpdmiller@dejazzd.com.



Queensland museum receives piece of police history

by Maria Hatzakis
ABC Online - Australia

The Queensland Police Commissioner has presented a piece of police history to a museum in Brisbane.

The Police Service says the recently restored 1935 Hercules police bicycle given to the Queensland Police Museum is similar to those that officers used in the early 1900s.

Commissioner Bob Atkinson says bikes are a strong part of Queensland police history and there has not been enough done to preserve the Service's role in the past.

"There was an ethos I remember ... in the late 1960s and early 1970s where the idea was that if something was more than five years old it probably should be dumped, which is just dreadful," he said.

"I think we've moved well on from that now and for us as part of Queensland's history and for future generations it's important that we value it.

"I think we're doing better with that across the board now."

This article appeared in the June 24 edition of ABC Online, Queensland, Australia.

The Proportion Pitfall from the Pulpit

by Mitch Trujillo, PCI #244T
 Boulder PD (CO)
 IPMBA Education Director

I hate for this to sound like a sermon, so I'll get right to the point. Ideally, the proportion ratio of students per instructor in any of IPMBA's classes is 6:1. There will be times when that figure is lower or higher.

For example, the road ride in the Basic course should be conducted in groups of approximately six students. I think we've all realized that it can be extremely difficult to watch and evaluate students within larger groups. Some other skills, such as maximum braking, stair descents and ascents, and dynamic dismounts, should be performed one at a time, enabling 1:1 supervision.

IPMBA has received a significant number of course records where instructors have exceeded the maximum student-to-instructor ratio of 10:1 by teaching more than 10 students per instructor. Huh?! This ratio has been established to maximize course safety. Operating outside of IPMBA's safety guidelines increases the risk of injury, property damage, and your personal and professional liability. It also reduces the defensibility of the

training as you conduct it. IPMBA won't necessarily cover your back if something goes awry! If your administrators are pushing you towards exceeding the ratio, try to reiterate the risks to them. They might back off.

So, a word to the wise – don't do it. The quality of the educational experience is in jeopardy if you commit this pitfall. Your exposure and risk of liability are greater. You may find

Operating outside of IPMBA's safety guidelines increases the risk of injury, property damage, and your personal and

yourself in a situation of having to defend your actions (e.g., an injury or property damage) having operated outside of IPMBA's (and possibly your department's) safety procedures. You might even be banished to the netherworld and admonished by your peers.

Have fun in teaching your classes, but ride the righteous path, brothers and sisters!

Mitch is an IPMBA Instructor Trainer and is currently serving as Education Director on the IPMBA Board. He has a penchant for speedsters and can be reached at education@ipmba.org or trujillom@bouldercolorado.gov.



ITK Update

November 1, 2008

If all goes according to plan, by the time this issue of *IPMBA News* is published, the eagerly anticipated Instructor ToolKit CD-ROM (ITK) will be available for distribution. The task of transforming the existing curriculum and the updated material in *The Complete Guide to Public Safety Cycling, 2nd Edition*, has been a tremendous undertaking. No fewer than 175 separate components have been assembled into the most comprehensive teaching package that IPMBA has ever offered.

This CD contains a remarkable array of documents, including, but not limited to: Unit Plans, Lecture Outlines, PowerPoint® Presentations, Skill Stations, Scenarios, Written Tests, Practical Tests, Model Schedules, Forms, Fact Sheets, and Administrative Guidelines. Each of these categories contains a series of related documents designed to work in concert with *The Complete Guide to Public Safety Cycling, 2nd Edition*, which is the course textbook. It is highly recommended that you make *The Complete Guide* available to all of your students for reference and study.

While the fundamentals of the IPMBA Police, EMS, and Security Cyclist Courses remain much the same, there are some substantial changes, which will be described in greater detail in the letter accompanying the ITK. Therefore, it is essential that, after receiving the ITK, you allow sufficient time to review all of the material and familiarize yourself with it prior to using it in a class.

If you have not already ordered your ITK, please do so at your earliest opportunity, using the order form found at http://www.ipmba.org/printables/ITK_Update.pdf.

Only active IPMBA Instructors will be permitted to purchase the ITK, and each instructor must purchase one, even in departments with more than one instructor. For the first six months after release, the cost of the ITK will be \$100, including shipping. After six months, the cost will increase to \$150. Any active IPMBA Instructor who has not purchased the ITK at the end of the nine-month period will be deemed inactive and will be required to attend the IPMBA Instructor Course as a recertification requirement.

If you have any questions about the ITK requirements, please contact IPMBA Education Director Mitch Trujillo at education@ipmba.org. If you have questions about obtaining the ITK, please contact the IPMBA office at info@ipmba.org or 410-744-2400.

The following schedule will be implemented:

Time Frame	Cost	Additional Requirements
November 1, 2008-April 30, 2009	\$100	None
May 1, 2009-July 31, 2009	\$150	None
August 1, 2009 and beyond	Instructor Course Tuition (currently \$550)	Successfully complete the IPMBA Instructor Course. Full tuition will be charged, but the application process and fee will be waived.

by Andy DeBerry, PCI #667
Denton (TX) Police Department

The articles printed in the *IPMBA News* are informative and helpful, that's true. Sometimes I find myself reading an article and saying to myself, "well yes, that's what I do, too." But we all learn from each other, and we need to share our experiences with others who may not be doing the things that "we" already do. We learn our tactics and styles from our own experiences and that of other public safety cyclists, which is why attending the IPMBA Conference is such a great experience. With that in mind, here is my story.

My shift is 12 hours and I work a district/beat that covers most of our downtown area. I take calls on bike and ride about twenty to thirty miles a day on duty. On my meal break, I'll ride a ten mile loop in uniform, on my police bike. I've never really had that much of a problem doing this and finishing my shift. After my lunch ride, I drink a bottle of Cytomax or Accelerade, or something similar. I also try to stay hydrated during the day, refilling my water bottle several times.

We had a strange August this year in our area of Texas. It started out with temperatures reaching 107 degrees with low humidity (27-40%). We then had a two week period of temperatures around 85-90 degrees with high humidity (65-80%). Then we returned to the 100-degree mark, with high humidity. (I find it very helpful to know the temperature and humidity level for to plan for adequate hydration.)

Ok, story time with Andy.

After riding on duty for about ten hours and getting my lunch ride in on a 100-degree day, I felt some cramping. My next planned stop was a convenience store for some type of electrolytes, glucose, salt or what ever I could find, so I was not too worried about it. However, on the way there, I got a trespassing call. I thought, "Well, I will go take this call real fast." I got to the area, but could not locate my "trespasser", so I thought I would hide out and wait to see if he showed up. Sure enough, he did. By the way, this apartment complex is surrounded by ten-foot wooden fences and an eight-foot chain link fence.

My bad guy notices me closing the distance between us, and he takes off running. He goes over the wooden fence into another complex. I see him go over another fence, now running parallel with me. The bad guy disappears into a third apartment complex. I have another unit west of me so I waited until an officer was able to cover the west side before I went over the chain link fence.

I am all ready to go over the fence in stylish police fashion. But just as I bring my right leg over, my left quadriceps locks down (cramps). Now I am kind of stuck, and praying hard that the cramp

A lady in the parking lot is looking at me like I have lost my mind. I want to yell at her to start massaging my legs or go back inside her apartment, because staring at me is not helping.

will go away enough for me to get over the fence. After a short prayer, the cramp subsides enough to get me back into action. I then bring my left leg over the fence, and my right hamstring cramps. Now I am hanging from the top rail of this chain link fence like I'm doing some type of Olympic gymnastic routine. A lady in the parking lot is looking at me like I have lost my mind. I want to yell at her to start massaging my legs or go back inside her apartment, because staring at me is not helping. The cramps release their satanic hold on me and I get down from the fence. I find the bad guy, and the foot pursuit is on. I'm thinking "could I have gotten my bike over that fence?" Well, I caught the guy and he went to jail.

This may not be a lesson learned as much as a lesson revisited. We teach diet and nutrition in the IPMBA Police Cyclist Course, so one would think we would be experts at this. Apparently not, so I decided to do more research. I have learned that what happened to me was a "true cramp". "True cramps" are commonly associated with the vigorous use of muscles and muscle fatigue. Dehydration contributes to true cramps. So our answer is yes. Dehydration and cramps go hand in hand.

There were several other factors in play that day. I am sure my glycogen stores, sodium and potassium levels were low. I do not want to get into the scientific/medical terms and draw this into what some find as a boring subject, so I will leave it with a helpful hint/reminder from Andy. Stay hydrated while you are working. The market is flooded with energy drinks, sports drinks and other type of energy bars; find the one that works best for you. Cytomax works ok for me, but I have found that Accelerade keeps me from cramping and seems to work better. But despite all the products out there you still cannot substitute them for water! Water is your main source of hydration. I have heard of people stopping and slamming a Red Bull or a Monster. That's cool and all, but I have found that these types of energy drinks make me feel "hotter" and drain me as far as hydration goes, like my head is on fire.

You need to drink water before you are so thirsty that you just slam a water bottle. Throughout the day, you should drink water constantly. I do not recommend drinking ice cold water as it is not absorbed as well as water that is close to room temperature. I fill my water bottle out of the sink at some stores I stop in and fulfill my role as community officer at the same time.

Stay hydrated, loose and safe. See you in Albuquerque!

Andy joined the Denton Police Department in 1998 and was assigned to bike duty in 2001. He became an IPMBA Instructor in 2003. He leads his shift in arrest and activity and was named a Denton Patrol Officer of the Year for 2008. He can be reached at andrew.deberry@cityofdenton.com.



IPMBA is thrilled to announce that it has entered into a partnership with the Niagara Regional Police Service (Ontario, Canada) Video Unit to produce a cycling video for the IPMBA Police, EMS, and Security Cyclist Courses. The new video will replace the *Effective Cycling* (EC) video currently in use. Like the EC video, the IPMBA video will focus on technical cycling skills and vehicular cycling. Technical skills will include maximum braking, the Rock Dodge, the Quick Turn, and curb/stair ascents and descents. Vehicular cycling principles will include the speed positioning principle, lane positioning, lane changes and turns, scanning and signaling, intersections, and transitioning. Cyclists will be depicted operating under a variety of traffic and environmental conditions, such as urban and suburban traffic; residential, downtown, and campus settings; rain, and

low-light conditions. Hazard avoidance techniques will be highlighted.

The NRPS Video Unit was formed in 1982 as a cost-effective means of providing in-service training to its members. The Unit has earned an international reputation for quality and innovation, having received more than 175 awards for production excellence, including the Law Enforcement Video Association's Award of Distinction for Best Overall Video an unprecedented six times. The NRPS Video Unit also serves as the production arm of the Ontario Police Video Training Alliance, producing and distributing videos and training packages to more than 80 member police services.

The production team comprises Video Unit Manager Jamie Saunders, Producers Geoff Holmes, Jon Ohlman, and Zac Labute; and IPMBA Instructor Cst. Scott Elliott, serving as on-site technical advisor. Scott is in constant communication with Education Director Mitch Trujillo, whose role is to ensure that all skills and techniques are performed in a technically

correct manner and to maximize the instructional benefits of the video. The filming was begun in Niagara Falls, Ont., in October, and by the time it is complete, the film crew will have traveled through much of Ontario, into New York State, as far south as Florida, and to Baltimore and Washington, DC. IPMBA members in all of these locations have eagerly volunteered their time and skill to the effort. These talented public safety cyclists will appear in full uniform and ride their duty bikes in their typical patrol environments. A list of participants will be included in a future issue of *IPMBA News*.

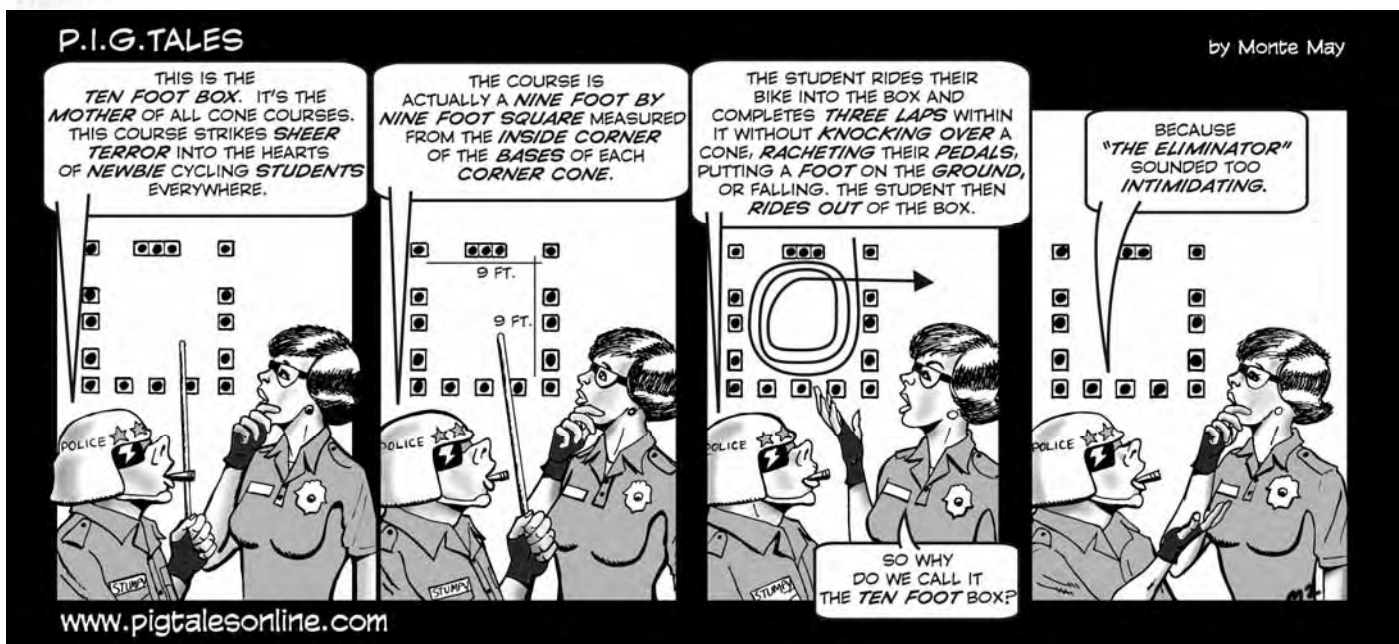
While it is too early to announce a release date for the video, the goal is to debut it at the 19th Annual IPMBA Conference in Albuquerque, New Mexico, April 25-May 2, 2009.

IPMBA thanks Scott Elliott for proposing this project to the Video Unit. As all IPMBA Instructors will agree, the video is long overdue and will be a welcome addition to the new Instructor ToolKit.



RESOURCE: Geared Up! The Essentials of Adult Bicycling

The A'Hern Group of Baltimore, MD, has created a DVD designed for adult cycling education. This 20-minute video encompasses such issues as: accountability, crash avoidance, bike fit, safety inspection, equipping the bicycle and rider, traffic laws, shared use paths, night riding, dangers, bike locks and racks, bikes on public transportation, and more. The video, complete with Spanish subtitles, is available through www.adultbicycling.com. It will be reviewed in a future issue of *IPMBA News* as a resource for public safety cyclists who are involved with bike safety education initiatives in their communities.



Congratulations IPMBA Instructor Course Graduates!



New Britain, Connecticut. July 21-25, 2008.

Instructor Trainers: Kirby Beck, Coon Rapids Police Dept. (ret); John Washington, University of Pennsylvania Police Dept.

Graduates: Michael Francisco, Atlantic City Police Dept., Atlantic City NJ; Michael Gommer, Upper Dublin Twp. Police Dept., Ft. Washington PA; James Janney, University of Maryland Baltimore County Police, Baltimore MD; Stephen Johnson,

New Britain EMS, New Britain CT; Cory LaFountaine, University of Hartford Police Dept., West Hartford CT; Ray McCahery, Philadelphia Fire Dept., Philadelphia PA; Todd Myers, West Hartford Police Dept., West Hartford CT; Kathleen Riddell, New Castle County Police Dept., New Castle DE; Svend D. Sheppard III, Carlisle Barracks Police Dept., Carlisle Barracks PA; Gregg Tinkham, National Park Service - Independence Park, Philadelphia PA.

Tacoma, Washington. September 15-18, 2008.

Instructor Trainers: Kirby Beck, Coon Rapids Police Dept. (ret); Tom Woods, Denton (TX) Police Dept.

Graduates: Chris A. Caven, King County Sheriff's Office, Seattle WA; Tim Garr, Medford Police Dept., Medford OR; Joseph Guetter, NSA Panama City FL Police Dept., Panama City Beach FL; Michael Harris, Mill Creek Police Dept., Mill Creek WA; Paul Jagodinski, Tacoma Police Dept., Tacoma WA; David Quinn, City of Bloomington Police Dept., Bloomington IL.



Both photos courtesy Kirby Beck

QUALITY MADE IN AMERICA!

Dependability. Performance. Unsurpassed Quality.

OLYMPIC UNIFORMS
A DIVISION OF J. MARCEL ENTERPRISES

888-722-9222
(206)722-1412 FAX (206) 722-1521
WWW.OLYUNIFORMS.COM
5920 M. L. KING JR. WAY S. SEATTLE, WA

(Continued from page 1)

Second, if it is legal, **use extra caution.**

Sidewalks are made for pedestrians.

Motorists crossing or approaching sidewalks are searching for people traveling at walking speed. They are not looking for, and do not expect, cyclists moving twice as fast. Next, unless you are patrolling very slowly, stay away from walls, storefronts and businesses. Give yourself extra room to see and to be seen.

Every alley, and every driveway, is an intersection and is many times more likely to be the scene of a crash when you are riding on a sidewalk. Slow down and use caution. There is no call, no pursuit and no arrest worth getting yourself into a crash.

There are reasons why public safety cyclists should be allowed to ride on sidewalks.

For police, they provide access to some of the favorite haunts of drug dealers, prostitutes and others who provide us with job security. We should be able to use the advantage of the police bike to approach them where they hangout and work. For EMS, they can offer access to persons in need of medical assistance.

If your state or your city prohibits bikes of any kind on sidewalks, work with your union, your police administration and your lawmakers to change it. Enlist the assistance of your local cycling advocacy organization if they are willing to support you. In 1986, Minnesota passed a law allowing peace officers operating bicycles to disregard certain bicycle laws, if necessary, in the course of their duties. Subdivision 11 of the Minnesota Operation of Bicycles statutes reads: *“Peace officer operating bicycle. The provisions of this section governing operation of bicycles do not apply to bicycles operated by peace officers while performing their duties.”*



Unlike some laws I have seen, the Minnesota statute does not confuse the issue with whether a police bike is an emergency vehicle or not. It doesn't care if the bike has a red or blue light or a siren, or whether it was activated. It doesn't specify whether the officer must be wearing an identifiable uniform. It doesn't even matter

if the officer is a trained cyclist. It does allow sidewalk riding where provided if in the course of the officer's duties. It permits riding against traffic, or without using a headlight on the roadway. It even allows officers to proceed through stop signs and red lights. Notice too that nothing in the statute relieves the officer of liability if they fail to use due caution and regard for others. Just because it may be permitted,

running a traffic control on a bicycle is often foolish. Speeding down a sidewalk and crashing into a pedestrian or a motorist is obviously NOT okay.

In the movie *Top Gun*, Tom Cruise and his Tomcat fighter had their “danger zone”; as public safety cyclists, we also have ours. One of the greatest danger zones is the sidewalk. As children many of us were taught that sidewalks are the safest place to ride a bike. As adults our wisdom and experience should teach us that not everything we learned as children was correct. That, my friends, is one of them. Be extra cautious when cycling in the “danger zone.”

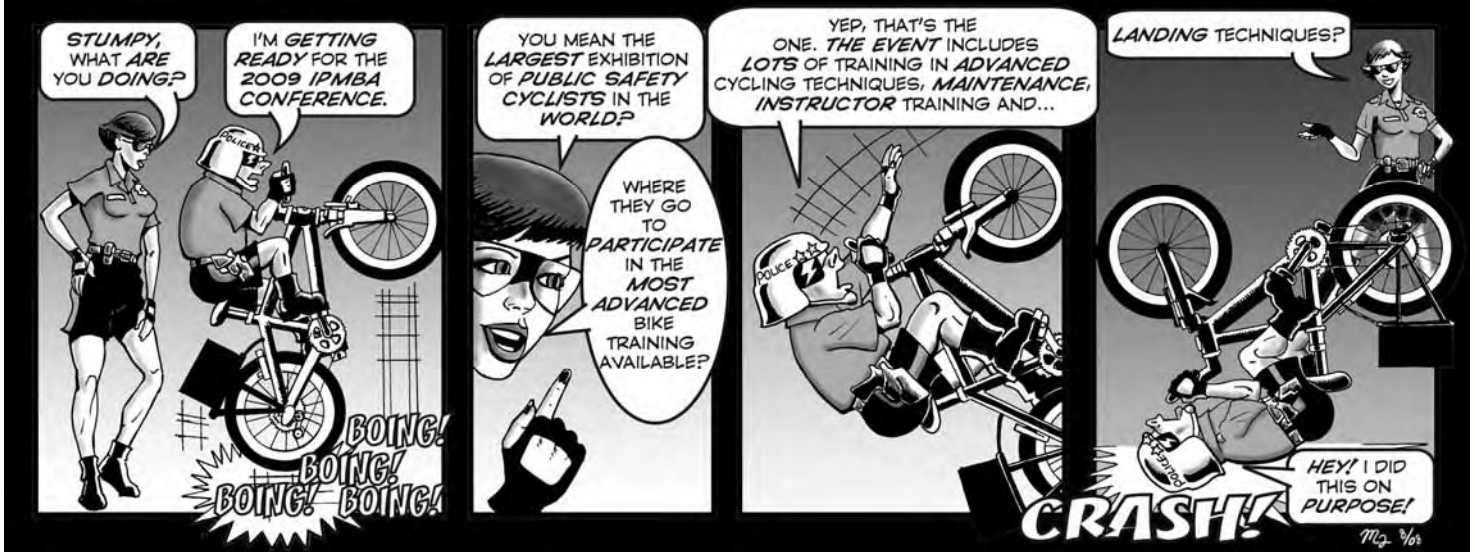
Kirby is an Instructor Trainer and one of the original authors of the Complete Guide to Police Cycling and the IPMBA course curricula. He contributed to the Complete Guide to Public Safety Cycling, 2nd Edition, and the forthcoming Instructor ToolKit CD-ROM. He currently offers consulting and expert witness services in cycling matters. He can be reached at kirby@kbeckconsulting.com.

Into Law

The State of Connecticut has passed legislation to help ensure uniformity in bike training for public safety cyclists. Senate Bill #72 Concerning the Use of Emergency Personnel with Audible Warning Devices requires any officer, EMS provider, or firefighter operating a police/EMS bicycle to complete a course of instruction in basic bicycle patrol certified by the Police Officer Standards and Training Council, or an equivalent course of instruction. This amends the previous legislation, which applied only to police personnel. The bill exempts emergency services personnel from state laws and local regulations governing bicycle operations on highways, under certain conditions. They must be 1) responding to emergency calls; 2) engaging in rescue operations; or 3) pursuing actual or suspected criminals. They must have completed a basic bike operations course, wear a distinctive uniform, and use an audible signal, such as a siren, whistle, or bell. The operator of the bicycle is not relieved of the duty to drive with due regard for the safety of all persons and property.

For more information about this bill and its implications, contact Det. Erno Nandori, PCI #181/EMSCI #066, of the Bridgeport Police Department, at badgecopz@aol.com.

19th Annual IPMBA Conference



April 25-May 2, 2009

Crowd Operations



International Police Mountain Bike Association
583 Frederick Rd., Suite 5B
Baltimore MD 21228

NONPROFIT ORG
U.S. POSTAGE
PAID
BALTIMORE MD
PERMIT NO. 3361

Interested in Crowd Ops?
Come to the Conference!