

Fall 2010

ipmba



news

Newsletter of the International Police Mountain Bike Association

IPMBA: Promoting and Advocating Education and Organization for Public Safety Bicyclists.

Vol. 19, No. 4

## Doing More with Less

by Maureen Becker  
Executive Director

The end of the year is drawing near, and chances are your mailbox has been filling up with requests for charitable contributions. As you decide which organizations are most deserving of your financial support, please keep IPMBA in mind.

Although IPMBA has not yet engaged in direct mail fundraising, we are classified as a 501(c)3 organization; therefore, any contributions above and beyond your membership dues are considered charitable and are deductible from your income tax.

Because IPMBA is a very lean organization, we have for many years been able to support our activities primarily through membership dues, conference fees, and advertising income. In recent years, this has become more difficult to do.

The financial constraints affecting you and your department affect IPMBA, too. As departments cut training budgets, they send fewer people to training courses and to the IPMBA conferences. Some departments which once provided memberships to all bike personnel have placed moratoria on such expenditures. Even industry members are affected – if fewer bikes and uniforms are purchased, suppliers sometimes have less to invest in advertising, exhibitor fees, and sponsorships.

**As you decide which organizations are most deserving of your financial support, please keep IPMBA in mind**

Like you, IPMBA has been doing more with less. Even as the cost of doing business has increased, we have not raised our dues in seven years. Conference registration fees

have held steady since 2008, and will not be higher in 2011. Yet we have continued to offer world-class training experiences, maintain an information-packed website, attract new participants to our members-only discount program, publish four issues of *IPMBA News* annually, and update and upgrade our curricula.

Our crowning achievement of the last few years has also been our most expensive. The award-winning *Fundamental Skills for Public Safety Cycling* came at a cost of \$40,000. Mocean Uniforms provided extremely generous sponsorship support, but half the cost remains unfunded.

Don't expect to find a fancy appeal in your mailbox, promising all kinds of great gifts in return for your financial support. We are simply asking you to include IPMBA among your charitable contributions this year. All contributors will receive a thank you letter for tax purposes and will be gratefully acknowledged in an upcoming issue of *IPMBA News*.

Please make your check payable to IPMBA and mail it to 583 Frederick Road, Suite 5B, Baltimore MD 21228. Be sure to indicate that your check is a donation, and include your name, member number, and contact information.

Thank you for your support.

## Grant Me My Wish

Applying for grants need not be a daunting experience. Here's how to get started and be successful.

by Mac Kemp, MEd, EMT-P  
Leon County (FL) EMS

To many people, grants are a mystery. They can seem like magic money that comes from secret places. So how do you decide to apply for a grant and go about getting it done?

Grants are simply money that is earmarked for very specific purposes. Grant makers have money they want distributed to further their unique missions, and if you can be part of their mission, they are willing to give you money. That is truly the key to successful grant writing: making your priorities fit with granters'. In this article we will walk through getting ready to apply for grants in a systematic way that anyone can follow. Grant writing takes time and experience, but you can start making progress and set goals along the way to make your appeals successful.

The good news is, yes, you should apply. Every year the federal government, states and private foundations give away literally billions of dollars. All of these funds fall into specific categories with specific requirements, but when you are eligible for a grant, you should go for it. The fact of grant writing is that most applications are turned down — many for not meeting guidelines, not following instructions or because there were too many

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# Why is Bike Patrol Still a Novelty?



I recently participated in the information-gathering portion of a newspaper article for a college journalist. The intent of the article was to introduce bicycle patrol and bike officers to a community in which they were soon to be implemented due to rising fuel prices. His idea was to familiarize the community with bike patrol and explain what it could do prior to the bike cops just showing up in neighborhoods.

As I spoke with the young man, it became painfully obvious that he had no real idea about bike patrol, neither how it came to be nor what it could do. From what I could determine, his local police department had a bike patrol program, but it functioned in such a manner that it was hardly even noticed.

After I hung up the phone, I thought, "Why is bike patrol still such a novelty?" Modern police bicycle patrol has been in existence since the late 1980's, and EMS cycling started shortly thereafter; yet many communities and agencies do not understand the bikes and what they can and cannot do.

The reason that bikes are still considered a novelty is that **WE** have not done **OUR** job of educating people – both inside and outside of our agencies – as to the **OUTSTANDING** impact that we make with those bikes.

*The reason that bikes are still considered a novelty is that we have not done our job to educate people as to the outstanding job that we do on those bikes.*

What can we, as public safety cyclists, do to close this gap? Information about how effective bike patrol can be is already out there, as evidenced by the numerous news stories about public safety cycling, not to mention all the articles in the *IPMBA News* archives at [www.ipmba.org/newsletter.htm](http://www.ipmba.org/newsletter.htm).

The stats prove it from the law enforcement, EMS, and security standpoint. Public servants on bikes get the job done, no question about it. So how do we push ourselves to the forefront of our agency and communities? From the police standpoint,

how do we ensure that we do not get pulled off the bikes and put solely in vehicles? From an EMS view, how creative can we be with deploying the bikes instead of an ambulance or ambulance cart? We need to get involved, and take on even those less than

ideal assignments to prove that we are an essential, functional part of operations, not just public relations folks who ride around getting tanned. We need to be the **FIRST** units to fill an assignment, not an afterthought.

Finally, we have to stop thinking, "I'm just doing my job", and call attention to our accomplishments. How often we get utilized and how much funding we get quite often depends on our efforts to demonstrate how indispensable we are to the command staff in our agencies and the leaders and residents of our communities.

Stay Safe,

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**Check out [www.ipmba.org](http://www.ipmba.org) for Instructor Course information.**

### ipmba news

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The International Police Mountain Bike Association promotes the use of bikes for public safety, provides resources and networking opportunities, and offers the best, most complete training for public safety cyclists.

IPMBA Membership is \$50.00 per year.

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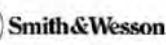
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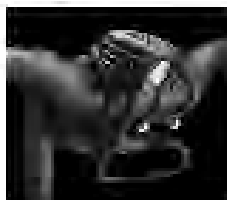
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# Policy

Policy and procedures. Standard operating guidelines. SOPs. Regardless of their title, these documents establish a framework for decision-making, provide direction, and guide both day-to-day and special operations. Rather than being “set in stone”, bike policies, like others, should offer flexibility. They should also be reviewed periodically to ensure continued relevance. As the year draws to a close, here are some policy points to ponder. *Pages 5-10.*

## Partnership Required?

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

**I**mplementing standard operating guidelines, policies, and procedures is essential to maximizing the effectiveness of a bicycle unit. When crafting a policy or guidelines, it is important to strike a balance. The document should be detailed enough to provide guidance, but not so detailed as to be restrictive. It must be flexible enough to allow for continued operations even as conditions change.

One matter of policy that has garnered attention during the economic downturn is whether or not bike officers should be permitted to patrol alone. Staffing shortages have forced many agencies to assess whether or not bike patrol is the most effective use of limited personnel. A policy that requires bike officers to have partners often provides one more excuse to veto bike patrol!

The first question that arises with respect to solo bike patrol is that of officer safety. While this author was fortunate to be able to ride alone much of the time, it is necessary to acknowledge that there are some communities, or areas within them, that are just too crime-ridden and dangerous to allow bike officers – or any police officers – to patrol alone.

There is no question that bike patrol officers have numerous advantages over their patrol car cohorts. Bike officers are much more approachable to the public, enabling them to quickly gain the trust and respect of community members, and enhancing their ability to identify and solve problems. Through their uninhibited senses, they gain a heightened awareness of the community and detect crime more readily. Because of their stealthy nature and ability to roll up on crimes in progress, experienced criminals fear the unpredictable and swift bike officers more than most other types of police patrols.

### Solo vs. Pairs

These reasons, coupled with the lack of protection afforded by a police car, have caused some agencies to require bike officers to ride with partners. While at first this may seem ideal, look critically at policies that prohibit officers from ever working bike patrol alone. They too often suppress bike patrol and with it, its multitude of benefits. Restrictive policies result in underutilization of many of the advantages that an intelligent

Restrictive policies result in underutilization of many of the advantages that an intelligent and motivated bike officer, even working alone, brings to the community.

*(Continued on page 6)*

## It is About the Bike

by Sgt. James T. Donaldson, PCI #984  
Covington (KY) Police Department

**I**PMBA has not yet approved “cross bikes” for use in IPMBA training, but does not rule out the possibility that they may be practical in some situations, or something to that effect.

“Do more with less.” Sound familiar? If you are a police administrator or supervisor, you have either heard it or said it. If you are a police cyclist, you should embrace it. Now is the time, more than ever, to show your administration, and more importantly your city leaders, what you can do with a well-trained, well-equipped bike unit. Now is the time to push the boundaries.

I won’t bore you with fuel saving studies or drone on about community relations. I won’t even touch on the physical benefits and the savings in sick time. These are all things that you and hopefully your administration already know. What I would like to do is tell you about a program that was started in our city about six years ago and has surpassed every expectation and hope. The program was our effort to replace our mountain bikes with cyclo-cross bikes. Oh yes, we did!

The challenge we faced was that our administration didn’t understand what we were capable of and would not direct the dispatch center as to how to utilize us. The bike program was treated as a novelty. We were a 120-person department with two bikes on each shift (six total), all of them mountain bikes. “Ride when you want. Don’t break anything. Get back in the car if we get busy.” That was our bike program. That was also eight years ago, when the bike spots were given out to the most senior officers who put in for it. No interviews, no prior experience, no questions asked. There was neither direction nor expectations, and nobody wanted to rock the boat.

The change started when a new sergeant who knew a thing or two about bikes was put in charge of trying to make the program useful. There were several openings at the time and the officers who got picked were avid tri-athletes and cyclists. The perfect storm was brewing.

Our city is truly diversified in that it has a large urban core, several “downtown” neighborhoods, a dedicated business / entertainment district, and some seriously sprawling subdivisions. We are located in Northern Kentucky, so very few of our 13.75 square miles are flat. We have several large parks along the rivers that comprise our borders, and the crown jewel of the county, Devou Park, is located on top of a small mountain inside our city. This park alone encompasses about 800 acres. All of the parks contain hiking, running, and

*(Continued on page 7)*



# Partnership Required? A Matter of Policy

(Continued from page 5)

and motivated bike officer, even working alone, brings to the community.

So what is the best way to determine whether to ride solo or with a partner? Common sense. Police agencies routinely use common sense in assessing what to allow. Police officers are expected to constantly use common sense and exercise good judgment.

If an officer in a police car would work a particular area alone, then why not an officer on a bike? What bike officers lack in the moving cover provided by a car, they often make up for in additional “intel” from sounds, voices and other cues as they approach the area. Would a car-bound cop go into a violent domestic or other potentially dangerous situation alone? Then neither should a bike officer. Back up is always nice to have. Sometimes you can wait for it, and sometimes you can’t. That’s why police work is dangerous. It doesn’t really matter how you arrive on the scene!

Department administrators might throw the “L-word” out as a reason for prohibiting bike patrol with less than two officers. Ask your attorney, but it is doubtful that a department would have any real liability unless it is seriously negligent in training and equipment. Police work is always dangerous and dependent upon the individual decisions and actions of its personnel.

Departments can’t always affect that, even if they provide quality training and equipment that is up-to-date as well as relevant and realistic.

## Night Patrol

Some agencies have policies recommending that bike officers working in low-light conditions ride with a partner if at all possible. Others require it. Because every agency is unique, IPMBA has made no definitive recommendation in this regard. Perhaps the best policy is one which allows solo patrol during daytime hours, and strongly encourages a

team of at least two officers for nighttime bike patrol.

Darkness obviously adds to the already stealthy nature of bike policing. Quite often bike officers will ride up onto incidents in progress without immediately realizing it. They may not have time to request a cover unit. While this happens in the daytime as well, nighttime and darkness only add to the suddenness and danger.

Bike officers go where patrol cars can’t: into alleys, behind buildings, down trails, under bridges, and all the other places criminals lurk. If they fall and get hurt, or become injured some other way, darkness may prevent them from being seen or discovered. Car officers responding to a call for assistance will instinctively look first for the police car, and then start their search for the officer from there. Since bike officers usually have their bike with them, there is nothing obvious for back-up officers to look for. For these reasons, it is nice to have a cover officer omnipresent after dark.

## Safety in Numbers?

A similar debate has been “raging” around law enforcement for years.

Should patrol units be required to have two officers, or are single officer units okay? While two officers are perceived to be safer, some studies have found that officers working two-person units are more likely to be assaulted and are involved in altercations more often than officers working solo. Could it be that officers

working alone act more cautiously and treat people differently? Don’t they wait for cover officers when necessary? If so, why wouldn’t bike officers working alone do so as well?

In recent years, the FBI’s reports on officers killed have demonstrated that we can’t always find safety in numbers. Incidents with multiple officers killed or

injured by the same assailant suggest that “safety in numbers” may be a bit of a false premise. Recent events and incidents have too often shown us that



despite the presence of multiple officers, LEOs can, and will, unfortunately, get hurt and killed in this often dirty and dangerous business of policing. Safety may be better enhanced through improved situational awareness, sound tactics and good judgment, all of which are possible when a bike officer is working solo.

## In Conclusion

When it comes to setting guidelines for solo bike patrol, there is no “one size fits all.”

Policies, or guidelines, should be flexible enough to allow for the safe use of this valuable community-policing tool – bike patrol – as often as possible. One effective officer on bike patrol is still better than zero!

*Kirby is one of IPMBA’s founding members and an author of both the Complete Guide to Police Cycling and the Complete Guide to Public Safety Cycling. Since his retirement from the police department, he has established a bike consulting/expert witness company and is logging lots of miles. He can be reached at kirbyp42@aol.com.*

Policies should be flexible enough to allow for the safe use of this valuable community-policing tool – bike patrol – as often as possible.

## It is About the Bike, cont.



(Continued from page 5)

cycling trails, both paved and unpaved. There are also a number of trails in our wilderness areas throughout the city and along the rivers. With the exception of the two weeks a year when we get substantial snowfall, it is the perfect cycling community.

So now everything is in place. We have a great town for bike patrol. We have a supervisor willing to push the envelope. We have dedicated officers willing to do what it takes to extend the bike time. How do we become more useful? Or better yet, how do we become indispensable? Enter the cyclo-cross bike.

We were fortunate that as one chief left and another took over, we ended up with a bike-friendly administration. We used this and the fact that our citizens and businesses loved the bikes to pitch a plan to make our bike guys accountable for assigned sectors. That's correct; we made them responsible for a beat. "Never gonna happen," they said. "Can't cover the territory...you will be worn out running call to call...you're never going to be fast enough to cover another car on a hot call!"



What the naysayers didn't know was that when they approved four new mountain bikes, we built two cyclo-cross bikes instead. (*You don't want to do this unless you have the support of your administration and you are pretty sure you can sell it.*) We went from pushing 25 mph on the flats to 35 mph. We started pushing 47 to 50 mph on downhills. We learned to climb like roadies and absolutely enjoyed crushing the leftover mountain bikes when we had to climb up into the park or go over the flood wall. Getting through traffic was easier and foot/vehicle pursuits were ended in short order because of our speed

and responsiveness. Parking garages were cleared in half the time, and when some of the larger businesses had to be cleared, we rode through them. We became indispensable. We also grew to four on a shift for a total of 12 plus a supervisor, all on cyclo-cross bikes.

By now the hardcore mountain bikers are getting bored and starting to thumb through this article, looking for pictures. There aren't many, but maybe I can answer the questions that are going through your mind right now. Can you ride them up and down steps? Absolutely! When we train, we do steps. However, when we are working the street, they are forbidden. Why? Think about the times that you or someone you know got hurt or broke something while riding steps. How bad are you going to feel when you are on your way to an "officer needs assistance" call and pinch flat, blow a spoke, or just flat "yard sale it" because you were distracted for one split second? Now there are two of you that need help. During the 2007 Instructor Course in Baton Rouge, I saw two frames get cracked, both from riding steps. At the 2008 IPMBA Conference in Indianapolis, I saw several bikes get flats while trying to climb steps, and these were ridden by accomplished riders.

Be honest with yourself and seriously answer the question, "is it worth the risk when its 'go time'?" Go to YouTube and type "cyclo-cross bikes climbing stairs" (<http://www.youtube.com/watch?v=BoOhi05bm8Y>). The pros dismount and run up the stairs faster than you can climb them on your bike. That's why we teach the dismount and the remount. The answer to your question, however, is "yes"; we can and do ride stairs successfully. Just because we don't have that protective high volume of air that mountain bike tires have doesn't mean that we are fragile. Quite the contrary. The wheels are very robust, yet typically weigh in at less than 400 grams. This is a substantial weight savings that also gives us one-third of the rolling resistance.

Another reason we were told they would never work is because they can't handle mud or snow. This statement was made by people who have no idea why the cyclo-cross bike was invented –

wintertime racing in Europe. The bikes typically are raced on courses encompassing sand, gravel, single-track dirt trails, paved roads, and open pastures or grass fields. We very much enjoy riding them through the mud and snow and can absolutely burn up the top of the levee, which typically is grass about eight inches tall. Drop down over the levee and you are riding along the Ohio or Licking River – take your pick. The trails along the river are single-track dirt with lots of rocks and wash outs, as well as the occasional downed tree. Do we launch the bikes and jump over and off of everything in our path? No, we are at work and the goal is to answer the call or patrol the area. Do we push it and bunny hop over stuff to see if we can? Hell, yes! We are still police cyclists.

Maybe you have looked up cyclo-cross bikes by now and discovered that there is no suspension. Those who already knew this are dying to yell, "You can't ride at work for eight hours without a suspension!" We work 10-hour days, and yes, you can. Our bikes are Surly Cross-Checks and they are full steel, including the fork. This helps dampen the vibration immensely, and the bikes are still substantially lighter than mountain bikes. We also have three different handlebar positions from which to choose.

The very nature of the bike gives us an advantage in the nine-foot box and other cone courses because there is no loss of power through the drive train, the center of gravity is lower, and we are not pushing around a front shock. Because we are not fighting the flex in the shock, we are more responsive. We routinely ride these bikes on one of our professionally designed wilderness trails, and you do feel it in the shoulders during the downhill, and you do have to occasionally dismount to run over an obstacle. The pro downhillers do it also if they judge the risk to be too great.

Does it require more skill to pass the IPMBA Police Cyclist practical tests? Not really. You can't wheelie loft as easily, but we routinely clear the same obstacles. Is the lower bottom bracket a problem? No. It is typically only 1.75

(Continued on page 8)



# Traffic Stops: Lessons Learned From Milwaukee

by Sgt. Jeffrey Cook  
Milwaukee (WI) Police Department

**I**n July 2010, we had an incident in which two bicycle officers conducted a traffic stop of a vehicle containing an escapee from a juvenile lockup. He had stolen the car and was calling attention to himself by honking on the horn in front of a residence. The two bicycle officers decided to investigate. The problems began as they approached the vehicle and asked for identification. The suspect grabbed one of the officers, who was then dragged approximately 30 feet, sustaining bumps, bruises and assorted scrapes. His partner, in an effort to stop the vehicle, fired into the vehicle. Fragments of either the bullet or assorted debris lodged in the juvenile's right knee. The juvenile escaped, only to be arrested when he went to a hospital for treatment.



The officers made a few mistakes that we all can learn from to make our traffic stops safer. First and foremost, NEVER put yourself in a position where the occupants can easily grab you. If they get a good enough grip, they can drag you to death! Do not place your arms or hands inside the vehicle in an attempt to turn it off, because you are now presenting your arms to be

grabbed. Standard traffic stop placement puts an officer slightly to the rear of the driver's side window. This puts the driver at a tactical disadvantage because he has to swivel his body in order to interact with you. It also provides a safer avenue of escape should the situation escalate and force you to withdraw to a better position of cover.

The second mistake is one that might be controversial, but for us in Milwaukee, it is a rule. Do not fire into a moving vehicle! In this situation, the officer fired into the vehicle, causing injury to the driver. At that angle, the officer who was being dragged was technically in the line of fire, and subject to injury or death at the hands of his partner. In addition, if the driver had been incapacitated or killed, the result would have been a two-ton, uncontrolled missile making its way down the street with the potential of injuring or killing innocents. You do not want to find yourself in either situation.

So, use good tactics when approaching, don't give the driver a chance to grab you, and do not fire into a moving vehicle!

*Jeffrey Cook can be reached at [jcook@milwaukee.gov](mailto:jcook@milwaukee.gov).*

## It is About the Bike

*(Continued from page 7)*

inches lower, but the stability you get from lowering your center gravity even just that much is unbelievable. It actually reduced the crash frequency. Ask yourself, and answer honestly, how often do you get a pedal strike because of your bottom bracket height?

When building our bikes, we selected a compact crank set up: two chain rings in the front and ten in the back. The big ring is huge and the front inner ring is bigger than most mountain bike big rings. We ride a 50-34 in the front and a 12-27 in the rear. No granny gear. We didn't use them anyway, and it cuts down on the weight. We also didn't see a need for them. If you need a high bottom bracket and a little bitty chain ring in the front then you are at Moab or the Shenandoah 100 and not at work...or a member of the Albuquerque, New Mexico, Open Spaces Division. Does our gearing give us the flexibility to start fast and climb? Absolutely. Does it require a little more

effort to climb big grades? You bet. Do you practice with your firearm?

Now you may be wondering about the durability of cross bikes. I can describe it with one word – phenomenal. The first one we built six years ago is still in service. It looks like somebody used it to build a house, but it is still on the road. We have re-cabled it four times, put four chains on it (that I know about), re-taped the handlebars a couple of times, and replaced the cassette and bottom bracket once each. Since we have at least one festival per month in our city, we use these bikes to fight with a lot. If something gets bent in the pile-up, we bend it back and get to it. If an officer takes it to the races, we hose it off and go to work, just like a mountain bike, the only difference being a catastrophic crash where the fork gets bent severely. When that happens, we're out \$125. How much does your front shock cost?

I am certainly not going try to convince you that cross bikes are the panacea of law enforcement. I will tell you that once our officers ride cross bikes, you can't get them on mountain bikes unless they are

off-duty. Are cross bikes big, burly, gnarly vehicles of mayhem? No, they are not. They are skinny, sleek, and inspire an emotional response when you see them moving, like cheetahs. Cheetahs, built for speed, efficiency and durability over the long run. Are cross bikes the complete package that have no equal and should be looked upon as the "be-all-end-all" of police cycling? Absolutely not. Several years ago, when patrol rifles came into the law enforcement environment – which many resisted – we did not get rid of the shotgun. Both are now considered indispensable. We now have options. You can call me a heretic if you like, but look at our success and ask yourself, "is this a viable alternative?" Who knows, maybe we can save some money on letterhead and drop the M....

***Want to see a cool video produced in support of this article? Contact Jim at [jt10x@insightbb.com](mailto:jt10x@insightbb.com).***

*James is a 14-year veteran of the Covington Police Dept. He has been on bike patrol for seven years and was certified as an IPMBA instructor in 2007. He is a graduate of the Park Tools Mechanics Course and is a devotee of cyclo-cross bikes.*





# Pedal Retention Primer

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

**P**edal retention is identified as one of four mandatory pieces of safety equipment, and is required of all who participate in IPMBA training. IPMBA strongly recommends that operational guidelines likewise mandate pedal retention for any public safety cyclists while operating in an on-duty capacity.

The primary purpose of pedal retention is to keep the cyclist's feet on the pedals while negotiating obstacles. Pedal retention keeps the feet engaged with the bicycle on steep descents and in crash situations. The proper use of pedal retention can prevent or lessen the severity of injuries.

As a secondary benefit, pedal retention improves pedaling efficiency as it enables the cyclist to engage both the quadriceps and the hamstrings in the pedaling action. Exerting equal force throughout the revolution helps reduce muscle fatigue and imbalance and conserves energy.

Pedal retention can be divided into four categories: toe clips with straps, (strapless) mini-clips, PowerGrips, and clipless systems such as SPD and others. Each pedal system has pluses and minuses for public safety cycling.

## Toe Clips

Toe clips were originally designed to be used with cleats mounted on the bottom of the shoe. The cleat gripped the back portion of the pedal and the strap was used to hold the cleat tightly in place. The plastic portion (originally thin metal) was merely a device to hold the strap open. The quick-release buckle enabled the rider to quickly release the strap to remove their shoe when necessary. The plastic portion that wraps around the toe and top of the foot was not meant to be used without a strap, as it is too flimsy and can bend, snag the ground and otherwise not work well.



To be used correctly, a toe clip must retain the strap, but the strap must be kept very loose. Having a loose strap allows the foot to enter and exit more safely. One problem can occur when the foot is turned sideways, as happens with a crossover dismount. Turning the foot sideways causes the strap to get tighter. That tightness may trap the foot and hold it to the pedal. This is why IPMBA training stresses the importance of disengaging pedal retention prior to exiting the bike. Once the pedal is flipped upside down, another problem can occur. The pedal and strap often scrape the ground and make noise, or the strap may catch onto something on the ground.

The final problem – which may be the biggest one – is the resistance to and fear some riders have about using them. They fear not being able to remove their foot if something happens. This is almost always overcome with practice and usage and time.

(Continued on page 10)

# WEAR THE BEST

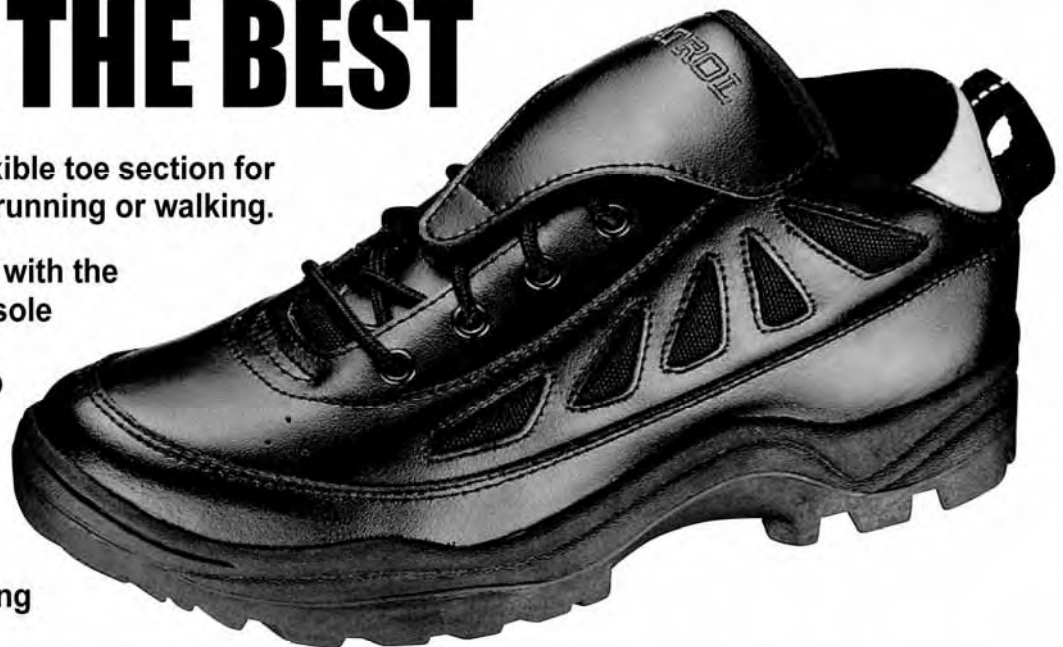
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(Continued from page 9)

## Mini-Clips

Mini-clips are designed to be used without straps. They use a stiffer plastic and are shorter for ease of entry. They cannot trap one's foot. They hold the foot in the proper position on the pedal and help keep it there while negotiating obstacles. They actually come in sizes for best fit.



While they seem

to be a perfect compromise, they do have some drawbacks. Because they are stiffer, they can snag things on the ground when they are flipped and used upside down. They do not allow the rider the additional power benefit of "pedaling circles."

There is very little required to feel comfortable using them. Learning to flip the clip up and insert and remove the foot without looking is the only training and practice required.

## Clipless Pedals

Clipless pedals require special shoes with recessed cleats. When properly adjusted, they do a terrific job of holding the cyclist's feet on the pedals. They provide the most effective pedal surface contact throughout the pedal stroke which affords the rider the ability to "power through" and pedal circles.



However, there is a major learning curve in learning to release one's foot, and mishaps almost always happen with them. Unless a student is very experienced, they

should never be allowed in a basic IPMBA class. Depending on the pedal system used, when a rider clips out to do a crossover dismount, there may be very little actual pedal to stand on. That either necessitates some modification in technique and position, or makes them unstable. Public safety cyclists using clipless systems should use models which still have a pedal platform included.

Aside from the amount of practice required to master them, they have one other problem for police riders. The recessed cleat in the shoe eventually becomes exposed and the cleat can be heard while walking, which makes walking silently on a building search or any other sort of quiet approach on a hard surface impossible. If the user has to run, the cleat can be very slippery and dangerous. This limitation is easily overcome through monitoring of the condition of the shoes and replacing them as necessary, although this can be expensive.

## PowerGrips™

In the opinion of this author, PowerGrips have proven to be the best of all worlds.

They have a fairly short learning curve, can



easily be adjusted as footwear changes, are quiet when used flipped upside down, and – as the name implies – they enable the rider to "power through" the stroke and pedal circles.

Placing the toe into the loop in a somewhat "pigeon-toed" manner positions the strap at its loosest. That is also the natural position of the foot when doing a crossover dismount. Instead of tightening in that position, as does a strapped toe clip, the PowerGrips are actually at their loosest point, which makes them safer for dismounts. The PowerGrips can be set quite loose for easy entry and exit, but when the heel is rotated in towards the bike they become much tighter, securing the foot to the pedal and allowing power to be applied throughout more of the pedal stroke.

For ultimate safety, PowerGrips should still be flipped over prior to dismounts, but when they are, they are much quieter should they brush the ground. However, they could still snag something.

If a rider needs to quickly mount and pursue someone, and does not wish to take the time to "clip in", the pedal can still be effectively used by standing on top of the flexible PowerGrips loop. Unlike clipless pedal systems, PowerGrips allow all types of shoes to be used, including waterproof winter boots.

## Training and Practice

All of these systems require some degree of training and practice to make using them second nature. While they may seem impractical to inexperienced riders who do not understand the reason for or the value of pedal retention, they are very practical from a safety standpoint.

Without pedal retention, public safety cyclists find some essential techniques – such as the angled (or parallel) curb ascent – impractical. While riding parallel to the curb, the rider lifts the front tire up onto the curb. The street-side foot is then ratcheted up into a power pedal position. That ratcheting is near impossible, and very awkward, without some sort of pedal retention. Without pedal retention, the rider would literally need to remove their foot from the pedal, place the top of the foot underneath the pedal and lift it up in order to move it into position to power away. So NOT having pedal retention restricts some of the practical everyday techniques the police cyclists need and use.

Some police officers still resist wearing a seatbelt because they feel it restricts their freedom of movement in a crisis. I can also introduce you to a police officer who was uncomfortable with his toe clips and decided to descend a flight of stairs while standing on the bottom of the pedals. About halfway down, his foot slipped forward off of the pedal, sending his body forward. His "bottom" hit the nose of his saddle with enough force to bend his seat post! I can still hear the sickening sound he made from the pain. What is dangerous is not using pedal retention of any kind.

Although pedal retention feels awkward initially, the toe clip drills used in the IPMBA courses are designed to help riders overcome their discomfort. After mastering the basics of clipping in and out of the selected retention devices, riders must continue to practice disengaging during routine dismounts, under stress conditions, and during crash survival exercises in order to maximize their efficiency and minimize risk.

*Kirby is one of IPMBA's founding members and an author of both the Complete Guide to Police Cycling and the Complete Guide to Public Safety Cycling. Since his retirement from the police department, he has established a bike consulting/expert witness company and is logging lots of miles. He can be reached at kirbyp42@aol.com.*



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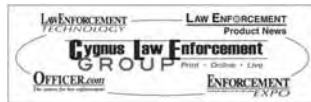
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THE TOUGHEST PATROL BIKES ON EARTH!

# ArmorPUR Tackles Body Armor Odor

industry

by Bob Hatcher, PCI #629/EMSCI #103  
Delaware (OH) Police Department  
Secretary, IPMBA Board of Directors

While manning the IPMBA booth at the 2009 Great Lakes Enforcement Expo in Columbus, Ohio, I spotted an eye-catching booth. It had dozens of bottles stacked up and a large sign that read "Does your body armor stink?" I thought, "Of course my body armor stinks. I'm a bike cop." So I stopped and spoke with the husband and wife team and owners, Tom Norton and Lorenza Vidris. They were selling a vest cover wash and deodorizing spray formulated to neutralize odors.

They told me the story of how the company was founded. It turns out that Tom, a police officer for the New Jersey State Police, is assigned to Liberty State Park, NJ (the Statue of Liberty). Tom's vest stunk so badly that it was banished from the house. He was required to leave it in the garage to air out. They had explored various ways to deodorize clothing; however, they had a hard time finding anything specific to body armor.

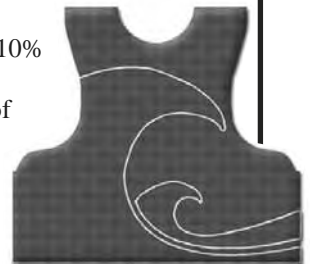
One day while having dinner with a friend who happened to be a chemist in the manufacturing industry, Lorenza joked that all police officers have something in common – their body armor stinks. This sparked the chemist's interest, and after discussing possible formulas, creating prototypes, and testing products, ArmorPUR was born.

I seized the opportunity to try something new on my pungent vest and purchased the ArmorPUR kit, consisting of a bottle of wash and a bottle of spray. It was nearing the end of the summer, so after a long, sweaty day on the bike, I used the spray on my vest cover. The following day, there was no stinky odor. As recommended, I continued to use these products over the winter months to maintain an odor-free vest. Once summer arrived, I used it religiously; every day after use, the cover received a shot of the spray. When it was time for a load of laundry, I used the wash to remove odors from my vest cover, t-shirts, and any other clothing that may have gotten a little rank. This regular use of both products virtually eliminated all the odors. ArmorPUR is

also said to work well on workout gear, shoes, and other articles of clothing that harbor odors.

ArmorPUR can be bought online at [www.armorpur.com](http://www.armorpur.com) or over the phone by calling Lorenza at 973-244-1862. The website offers the ArmorPUR Maintenance Guide, and the MSDS sheets are available upon request. You can buy the ArmorPUR kit (one 16-oz bottle each of the wash and spray) for \$25.85 or separately for \$15.85. ArmorPUR has joined the IPMBA Product Purchase Program, offering a 10% discount. They are excited to be a part of IPMBA and help keep bike cops from stinking, so please give them a try.

Robert is a police officer with the city of Delaware Police Dept. in Ohio. He currently serves as the department's bike patrol coordinator and instructor. He also serves as secretary on the IPMBA Board. He can be reached at [rhatcher@delawareohio.net](mailto:rhatcher@delawareohio.net).



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

Here we go again, folks! The next round of news and views from this side of the Atlantic. A note of encouragement for some – this is the last time you will have to suffer my

ramblings and wittering. I have been successful in my attempts to get a new role within my force. The down side is this role will take me further out of the cycle patrol loop, so I have decided the time has come to step down as your trusty newshound. Fear not though, intrepid readers. Maid Maureen will not be left as a damsel in distress, seeking a new newshound. Trusted sources inform me that someone has stepped into the breach. More on that later.

Enough of that, though. What has been happening over here since we last got together?

Well, the fallout from the financial crisis is still landing on us. The powers that be in the government – the “good people” that stump up a major proportion of the funding for the police, ambulance and fire services in the UK – are undergoing what they have called “a comprehensive spending review” in order to reduce government spending and reduce the massive debt we are apparently in. The upshot of this is that each government department and in turn, each service for which those departments are responsible, have been instructed to formulate plans to reduce spending within a range of limits. The savings projections they have been instructed to produce range from around 25% to as much as 40%. My Chief Constable has stated that, as far as she is concerned, front line and neighbourhood policing will not be affected by any spending cuts. A number of civilian posts have been lost already and I imagine the case is similar across the country and across the different emergency services. My fear is that the cuts will have a negative impact on cycle patrol. It is likely that area commanders will concentrate their

resources – staff and finances – on traditional tactics, feeling they cannot afford the “luxury” of putting their troops out on bikes. We all know this is a false economy in most cases, so I just pray that there are enough of us out there to fight the cycle patrol corner and make the decision-makers see the sense of using bikes where they are suitable.

“Enough with the doom, gloom and despondency,” I hear you cry. “We demand GOOD news!”

In Leicester, a bike patrol officer was feeling quite down because some light-fingered oik had stolen his bike a few days earlier. He was patrolling his area on foot when a very recent house burglary was brought to his attention. The offender was making off, so the cop used his powers of persuasion to commandeer a bike from a nearby youth, gave chase and caught the burglar! Well done that man. Unfortunately, I can’t trace the identity of the officer involved as the internet article I found this story on has expired. He knows who he is, though.

A journalist from the *London Evening Standard* spent some time with PC Stuart Ford of the City of London Police cycle patrol team. The write up of this attachment is a very good read. It can be found at the following search string: <http://www.thisislondon.co.uk/lifestyle/article-23850091-beware-the-two-wheeled-warrior-police-on-new-mission-to-curb-crime.do>.

The *Southend Echo* wrote in June about how bike patrol teamed up with technology and captured a suspected burglar.

A new police cycle team caught a suspected burglar on the seafront. The officers pedalled down to Western Esplanade after a hit came up on the ANPR (Automatic Numberplate Recognition) cameras of a vehicle possibly being driven by a man wanted by Hertfordshire Police. It took just 14 minutes for them to get from Shoebury police station to Western Esplanade and carry out an arrest on Friday, June 25. Sgt Paul Bird, who heads up the

team, said: “This is another example of how being on bike patrol makes a real difference. We were able to catch the suspect quickly, beating traffic and getting through places cars can’t.”

A few days later, the team were at it again:

A teenager suspected of a string of burglaries was caught by Essex Police's new cycle team. The team was deployed to Shoeburyness to search for the suspect. Within two hours they managed to find and arrest a 16-year-old boy from Southend who has now been released on bail whilst enquiries continue. The advanced cycle team in their first two months made 24 arrests and collectively cycled over 2091 miles. The team is a first for Essex Police and the hand-picked team of five are a dedicated cycle patrol team covering the whole southeastern division. The team was set up as part of Operation Velo, a special operation designed to increase police visibility through increased cycle patrols.

On the EMS front, the *Guardian* published an article early in July praising the work of two St John Ambulance bike paramedics who arrived at the scene of a house fire.

Two mountain-biking medics from St John Ambulance have been hailed as heroes after helping to save two women from a raging inferno in Clapham on Sunday.

Andre Dubois, a medical student, and Natalie Perez, a legal secretary, were on their way to a community festival when they spotted smoke billowing out of Common Sense beauty salon in Clapham Common South Side. Two women had clambered out onto the ledge of a first-floor window, while another two were on the roof at around 12.50pm.

The medics, who are part of the Cycle Response Unit, treated victims for smoke inhalation after firefighters rescued them with a turn-table ladder.

*(Continued on page 17)*



(Continued from page 16)

Six people were rescued in the blaze, while a further eight left before fire fighters arrived.

The full article, with images, can be found at the following link:

[http://www.yourlocalguardian.co.uk/news/8262014.Medics\\_on\\_bikes\\_hailed\\_heroes\\_after\\_Clapham\\_blaze\\_rescue/](http://www.yourlocalguardian.co.uk/news/8262014.Medics_on_bikes_hailed_heroes_after_Clapham_blaze_rescue/).

So folks, as you can see, despite what some might consider as the End Of The World being nigh, bike patrol staff up and down the country are still doing their damndest to fight crime and save lives. I can't say it often enough – well done to one and all.

As I mentioned earlier, Maureen has found another willing victim to take over the reins of *News from the UK*.

I won't reveal their identity, but I will let slip a little clue. The new Newshound has an EMS background, so the upcoming articles will have a more medical slant to them, I would guess.

Not before time, I might add.

Before I sign off I want to take opportunity to say a few things.

First, I want to thank you, the reader, for a) putting up with me and b) doing what you do and giving me something to write about.

I then want to thank Maureen for having the patience of a saint. I haven't been exactly punctual with my copy, but she never got cross with me.

My association with IPMBA has been a very enjoyable experience, from my initial course under the tutelage of Charlie Irvine; to my Instructor Course where I was educated in the ways by the greats that are Al Simpson and our

president Dave Hildebrand; to the tremendous experience that was the

2007 Annual Conference at Baton Rouge, where I met so many people who made me feel welcome and wanted and showed me exactly what it meant to have a good time, American-style.

I have made some tremendous, hopefully lifelong friends during my time.

For that, I want to say "thanks".

Though this is the end of my Newshound career, I have a distinct feeling that part of my DNA profile will always read "IPMBA."

Ride safe folks,  
Matt Langridge



Matt enjoying the 2009 Netherlands Bike Patrol Study Day

Photo courtesy/Tommy Henselink

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# ~ IPMBA Remembers ~

## Officer William Phillips



**Police Officer William Edward (Will) Phillips III**  
*Greenfield PD, Greenfield, IN*

### End of Watch

Thursday, September 30, 2010

### Biographical Info

Age: 32

Tour of Duty: 4 years, 5 months

Badge Number: 251

### Incident Details

Cause of Death:

Vehicular assault

Date of Incident: Thursday,

September 30, 2010

Weapon Used: Automobile

Suspect Info: Charged

Officer William Phillips was struck and killed by a hit-and-run driver while on bike patrol training at approximately 12:45 am in Henry County.

Officer Phillips and two other members of the bike patrol team had just finished their shift and were conducting a training ride on department-issued bicycles. While they were riding westbound on U.S. 40 near the Knightstown High School, he was struck from behind by a vehicle which then fled the scene. All of the officers were wearing helmets and had lights on their bicycles.

The 59-year-old female driver of the vehicle that struck Officer Phillips later surrendered and was charged with failure to stop after a fatal accident.

Officer Phillips had served with the Greenfield Police Department for nearly 4½ years and had previously served with the McCordsville Police Department. He was a US Marine Corps veteran. Officer Phillips is survived by his wife, 2- and 5-year-old sons, two sisters and parents.

Officer Phillips was laid to rest on October 5, 2010. He was escorted to his final resting place by approximately 40 bike officers from area agencies, a tribute coordinated by Officer Mike McKenna of the Lawrence Police Department.

Memorial contributions may be sent to the Gavin and Bryson Phillips Scholarship Fund, c/o Greenfield Banking Company, 1920 North State St., Greenfield, Indiana, 46140.



## Sergeant Ted Wilson, Retired



Ted Wilson was a retired police sergeant from Victoria, Australia. He served as the state Bicycle Coordinator and led bicycle education efforts both during and after his retirement. He was so well known and respected that the state named a bike trail after him.

Ted was involved early in the police on bikes movement in Australia. He attended the 1996 IPMBA Conference in Rochester, NY, and was a frequent presenter at the ProBike Conferences.

He developed liver cancer in 2007, and finally succumbed to it on July 1, 2010. According to his companion, Maree, it was only in the last two weeks of his life that his condition significantly deteriorated. He died peacefully at home surrounded by family and a lot of love. The cycling community has truly lost a legend.

## Andy Paradowski

On Friday, October 8, Andrew Paradowski, Hayes Bicycle Group technical service and warranty manager, passed away unexpectedly. He was 41 and had been with Hayes since 2002.

Paradowski was an incredible person who left a smile on anyone's face who was lucky enough to engage him in conversation. He had friends in the bicycle industry throughout the world. A lot of people might have thought he had the worst job at Hayes because if his phone rang, it was most likely someone with a problem. Paradowski, however, didn't see it that way. He loved to solve problems, large and small, and was always able to provide well thought out, intelligent solutions to issues in business and in life. Paradowski was happy to offer his unbiased and unwavering support to anyone in need. It was impossible for him to say "no."

Paradowski loved bicycles and enjoyed the business of servicing them, according to a press release. He amassed a great private collection of not only fine bikes but also a master's tool collection. Outside of bikes Paradowski was an Eagle Scout, enjoyed spending time with his nephew and was actively involved in his local Masonic lodge as a Shrine Mason.

He never missed a good card game and could make a White Russian that kept you warm on a cold Milwaukee day. He will forever be remembered as "The Voice of Hayes."

Paradowski conducted the popular Hayes Disc Brake and Manitou Suspension Tech Clinics at the IPMBA Conference for the past several years. Participants appreciated his good humor and the hands-on approach to the sessions. He will be remembered and deeply missed by everyone who had the pleasure and honor of knowing him.

He is survived and sadly missed by his parents, Dick and Judy Paradowski, his sister Ronna Paradowski, his nephew and godson Ian Hinton, and his aunt Linda (Otto) Pischke.

In lieu of flowers, memorials are appreciated to the Shriners Hospital, 2211 N. Oak Park Ave., Chicago, IL 60707; The American Red Cross in Southeastern Wisconsin, 2600 W. Wisconsin Ave., Milwaukee, WI 53233; and the Boy Scouts of America, Potawatomi Area Council, 804 Bluemound Rd., Waukesha, WI 53188. Cards for the family may be sent to Andy Paradowski Memorial, c/o Hayes Bicycle Group, 5800 W. Donges Bay Rd., Mequon WI 53092.



The 2010 National Police Bike Study Day was held on Thursday the 16th of September in Oosterhout, in the south part of the Netherlands.

About 300 police bikers came to Oosterhout for the 8th Annual Bikers Day. Participants were able to see, taste, hear and experience new things. Training in groups of about 25 riders, they participated in eight workshops as well as informal learning experiences. Sessions included working together with police dogs, arresting teams, slow speed riding, and a superfast race through the woods. A former professional female road race cyclist conducted a special workshop for women cyclists.

The keynote speaker was Jean-Marie Pfaff, a former member of the Belgian national football team, named the world's best goalkeeper in 1987. Pfaff is also a cycle addict.

For more information and a photo gallery, visit [www.politiebikedag2010.nl](http://www.politiebikedag2010.nl) and click on "Bekijk nu de fotos van de bikedag 2010 op het politienetwerk."



Checking out the "fun bikes". Photo Courtesy Sjef Brouwers.

## IPMBA Instructors Jason Bain and Tony Holte take BRT training to Milwaukee



Photo Courtesy Tony Holte

In mid-October 2010, IPMBA Instructors Jason Bain and Tony Holte of the St. Paul Police Department travelled to Milwaukee to introduce Bicycle Response Team concepts to members of the Milwaukee Police Department bike squad.

The St. Paul Police Department employed Bicycle Response Teams with great success during the 2008 Republican National Convention. The training involved slow speed drills, mounts and dismounts, formations and deployment, pair riding, single- and double-column riding, arrest techniques, squad withdrawal, and gas mask drills.

Jason and Tony will be conducting the Bicycle Response Team training course at the 21<sup>st</sup> Annual IPMBA Conference in Richmond, Virginia. The course will be held April 11-13, 2011. For more information and to register, visit [www.ipmba.org/conferences.htm](http://www.ipmba.org/conferences.htm).

**Ride alongside history.**  
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## UK Smarter Travel Awards 2010

The winners of the 2010 Smarter Travel Awards were announced on Thursday 24 June at an exciting awards ceremony at the London Transport Museum.

For the first time, the awards incorporated the 999/Cycling Communities Awards to make for a single focused programme. Co-hosted by Transport for London's David Brown (Managing Director, Surface Transport) and Ben Plowden (Director, Better Routes and Places), the awards recognised outstanding individuals, projects and campaigns in 12 categories that have positively changed the way people travel.

The event was attended by over 250 people, all associated with one or more of the shortlisted entries. It was a great opportunity to reward smaller scale initiatives that have stood out because of their originality and effectiveness, and have made a real difference to the community. Everyone in the room, including children from school categories, shared a commitment to promoting sustainable choices as part of making London a better place to live, work and visit. Congratulations to all the nominees and winners for their hard work, dedication and enthusiasm!

### Most Strategic Use of Cycling in the 999 Workplace

*Winner: St John Ambulance (award accepted by IPMBA member Ashley Sweetland)*

Through highly trained volunteers and leading edge cycling technology, the St John Ambulance London Cycle Response Unit (CRU) provides emergency first aid that complements the operational role of St John Ambulance in the communities that we serve across London.

CRU current operational cycling capability is made up with 15 specially equipped mountain bicycles that can carry advanced first aid equipment including an AED and medical gases, along with 30 highly trained volunteer operational cyclists. This represents over 12% of the national St John Ambulance fleet of bicycles, with London having the largest operational capability, and an estimated one 15% of appropriately trained personnel.

The team of CRU volunteers represents a significantly diverse group in terms of age, race, religion, background and volunteer experience. They are all fully trained to the National Cycling Standard Level 3 and all undertake the Public Safety Cycling Advanced Training Course within six months of joining in order to reach the advanced levels of cycling skills required for their role.

The unit has operated at a wide range of events across London, from the London Marathon and Tour de France to the Notting Hill Carnival, Freewheel and Sky Ride, Pride London and marches including G20 and Climate Change rallies.

Key achievements in 2010 so far include: relocating to a new base with the City of London Police in Barbican, and being co-located with London Ambulance Service CRU City of London

team colleagues as well the City of London Police CRU; completing a recruitment programme and training 12 new members (total strength of 30); supporting 30 events from January to May; and expanding the fleet to 15 bicycles.

*Nominee: Metropolitan Police*

The London Cycle Hire Scheme was launched in July 2010. The Operational Delivery Support Unit, (ODSU), from the Safer Transport Command (STC) has worked closely with Transport for London and the Metropolitan Police Service Traffic OCU to minimise the impact of cycle theft and collisions involving cyclists. The STC ODSU have identified operational gaps and have supported the cycling revolution by providing dedicated cycle teams, jointly working with British Transport Police (BTP), all policing an intelligence led operation — Operation Bike. Operation Bike has three objectives: reduction of criminal activity throughout the transport nodes and associated means of travel; reassurance and engagement with cyclists; and gathering of soft intelligence.

Tactics included Reassurance and Enforcement deployments including the use of decoy/tracker bikes. Operational delivery was centered on 32 pan-London transport interchanges. Enforcement tactics included: HVP at cycle parking facilities outside transport hubs; fixed penalty notices issued for cycling on the pavement; co-ordinated action on the ground with BTP, local authority wardens; co-ordinated local press/media strategy; plain clothes operations using decoy bikes; use of intelligence to identify and arrest suspects involved in the theft and handling of bicycles; surveillance; fast time Intel-led operations.

The ODSU planned and coordinated activity. They have provided training, briefings and leadership raising the profile of cycling, supporting those who use bicycles responsibly and targeting those who use bikes for criminal profit or for the commissioning of offences. Operation Bike has provided visible and accessible patrols to engage with cyclists, providing security advice and increasing confidence of cyclists in London.

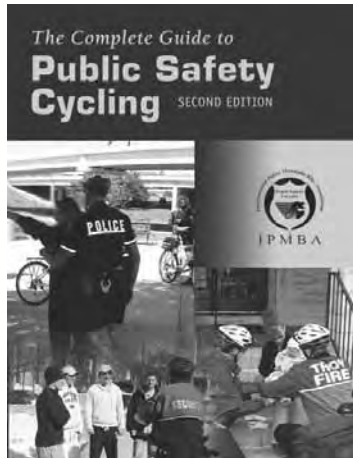
*Nominee: Public Safety Cycling*

Public Safety Cycling (PSC) is the only network that supports those who use bicycles in the line of duty by providing: networking, education, advice, guidelines/policy, workshops, specialised training, instructor training and seminars.

PSC developed and has delivered "emergency services instructor cycle training" from July 2008. There are now over 50 instructors trained in this field in all emergency services and other undisclosed disciplines. Their specific field of interest in policing and ambulance work has grown to over six thousand "public service cyclists" in the UK and is still growing.

PSC's mission is to promote the use of the bicycle, provide the appropriate cycle training and

*(Continued on page 21)*



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From the International Police Mountain Bike Association in conjunction with Jones & Bartlett Publishers comes ***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!

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## St John Ambulance Cycle Response Team Receives Team of the Year

On 27 October 2010, the St John Ambulance Cycle Response Unit (CRU) accepted the award for Voluntary Ambulance Service Team of the Year 2010 in a ceremony at the House of Lords.

St John Ambulance London Cycle Response Unit (CRU) has been awarded the prestigious accolade as part of the 2010 Ambulance Service Institute Awards.

Sponsored by Baroness Browning of Whimble, the Awards reflect and acknowledge the excellent work carried out by representatives of the Ambulance Service for their hard work and dedication in saving lives.

The Cycle Response Unit provides emergency first aid that complements the operational role of St John Ambulance in

the communities that it serves across the Capital. Throughout this year, it has made the difference to countless lives and been first-on-scene at incidents such as a dramatic fire, a cardiac arrest and a serious stabbing. It is in recognition of that work that the team earned this prestigious honour.

Team manager Ashley Sweetland, who leads operational cycling for St John Ambulance, said: "We are absolutely delighted to be receiving the award for the Voluntary Ambulance Service Team of the Year 2010. It is hugely satisfying to see our volunteers recognised in this way and is particularly special given that it comes after recognition by the Mayor of London earlier this year.

... it has made the difference to countless lives ...

"All the team have other roles in life as parents or caregivers, in business or the public sector, as well as some healthcare professionals, just to name but a few! Their dedication to the Cycle Response Unit is unreserved and, and I am really proud of them all."

Ann Cable, Commissioner for St John Ambulance London (Prince of Wales) District, added: "I am tremendously proud of the team and all their

achievements – they are highly deserving of this fantastic accolade. The Cycle Response Unit is a key element of the excellent service St John Ambulance provides to the capital city and all its communities."

## UK Smarter Travel Awards 2010

(Continued from page 20)  
education, raise the standard of cycling for the benefit of all road users and by doing this, humanize the streets for everyone. The network's objectives are to assist the specific measure of more journeys made by bicycle by the emergency services. Finally, their philosophy is to provide the best and most enjoyable cycle training and education packages available to the emergency services.

### Best Use of Cycling in an Emergency Response – 999

Winner: London Ambulance Service Cycle Response Unit (award accepted by IPMBA Instructor Tom Lynch MBE)

The main use of cycling in the LAS is to respond to 999 emergency calls every day. From delivering babies to cardiac arrests, the dedicated teams respond only on bicycles. The LAS has several reasons for their use, such as cost effectiveness, mobility, rapid response, special event cover, promotion of physical fitness, reducing emissions and being an environmentally friendly mode of transport. Expansions in 2008 rolled out to provide operational cover at Heathrow Airport Terminal 5, Shepard's Bush, Hammersmith, Isle of Dogs, City & West End.

The LAS CRU has an unquantifiable impact on the health of Londoners and visitors. Many people are alive today that would have had limited chance of survival; i.e., fast response to

cardiac arrest means faster recovery to lead a full life. There have been many moving reunions, especially at the airport. Literally thousands of people have benefited from the medical care provided by cycle responders. The CRU has saved ten of thousands of pounds on fuel, vehicles, and double-crewed ambulance hours; hundreds of tonnes of carbon emissions have not been produced.

the informant to circulate a description of the suspect. He remained calm and crucially decided to remain with the informants.

A/PS Clarke spoke with each of his PSCO colleagues and ensured that the main routes away from the area of the theft were covered by patrolling officers. By using the bikes, the officers were able to put an effective cordon in place very quickly.

After about a minute, A/PS Clarke observed a male who matched the description of the circulated suspect ride past him on a mountain bike. The bike looked brand new. A/PS Clarke detained the man and requested support. Using his excellent community relations, A/PS Clarke contacted the believed retailer of the bike and was able to establish that the bike was purchased only weeks earlier for a substantial amount of money. The male who was stopped was not able to account for the fact that he was not the owner. He

was arrested and taken to Kingston Police Station.

It was clearly the quick thinking officers of the transport team who formed a cordon, using their bikes to navigate the complex road system of Kingston quicker than a car ever could. The use of excellent community ties then assisted the investigation and resulted in a of victim crime being reunited with their property.



Tom Lynch MBE and Ashley Sweetland display their respective awards.

### Nominee: Kingston Safer Transport Team

On 05/03/2010, a Safer Transport Police Community Support Officer (PCSO) was informed of a crime taking place at that time. He was informed that an unknown suspect was in the process of stealing pedal cycles from the town centre in Kingston on Thames. The PCSO immediately informed his whole team, and his team sergeant, via the PR radio, and was able to extract enough information from

**K**een cyclists from across the UK had a chance to learn more about London District's award-winning Cycle Response Unit (CRU) at the 2010 Cycle Show in Earl's Court.

The enormously popular event, which opened its doors to the public on Friday 8th October to Sunday 10 October, saw the Cycle Response Unit in the company of countless world cycling brands, cycling celebrities like Rebecca Romero and Lord Sugar – star of *The Apprentice* and keen cyclist – who opened the show.

The CRU provides emergency first aid that complements the operational role of St John Ambulance in the communities that it serves across the Capital.

Throughout 2010 it has made the difference to countless lives and been first

on-scene at incidents such as serious stabbings and other life threatening situations.

One of the unit's specially equipped mountain bicycles – used to carry advanced first aid equipment such as an Automated External Defibrillator and medical gases – was on display throughout the weekend, along with a range of training aids and equipment used by the unit.



Ashley Sweetland, who leads operational cycling for St John Ambulance, said: "We are really pleased to be present at the Cycle Show this year.

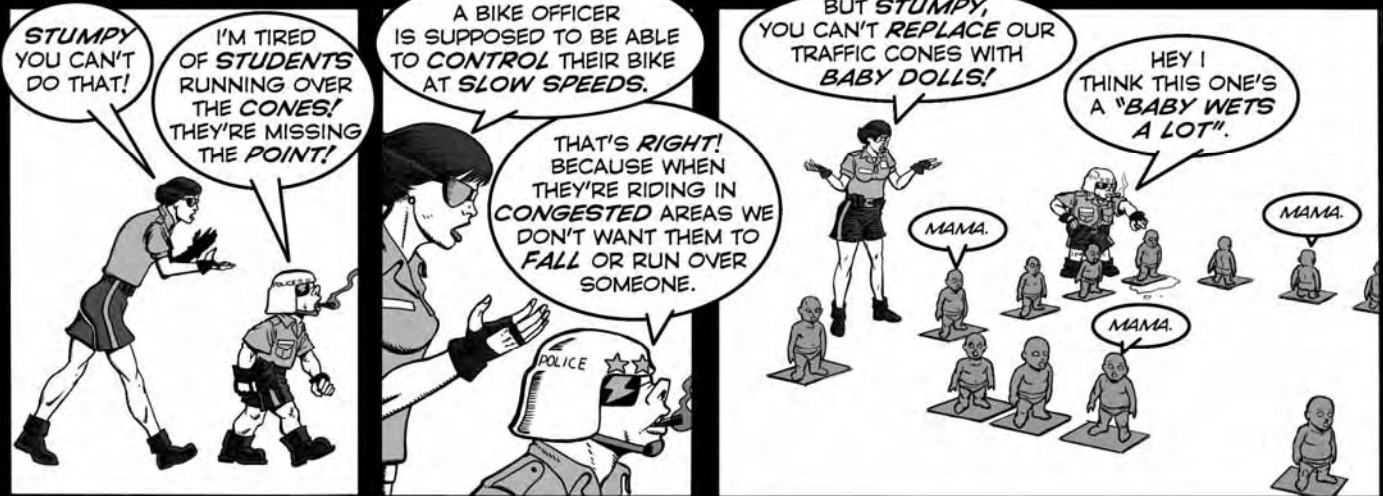
"It is an opportunity for us to share information on the life-saving work of St John Ambulance, along with demonstrating our commitment to cycling to the huge number of visitors. We plan to use the opportunity to show the public how first aid training can make the difference between a life lost and a life saved."

All CRU volunteers are highly trained and meet the National Cycling Standards and undertake the Public Safety Cycling Advanced Training Course.

The unit has operated at over 150 events in 2010 across London, from the Virgin London Marathon and Tour de France to the Hyde Park Concerts, Pride London and Climate Change rallies as well as many local events in boroughs across London.

## Instructor Corner

P.I.G. TALES by Monte L. May



P.I.G. TALES ©2010 MONTE L. MAY

## Congratulations to IPMBA's Newest Instructors

Tacoma, Washington. August 23-27, 2010.

**Scott Andresen**, King County Sheriffs Office, Seattle WA; **Michael Barr**, Tacoma Fire Department, Tacoma WA; **William Bergin**, University of Washington Police Dept., Seattle WA; **Jeff Britton**, Central Point Police Department, Central Point OR; **Steven Chamberlain**, Sandpoint Police Dept., Sandpoint ID; **Charles Jakubiak**, Wayne County Airport Police, Romulus MI; **Eugene Johnson**, Atlanta Police Department, Atlanta GA; **Bill Mack**, Pierce Transit Department of Public Safety, Lakewood WA; **Steven Negron**, Scottsdale Police Department, Scottsdale AZ; **Michael S. Pedee**, University of Washington Tacoma, Tacoma WA; **Christopher Pelczar**, King County Sheriffs Office, Seattle WA; **Raul Vaca**, Seattle Police Department, Seattle WA; and **Jared Williams**, Tacoma Police Dept., Tacoma WA.



Photo Courtesy Kirby Beck

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

by Mitch Trujillo, PCI #244T/EMSCI #248T  
Boulder (CO) Police Department  
IPMBA Education Director

The authors gratefully acknowledge Dominic Angiolillo, PCI #103T/EMSCI #079T and Al Simpson, PCI #165T/EMSCI #005T for their valuable contributions to this article.

As is the case with most physical activities, there are some risks associated with bicycle training. It is, therefore, essential that IPMBA instructors take measures to ensure their students' safety during training, from the introduction of the simplest skills through mastery of the most complex. One of the most effective ways to reduce risk is the use of safety spotters. While it is not possible to "spot" all on-bike activities, spotters can and should be used when practicable.

Although it may not seem glamorous, spotters play one of the most important roles in bike training. Spotting effectively is a skill unto itself; therefore, spotters must receive guidance as to how to reduce the risk of injury. They must learn to recognize signs that a rider is about to fall and know how to properly and safely catch the rider. Prior to assigning students, aides, or other individuals to spot, the instructor must demonstrate the correct technique for spotting the skill being practiced. Instructors should be confident that each spotter has adequate strength to "catch" a falling rider. It is essential for the spotter to pay attention and remain focused on the rider's technique. Rider encouragement is also helpful.

As students begin to learn the various on-bike skills, spotters should be employed when it is practicable to do so. Skills that can and should be spotted include curb and stair ascents and descents, falling techniques, and technical sections of off-road riding. During these drills, every

student should be spotted until the IPMBA instructor believes he/she has the skill and confidence to no longer require a spotter. This is usually a gradual process. **Spotters should always be used if the student requests them.**

When spotting stair and curb ascents and stair descents, it is important to ensure the student has adequate space and width and does not feel crowded. If the stairs are too narrow to comfortably accommodate the rider and the spotters, find another location. Feeling crowded can contribute to anxiety and result in a fall.

An effective method for spotting these skill stations is as follows.



Spotters should be positioned to the left and right of the rider, where they will be of most assistance. When spotting stairs, they should be spaced at regular intervals. Spotters should be ready before each

student begins the maneuver; they should be mentally alert, with hands in front facing out while maintaining a firm footing with feet shoulder width apart.

The spotters should anticipate having to move in, thrust their whole arm into the space between the rider's arm and upper torso created by the riding position – basically hooking the student under their armpit – and secure them from that position. If the student encounters trouble and a fall is



imminent, the spotter essentially locks the "crook" of the elbow into the rider's armpit. While a large rider may still fall over, their speed and momentum will be sufficiently reduced to prevent most injuries.

Use of this technique will prevent spotters from attempting to reach for or grab various body or bike parts with their hands. Catching the limbs is often not enough to stop the rider's fall and may result in injury to the rider or the spotter, or an ineffective intervention of the fall.

Not all of the skills stations in IPMBA training can be effectively spotted; for instance, Maximum Braking, Quick Turns and the Decision Maker drill. In these cases, spotters would have to be far enough away from the drill so as not to interfere with the rider. When and if something goes wrong, it usually happens so quickly that spotters are unable to react and move in quickly enough to catch the rider or break his/her fall.

Because spotting is ineffective on these drills, instructors are encouraged to conduct Skill Station 5, Falling Techniques, prior to teaching these skills. Instructors must also effectively explain and demonstrate these skills, and ensure that students build up their skills slowly before allowing them to attempt them at full speed.

Here are a few rules for spotting:

- 🚲 Never assume a rider won't fall. Even an experienced rider can crash.
- 🚲 Review the ITK procedures for implementing the drill and be prepared to prevent a rider from executing the skill if rider and bike are not set up for the skill (e.g., helmet secured, gear selection, skill level, etc.).
- 🚲 Pay attention to the rider's body position and movement and be prepared to take action. Watch for signs of fear, anxiety, incorrect technique, and other indications that the rider may crash.
- 🚲 Focus on speed. Is there a sufficient and manageable amount of momentum for the rider to get safely negotiate the obstacle? Does the front wheel appear stable and under control?
- 🚲 If a rider falls, catch the body, not the limbs.

Ultimately, student safety is the responsibility of the instructor. Protect your students and yourself; provide knowledgeable, responsible spotters whenever practicable during on-bike exercises to help reduce the likelihood of injuries.

*Kirby is one of IPMBA's founding members and an author of both the Complete Guide to Police Cycling and the Complete Guide to Public Safety Cycling. He can be reached at kirbyp42@aol.com.*

*Mitch is an IPMBA Instructor Trainer, serves as Education Director on your IPMBA Board, and has a penchant for singlespeeds. He can be reached at trujillom@bouldercolorado.gov.*

by Phil Riggan

Richmond.com

Published: May 19, 2010

Who's up for a run through the wilderness in downtown Richmond?

Lucky for you, Richmond has some of the best trails that deliver the feeling of biking along an isolated mountain trail right in the heart of the city.

The **James River trail loop** is one of the most popular outdoor fitness areas in Richmond. The **Belle Isle**, **Buttermilk**, and **North** trails combine for a circuit course that runs along the hillsides above both banks of the river between the Boulevard Bridge and the Robert E. Lee Bridge downtown.

For years, it has been known as a destination for the mountain biking community, but now just as many hikers and runners are taking the challenge as well.

"Weekends at 7 a.m., the trails are packed with runners," said Bill Wright, a board member of the Richmond Mid-Atlantic Off Road Enthusiasts, a mountain bike group. "Later in the day, the bikers all come out and the trails stay busy all day."

The single-track loop covers about nine miles and there are plenty of sections on both physical and technical levels for mountain bikers. Expert riders can complete the loop in 30-40 minutes; intermediate riders could take an hour or more. Novices should stick to Belle Isle or the gravel trails around Reedy Creek.

There are multiple tight switchbacks, fast descents, and steep climbs throughout the loop. The **Buttermilk Heights** section of the trail – from 42nd Street to the Boulevard Bridge – has plenty of boulders, obstacles, creeks and ravines to keep your mind focused on the path. There aren't many places to coast and there are many blind spots that need for a "rider up" shout on approach.

"I don't know what I'd do without these trails," Wright said, so he decided to join RA-MORE and help recruit others to lend a hand. Much of the work to design, build and maintain the trails comes from volunteer groups like RA-MORE. After thousands of volunteer hours and many weekends spent on the trails, the crown jewel – a large wooden ramp – was installed at the east end of Maymont to connect the trail to Hampton Street in 2005.

"I never thought the trail system would be as big a deal as it is," said Wayne Goodman of RA-MORE. "If you tried to take it away from people now, you'd have a lot of trouble on your hands."



The goal of the trail-building efforts was to make them more sustainable and make them easier to maintain. One of the best examples of that work is in Buttermilk Heights where the group installed "**The Patio**" – a granite, 180-degree turn embedded in the hillside that converted a series of eroded switchbacks into an attractive, permanent feature.

The loop has several places to stop and see the James, people-watch or maybe even some wildlife. The views from the **Boulevard Bridge** and the pedestrian bridge to Belle Isle are excellent.

If you're into extra exercise, add length to the loop by climbing into the hills in the wooded center of Belle Isle or tack on another three miles with the newly renovated trails through **Forest Hill Park** on the Southside.

But if you're riding too hard, you may miss the best tourist attractions on the **North Trail**. As you head west from the Boulevard Bridge, the trail passes between the historic **Lower Canal** and **Maymont** – so close you can see the bears and what is blooming in the **Japanese Garden** as you ride

by. It also passes below **Mount Calvary**, **Riverview** and **Hollywood cemeteries** before reaching **Tredegar Iron Works**.

On the Southside, you might have to look a little harder for history, but it's still there. The trail follows the hillside below **Riverside Drive** and the section is known as the **Buttermilk Trail**. The name comes from Buttermilk Spring, which used to be the place for farmers to cool their milk before taking them for sale in downtown

Richmond. Much of those hillsides were also fishing grounds for the Powhatan tribes before Richmond was settled by the colonists. The hills were eventually quarried for the vast amounts of granite.

Can these historical tidbits help you hike, run or bike better? Maybe not physically, but it might give your mind something to focus on besides strained muscles and sweat.

The James River trail loop is a sign of the City of Richmond's commitment to establishing greenways, which help connect parks and neighborhoods to the benefit of everyone, not just trail users.

*The 21<sup>st</sup> Annual IPMBA Conference will take place April 14-16, 2011, in Richmond, Virginia. Pre-conference classes will be held April 9-13, 2011. Technical riding workshops on the James River Trail System are just a few of the incredible array of training sessions that will be offered throughout the event. Don't be left behind – visit [www.ipmba.org/conferences.htm](http://www.ipmba.org/conferences.htm), and register today!*



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applications to fund them all. You can increase your odds if you follow a few simple steps. As one grant consultant says, "The money is there, and it is going to be given to somebody. It might as well be you!"

### STRATEGIC PLANNING

Most people and agencies determine they need a grant when they decide they want to purchase something they can't afford in their normal budgeting process. It rarely works that way. Most grant processes are very focused in nature and cannot be adapted to your needs.

So how do you get a grant? First you must understand your agency and have a comprehensive plan for it. Most call this a strategic plan, but at a minimum, you must understand how your operation currently works and what you think it will become in the next 5–10 years. Look at all aspects. Think not just about equipment, but about how things get done. Evaluate your processes to determine where improvements can be made. Having a plan prepared for all areas allows you to be prepared to apply for funding regardless of what your priority might be. In other words, you may really want to get cardiac monitors, but the first grant that comes up may be for data collection. You have to be prepared to fit the grant processes you find to a variety of needs within your organization.

The other thing a strategic plan does is help you identify areas of need, so you can begin collecting data to justify grant requests. Every granter wants you to prove you have a need their money can help meet. You need solid data to make that case. Data is the foundation on which you will build your argument, and your argument must be more convincing than the next guy's to collect the cash. There is absolutely no replacement for solid data in a grant narrative.

When you begin planning, think about the end results first. Ask yourself if what you are planning actually makes

sense. Is what you want to do achievable? Is it cost-reasonable? Will it provide real improvement to the problem you have? Remember that the people who review your grants are people just like you. They are business people who will know very well if what you are asking is feasible. Think about where you want to be, then build the steps to get there.

### SECRETS OF SUCCESS

Being successful at grant writing begins with finding a grant that matches your needs. Many times agencies will try to fit what they want into a grant process they hear about. Usually this will not work. Your needs must fit exactly within guidelines set forth by the entity with the money.

Next you will need to do research. After finding a grant process, you will need to read every single word in its application and guidelines. Read it all before you start. You may find something that will exclude your agency from applying.

The next important point is attention to detail. The guidelines are written for a reason. If you do not follow them to the letter, your application will be dismissed. When a granter says an application must be typed in 12-point Times New Roman font, this is exactly what it means. Will the granter throw out your application because you used a 10-point font? Yes, it will. Your appeal will never make it to the reviewers.

Finally, remember that all grant writing has an element of luck. There are many factors you cannot control: how much money a granter has, how many people apply, how much everyone asks for. Even when you do everything right, you still may not get approved. Do not get discouraged. The key is to pay attention to detail and keep at it. You will be

successful with consistency and persistence.

### RESEARCH

If you have not found a grant yet, the internet is a good place to start looking. Type in *EMS (or Police) grants*. If you're looking for something specific, like cardiac monitors, type in *cardiac monitor grants*. You may find one that way. Also check with professional contacts, colleagues from other agencies and vendors. There's usually someone in the EMS (or law enforcement) community who knows where the grants are.

The other option is to hire a grant consultant. These people can help you find and apply for

grants, but there is almost always a fee. Public safety grant consultant Kurt Bradley says, "Time is any public safety employee's most valuable asset and the one of which they have the least control. Procrastination on a grant application is what keeps most agencies from being successful." If you lack the time to

spend seeking grants the right way, a consultant may be your best bet.

Once you find a grant, you'll need to research its requirements and get all the organizational data granters want. Do not forget to get approval from the boss early. There is no sense in doing a lot of work up front if your leaders are not willing to meet the requirements of the grant or provide any required matching funding. Also remember to start a file on your grant and keep every piece of paper associated with the process. You will probably need to refer back to documents later, and even after you get the grant to do reporting.

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Your grant idea must be clear and concise, and good data will make your story compelling. Data should be measurable, and you should always quote your data source and the time period measured. Use the best data you have to make your point. Local data is better; using a lot of national data or references to general information is not always helpful. Never make anything up, because many grant processes require auditing and follow-up.

Once you have your numbers in order, it's time to ask for support. If support letters are allowed, ask relevant people you know to write letters specifically supporting your cause. Think about individuals, agencies and even elected officials who might support what you want to do. Do this early, because it takes time to track these down.

## NOW LET'S WRITE!

A good narrative paints a complete picture of what you're trying to accomplish, while at the same time persuading the people reviewing your application that yours is more worthy than the next guy's. This is no simple task. Use your data to your advantage. You will need to quantify what critical infrastructure you protect and provide services for, provide call numbers and describe any hazards your agency faces. Your data must be concrete and expose a problem that cannot be repaired any other way. You will need to justify why you cannot purchase the needed goods or services through your normal

budgeting process. Many grants require annual reports and budgets from past years.

You will need to estimate what the outcome of your grant will be. You will need to identify reasonable numbers you can track after receiving the grant. Be as accurate as possible (in other words, give it your best guess). While you write, remember that whoever is reviewing your grant probably already understands your issue, but you need to outline the problem and the solution in detail, while being as concise as possible.

It cannot be emphasized enough that you must cover all the details as accurately as possible. Leaving out a single piece of vital information will give granters an excuse to dismiss your application without ever reviewing it completely. Most applications go through a two-part review: first electronic; then those that pass go on to the human reviewers. Countless appeals die in electronic review and never even get considered by real people. Double-check all data and make sure you proofread and spell-check the entire document. Says Bradley: "If you take away all the reasons a reviewer has to say no, then they are simply left with no choice but to say 'yes' and award you the funding."

Make sure you turn your application in before the deadline listed. Grant

requests that come in one minute after the due date and time will be turned down. Also try to submit online applications well ahead of deadline. Many times everyone tries to turn their applications in at the same time, and granters' websites may slow down or crash.

## JUST DO IT

Now is the time to begin your quest for funding. Get your strategic planning and research processes started. Grant dollars can

provide additional training, equipment and clout for your agency. Your efforts toward obtaining grants will help you reach your goals and make a real difference in the quality of life of each and every person you respond to.

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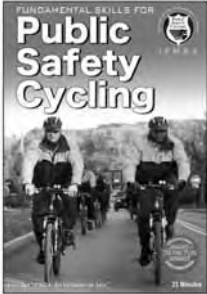
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