

FALL 2016

ipmba



news

NEWSLETTER OF THE INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION

IPMBA: PROMOTING AND ADVOCATING EDUCATION AND ORGANIZATION FOR PUBLIC SAFETY BICYCLISTS.

VOL. 25, NO. 3

Dollars and Sense

by Maureen Becker
Executive Director

In 2003, then-treasurer Mike Goetz was faced with the task of notifying the membership of a pending dues increase. To borrow his words from the Summer 2003 issue of *IPMBA News*:

“Since the last increase, we have worked very hard to keep the dues steady. But now the cost of business has caught up with us. Increases in the cost of insurance, utilities, postage, printing, and information technology have left us with very few choices. We were faced with a critical decision: cut member services or increase member dues. After careful consideration, we decided it was necessary to nominally increase the dues (by \$5). Given the way prices on everything have gone up, we expect that most everyone will see this increase as a necessary part of doing business.”

The additional revenue generated by this small increase will enable us to continue to provide the services and resources to which you have become accustomed. It will also help us upgrade our technology, to include implementing an association management system.

Association management systems streamline such processes as joining, renewing, applying for certifications, updating contact information, and tracking training. They enable enhanced “self-service” as well as online community-building and interaction. There are many products on the market, and we are currently conducting research to determine which one will best meet our needs. As with any essential equipment, the decision will not be based on cost alone. It will involve a review of factors such as functionality, features, ease of use, customer service, and technical support.

As Gary Strang notes on page seven, there are ways that you can help IPMBA keep these increases infrequent and minimal. You can renew in a timely manner so we only need to send you one notice. You can encourage your fellow public safety cyclists to join or maintain their memberships. You can remind those who benefit from web-based resources and staff-time that although they are “free”, there is a cost associated with producing and maintaining them. Instructors – you can build the cost of certified membership into your course fees and actively promote affiliation. You can tell your students that while they may be “IPMBA-trained”, they are not “IPMBA-certified” until they submit their form and fee and receive their certificate in the mail.

You can also help by donating. IPMBA is a non-profit association; therefore, donations in excess of membership fees are tax-deductible. Visit <http://ipmba.org/membership/donate> or scan the QR code to make your year-end contribution. Don't forget that

your membership dues may qualify as professional/business expenses with respect to taxes.

IPMBA thanks you for your ongoing support, without which we would not be able to pursue our mission of promoting the use of bikes for public safety, providing resources and networking opportunities, and offering the best, most complete training for public safety cyclists.

Risk-Free Bike Maintenance

by David Cohen
Maryland National Capital Park Police Reserve Unit

Have you ever wanted to make adjustments or repairs to your bike, but are afraid of screwing up something? Perhaps you even went through the IPMBA Maintenance Officer Course, but the thought of making a mistake on your departmental ride or your personal bike is preventing you from diving in. What if you had the opportunity to work on a bike and gain experience in a risk-free environment? Would you do it? Or, are you already an experienced “wrench” who just likes to tinker?

If you answered “Yes” to any of these questions, you are probably a good candidate to try what I call “Risk Free Bike Maintenance”. Just like medical school students practice their craft on cadavers, the best way to learn how to work on a bike is to tinker. And the best bike for tinkering is one that has no negative consequence if you break it. Hence the “cadaver bike.”

Before you dive into this, there are two items which make working on a cadaver bike much easier. The first is a repair stand. I prefer the type that grabs one of the frame tubes to other types. The second is Park Tools' *Big Blue Book of Bike Repair*. This is the bike repair bible; it walks you through every repair and adjustment step-by-step. Once you have your work stand and Big Blue Book, you are ready to find your “victim.”

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Guardian vs. Warrior: The Call to Transform Policing



Law enforcement in the U.S. is under greater scrutiny today than at any time in a generation. The U.S. Attorney General and the Justice Department as well as non-government groups like the *Police Executive Research Forum* (www.policeforum.org) have responded to the calls for police reform. The police are often viewed as heavily armed and armored occupiers imposing their will and employing force without regard to the constitutional rights of the citizens they serve. Videos of police

using force blast across social media, activists rise up in protest, and when demonstrations become violent, the police respond with more force to quell the danger, generating even more viral outrage.

Law enforcement has been accused of having veered away from Sir Robert Peel's ideal, "the police are the people and the people are the police." Police uniforms, from outer vest carriers to pants with side pockets, are criticized for looking too militaristic. Armored vehicles are described as "tanks" and the federal government threatens to reclaim the donated surplus vehicles. Innovative enforcement programs like "Broken Windows", instituted in New York City by former Commissioner William Bratton and largely credited with dramatically reducing violent crime over more than a decade, are now vilified and said to be the underlying cause of widespread violations of civil rights.

Seemingly forgotten are the Community Policing and Problem Oriented Policing programs of the 1990's as well as the resurgence of public safety cycling not seen for nearly a century. Today's police officers are more likely to be college-educated, multi-lingual and technologically savvy than at any time in history. With the cutbacks and failures of our mental health programs, officers are more often faced with dealing with individuals suffering from severe mental health and behavioral challenges. Officers are called upon to intervene more often in conflicts and disputes that would

have been resolved without police intervention in earlier generations.

All this at a time when officers have had to adapt to evolving threats from active shooters to radicalized, home-grown terrorists. I recall the first active shooter response classes post-Columbine, having some officers loudly protest that moving toward a violent target without concern for cover was not something they signed up for. Tactics that put officers in greater danger required more than tactics training; they required a change in mindset. Better equipment also needed to be provided. This included improved body armor, like shock plates, ballistic helmets and shields and patrol rifles. After Columbine and 9/11, these changes were largely supported and welcomed by our communities.

As law enforcement takes on increasingly diverse roles in the service of our communities, it is important to not lose sight of officer safety. Officer deaths by violence have risen dramatically in the last few years, despite improvements in training, equipment and emergency medical care.

None of these roles are exclusive; they must overlap and intertwine with community and officer safety. The ethos of warrior and guardian are not conflicting; they are complementary. The ambush of officers in Dallas is just one example of why officers must assume both the guardian and warrior mentality. While citizens, who moments before had been protesting the police, fled the gunfire, officers rushed forward to meet the heavily armed threat to stop the carnage, using their own bodies as human shields to protect the innocent citizens in the line of fire.

Guardian and warrior...it always has been so.

As law enforcement takes on increasingly diverse roles in the service of our communities, it is important to not lose sight of officer safety.

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THE IPMBA GOVERNING BOARD

IPMBA's governing board is comprised of nine individuals who volunteer their time and experience to ensure that IPMBA maintains its status as the premier organization for public safety cyclists. These dedicated instructors have been asked to come out from behind the scenes and share information about topics near and dear to their hearts. Asked only to write an article about the public safety cycling-related topic of their choice, they selected subjects that are as varied and interesting as the board members themselves. Read on! Pages 5-12.

Fueled by Inspiration

by Michael Wear, PCI #516T-B/EMSCI #059T-B
Metropolitan (DC) Police Department
IPMBA Education Director

A year has passed since the last Board issue of *IPMBA News*. I am very excited that I have the privilege of continuing as IPMBA's Education Director and look forward to another great year. The clock is spinning forward towards the 2017 IPMBA Conference. There will be much to experience as we embark on our newest adventure as the "First Freshman College Campus Conference Class"...but that is a story for another day. You will just have to make plans to be with us in June to experience whatever "shenanigans" we partake in...

Yes, the clock is spinning forward for each of us. We have seen many members move to various specialized assignments, up their organization's promotional ranks, and through IPMBA, accepting challenges such as becoming a *New Instructor* or adding certifications, such as Bicycle Response Team Instructor. Some have even leapt forward to become an Instructor Trainers! I would like to congratulate all of you on your personal and professional accomplishments and advancements, and wish you great success in each endeavor.

Before we go too much further, take a minute to ask yourself three questions:

- "What inspires me?"
- "What fuels my personal growth?"
- "What gets my blood pumping?"

I have a major goal for our organization and hope you will join me as we pedal forward, clearing a few obstacles along the way. My goal is simple enough: continue to offer "*World Class Training and Resources for Public Safety Cyclists!*" Simple, right? I believe it can be, but first I need to know: what inspires YOU?

As for me, I love the concept of being very good, successful, or just plain good at something. You may find this hard to believe, but that doesn't come easily to me. No, seriously, I have to work hard at what I do, and, unfortunately, I have to keep working hard to hold onto what I "got." What inspires me is using the leadership traits of helping others get to a place they could not get without assistance. Watching one of my troop's Boy Scouts learn a new skill, helping a budding police cyclist conquer the 9' Slow Box, guiding a rookie through a tough situation, or offering a peer useful problem-solving advice *inspire* me. It makes me feel good inside and inspires me to strive to help another one...and another one...and another one. Maybe that's why I enjoy the educational path and have increased my involvement in this aspect of IPMBA.

For some of our members, becoming an instructor is the path to follow as they, too, lead new and current members to places they would not get

to without guidance. But perhaps you are inspired by developing new technology, the creation of new products, or something I haven't thought of. My point is we need to know what inspires you and prompts you to help IPMBA grow. IPMBA's most valuable resource is YOU.

Every year there is something new in the bike industry: 29-ers, fat tires, plus bikes, flat pedals, saddles, carrying options, etc. As a training organization, we have a responsibility to explore and research the possible applications for public safety. Our membership numbers may not necessarily increase dramatically every year (*though that would be nice*), but we do promote personal and professional growth, and gaining information and skills that will make us better at our "Calling".

No, not our jobs. Jobs are what "regular" people do. We are not regular people; we are public safety professionals, and we answer a "Calling". I don't know what makes us run into burning buildings, sprint towards the sound of gunshots or stop in the middle of a busy highway to render aid, but I do know that all of you reading this do those things and more. You have what seems at times to be an inexplicable desire to serve your fellow mankind, and to do so, become better at your given discipline.

(Continued on page 6)



Whether you contribute a blog posting, write an article or product review, teach a class, or introduce a new workshop at a future conference, we look to you to become “Fueled by Inspiration”.

Mike is a 24-year veteran of the

(Continued from page 5)

So what does IPMBA and/or the IPMBA Conference offer that energizes your growth as a public safety cyclist? If it’s the beer and food at the conference hospitality suite, I’m there for you even if the host comes a little late. *(Note to future conference hosts: do not allow Mike to distribute the beer. Sorry, Asheville!)* Is it the interaction with men and women who have answered the same calling? What...What is it? What inspires you to grow as a public safety professional?

We need your input to determine what will keep our training truly world-class. On the education side, I have far more questions than answers. They say “with age we gain wisdom”, and I have discovered that I’m not the “answer man”. What I have become is “the guy who knows the guy”. IPMBA men and women, you are “that guy”. You inspire me and thousands like me to continue teaching, gathering, and sharing new information, but we need your support to grow.

You are the practitioners of our craft and we need to hear from you.

Metropolitan Police Department in Washington DC. He was one of the first members of the MPD Mountain Bike Unit in 1992 and was on the first Civil Disturbance Squad on July 4, 1995. In 1997, he became the first city-wide mountain bike coordinator and training supervisor. He discovered IPMBA in 1998 and has been a dedicated member ever since. Employing his experience and knowledge into the professional cycle training offered by IPMBA enabled him to be certified as an Instructor in 2001 and an Instructor Trainer in 2008. He also teaches EVO, MC, Segway, firearms, marksmanship, CIO, patrol rifle, and CDU. His motto is, “Ride Hard, Ride Safe, and Thanks for Coming Out!” He can be reached at sgtwear@msn.com.

Photo courtesy Mike Wear.



BECOME AN IPMBA INSTRUCTOR

Join the ranks of more than 1,600 of your fellow public safety bicyclists by becoming an IPMBA Instructor.

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

Upcoming Courses:

Delaware, Ohio

June 5-9, 2017

Additional Locations

To be announced

Membership: What Does it Mean?

by Gary Strang, PCI #1457
London (ON) Police Service
IPMBA Membership Coordinator

Photo courtesy Chandler Police Department



Historically, membership meant “belonging; being part of something as a group.” I can think of many groups that began modestly, only to grow into large associations and organizations. Governing bodies grow out of membership when the overall size of the group increases. This is also how developing “standards” and best practices begins.

IPMBA has done exactly that. We’ve grown to become a large membership group that has developed the comprehensive compendium of best practices, training and bicycle development in a public safety environment. Despite its name, IPMBA is not limited to only police officers; it includes EMS and security officers as well. We offer training, courses, resources, and other kinds of support to both officers and managers of the law. We’ve collaborated with product designers, manufacturers and suppliers to obtain the right product for the right price for our “membership”.

As in any organization, learning, developing and growing are necessary to stay ahead of the curve, to remain current and on point. The nexus is ensuring public safety cyclists have what they need both in training and equipment that is current with technology. For instance, we recently completed an examination of the issue of “flat pedals” and revised our position based on the development of this type of pedal retention.

IPMBA needs “Membership” to make this happen. It’s important for our members – and potential members – to understand the need to belong. To pay membership dues and to assist in any other way they can to help IPMBA remain financially strong. Membership dues have historically represented the primary revenue source for associations. During the last decade, as associations struggled to build membership, they have expanded programs designed to generate non-dues revenue. Associations have recognized that membership dues in combination with other revenue sources are an integral part of the overall financial solution necessary to provide superior, sustainable levels of service.

Fundamentally, people do not pay membership dues just to receive discounts on products but because they wish to join a community of peers. Membership dues represent the financial investment of the individual in belonging to the group. The amount of dues they pay represents the dollar value they place on this affiliation with their professional community. IPMBA remains vibrant and able to develop the courses it offers through membership and dues. We are a non-profit organization that is for the benefit of all public safety cyclists. We are the leader in establishing best practices and guidelines that protect each and every one – member or not – in their daily duties.

IPMBA membership dues are modest and reasonable. Certainly compared to many other organizations and associations, we’ve remained competitive and operate in a cost effective environment. I would encourage every member of this fine organization to consider what they’ve learned or taken away and to consider the membership fee as a continuation of this effective and comprehensive program.

I would ask every member to encourage other members of their departments to become a part of IPMBA or, if they’ve somehow fallen away, to re-establish that relationship and again become part of the greater picture of what it means to be a “member”. I would request that all Instructors take a moment in their classes to discuss these very points and to actively encourage their students to become part of the IPMBA team by enlisting into the membership program. Instructors are encouraged to incorporate the certified membership into their fee structure. When our future “members” understand the value of what IPMBA represents and the support it brings, they will want to be part of that group.

We all have a responsibility to preserve what we have developed and to ensure future quality programs containing current and relevant information is supported to the benefit of our successors.

Gary is a 32-year veteran of the London Police Service in London, Ontario, and is currently in charge of the bike unit. He rides to work and has done so for the past 19 years, including during the winter months. On weekends he races on a road bike. His favorite quote is, “cycling never gets easier; you just go faster.” He was certified as an IPMBA Instructor in 2014 and is currently serving as membership coordinator on the IPMBA Board. He can be reached at gstrang@police.london.ca.



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by James Englert, PCI #1081
 Arapahoe County (CO) Sheriff's Office
 IPMBA Industry Liaison

For the second year in a row, I was lucky enough to teach an IPMBA Police Cyclist Course at the NASRO (National Association of School Resource Officers) Conference, which took place at the Disneyland Resort in Anaheim, California. Last year, I taught the first IPMBA-NASRO Police Cyclist Course in Orlando. We are going to teach the next one at the 2017 NASRO Conference in Washington DC.

I often write about NASRO because being an SRO (School Resource Officer) is very important to me. I completed the NASRO instructor program in March after teaching an SRO class in Grand Junction, CO. Bicycling is also important to me, so I try to incorporate bikes into being an SRO as much as possible.

When the opportunity to teach an IPMBA class at the 2016 NASRO conference was presented, I jumped on it. First of all it was at Disneyland, and second, it was in California. What could be better? I imagined us riding through the theme park, seeing parts of the park most people never see. After exchanging e-mails with my contact person at the Disneyland Resort, however, I quickly realized we would only get to ride in the parking areas, which by itself is great and gracious, but I was hoping for more access.

Through the exchange of e-mails, I arranged to use the top of one of the convention center garages for the cone work. I didn't know the area around there at all. I figured we would do the classroom portion in a meeting room and then ride around the neighborhoods and use school grounds for skills.

Los Angeles School Police (LASPD) was one of the conference hosts. I was lucky that Sergeant Luis Smith from the LASPD was willing to drive around the resort and look for local schools and locations to use for different skill stations.

Eric Kackley with Volcanic Bikes was attending the conference as an exhibitor and was kind enough to bring an extra bike for me to use in the class. There were a couple of "firsts" for me with this class. It was the first class I taught with flat pedals, and the first time I rode a bike equipped with a frame bag.

I don't want to talk too much about the frame bag, which is a Revelate product, but after using it for a just a couple of days, I really liked the bag and its design. Although it is not possible to access the water bottle cages with it installed, it was easy to just place my water bottle in the bag. There are a couple of zippered pockets that are easily accessible while riding. For my bike class, the bag had plenty of room, and I could definitely see using it on patrol. The big disadvantage is that it makes it difficult to use car racks that hold the bike by the frame.

I was wearing Five Ten Men's Freerider Contact Shoes with "Stealth Mi6 Rubber" and using flat pedals. I had no issues with my foot slipping off the pedal. I did notice that with flat pedals, you really have to pay attention to the angle of the pedal while doing some of the skills. If you are an instructor or planning to use flat pedals on duty, don't do what I did and just jump on the bike without practicing. It will take some time to get used to the flat pedals, particularly performing some of the skills for which I have come to rely on clips. I really had to pay attention to the pedals.

Six people registered for the class. Four people showed up: two officers from Ventura County CA and a deputy from Vancouver



Photo courtesy James Englert

County WA. The deputy from Vancouver County didn't register in advance but had brought his riding gear in hopes of getting into the class. He didn't bring a bike, but fortunately, LASPD was able to loan him one for the week.

With just four people in the class, we had a great time. All the riders had experience riding bikes, which made it especially enjoyable. We did the cone course section in the parking lot and we did all the road riding and other skills in the surrounding neighborhoods.

One thing I wasn't used to but found difficult was most of the schools had fences around them and the parking lots. That changed my plans a little on locations for skills. Disneyland didn't want us riding on any sidewalks or in the park. We made it work by getting the classroom portions done early in the day, riding in the afternoon, and doing most of the riding outside the Disney property.

I want to thank Sgt. Luis Smith, now retired, from LASPD for doing the footwork prior to my arrival and for loaning the Vancouver officer a bike; Eric Kackley of Volcanic Bikes for letting me borrow a bike, former IPMBA Instructor Clint Sandusky (recently retired from Riverside Community College and loving it) for assisting, and NASRO for hosting an IPMBA Course at their conference.

Congratulations to Kyle Turner, Gary Morales, Rey Reynolds, and Luis Smith on successfully completing the course. Welcome to IPMBA!

James has been a deputy with Arapahoe County for 16 years. He has worked in the jail and on the road. He became a School Resource Officer (SRO) in 2006. He was certified as an IPMBA Police Cyclist in 2006 and an IPMBA Instructor in 2008. He received the ASCO Award of Valor and the NASRO National Award of Valor in 2014 for his role in the December 2013 school shooting. He was elected to the IPMBA Board in 2012 and currently serves as Industry Liaison. He can be reached at jenglert9926@gmail.com.

The Many Benefits of the IPMBA Security Cyclist Certification

by Craig Lepkowski, PCI #1180-B/EMSCI #272-B
Lake Forest (IL) Police Department
IPMBA Secretary

Many organizations and departments do not seem to fully comprehend the multiple benefits of the IPMBA Security Cyclist (SC) Course. People seem to focus on the Police Cyclist (PC) Course and may be under the impression that cycling skills are geared for law enforcement personnel only. This cannot be farther from the truth. Many of the skills taught by IPMBA focus on slow riding confidence, contact with the public, riding in traffic, and presenting a professional appearance and countenance on the bicycle. While the PC Course does include sections on subject control and firearms that are geared to sworn officers, the majority of the course is about gaining confidence on the bike.

The success of cycling in the law enforcement realm translates readily to many categories of non-sworn patrol personnel. Security cycling can play a role in traffic control, event management, code enforcement, animal control, downtown ambassadors, private security (mall, airport, warehouse, corporate campuses, campgrounds, gated communities, colleges and universities), volunteers, and Police Explorers.

Security cyclists can be deployed in different arenas and for different responsibilities, and are often many times more efficient, cost effective, and visible than personnel in motor vehicles or on foot. A security cyclist is simply a professionally trained person on a bicycle without the law enforcement right to arrest. The bicycle allows such personnel to patrol a larger area of responsibility more effectively than a motor vehicle, and more efficiently than a person on foot. Besides the initial cost differences in purchasing and maintaining bicycles as opposed to vehicles, there are a multitude of uses and positives in having security cyclists.

The ability to sit high and not behind closed windows allows a cyclist to see and hear more while on patrol. The bicycle is adept at weaving in and out of narrow spaces, crowded areas, and stopped traffic. The cyclist can use his or her vantage point to look into vehicles as they ride through parking lots or alongside stopped traffic in entry or exit drives. In public-friendly areas, the bicyclist is more approachable and less intimidating than an officer in a patrol vehicle and is able to slow to observe pedestrian traffic and subjects that seem out of place.

Security bicycles are much more maneuverable than motor vehicles and can be used in crowded and/or large outdoor spaces, parking lots and garages, and inside large buildings or warehouses, to name a few. Security cyclists can use their stealth to close in on suspects and observe them, oftentimes without being discovered until the last minute. Some conditions may require riders to dismount and walk their bicycles through

an area due to an insurmountable obstacle, a dense crowd of people, or a hazard; however, the cyclist can keep the bicycle and equipment at hand while walking before re-mounting and riding again – something a driver cannot do with a car.

There are some concerns associated with using bicycles for security. At times, the lack of recognition as a safety or security official reduces the effectiveness of a cycle-borne security unit. This can be overcome with clearly designated and recognizable uniforms, markings, and lights on the riders and the bicycles. There is a limit to the amount of equipment a cyclist can carry on a bicycle; however, most security details can carry more than enough of what they need to complete their tasks, and bicycle bags are able to carry more gear than a person on foot. Limitations can be overcome by supplementing a bicycle unit with a squad car delivering any larger equipment, like traffic cones or barricades. Finally, bicycle units are sometimes negatively impacted by weather, although there are a multitude of options for winter wear and rain gear enabling a cyclist to be effective year-round.

Overall, the positives of a security cyclist unit greatly outweigh any negatives. The many uses and benefits of a professionally trained cyclist truly are limited only by the imagination of the organization. If there is an interest in a career in law

enforcement, anyone who successfully completes the IPMBA Security Cyclist Course also has a leg up on other police applicants. Of course, learning new skills and gaining confidence on a bicycle can play a definite part in one's personal life as well, especially if riding with family members is important.

Hopefully, readers, you have been encouraged to register for and take the Security Cyclist Course from IPMBA, either locally or at the national conference. See you June 5-10, 2017, in Delaware, Ohio!

Craig has enjoyed riding at his department for many years and was honored to assist with the development of the department's bike unit. Impressed with the IPMBA Course he attended in 2009, he attended the Instructor Course in 2010 and has enjoyed teaching bike skills ever since. Never one to say "no", Craig was elected to the IPMBA Board in 2013 and is currently serving as Secretary. He looks forward to helping maintain IPMBA's position as the top-notch provider of public safety bicycling instruction. He can be reached at lepkowsc@cityoflakeforest.com.

THE IPMBA BOARD



Photo courtesy, Chinoook Centre Security



Photo courtesy, San Antonio Police Department Explorer Post

by **Bernie Hogancamp, PCI #498**
Homewood (IL) Police Department (retired)
IPMBA President

You've got a bike that you love, and the last thing you want to contemplate is how much someone might want to steal it from you. You can certainly make it more difficult, lock it up with some serious lock and chain sets, keep it safely locked in your garage, never let it leave your sight...but of course, there are no guarantees of absolute security. So what else can you do? Create a method for better tracking stolen bikes? Well, a bike lover from Portland did just that.

After having five of his bikes stolen, Bryan Hance created *StolenBicycleRegistry.com* in 2005. The first week it was live he recovered a bike...and realized recovering bikes was really fun. Independently, Seth Herr created a bike index because he was a bike mechanic and wanted to be able to register his clients' bikes as a service to them.

They joined forces in 2014 and as of mid-2016, *bikeindex.org*, with a part-time staff of five, has registered 96,005 bikes and recovered 3,388 stolen bikes, all at no cost to cyclists.

There are other free bike registries available, and Bike Index suggests that you use more than one, but they assert that theirs is the first to make ease of index search a primary mission. As a result, they have assisted in the recovery of thousands of stolen bikes and continue to do so.

You should also encourage your department to actively promote bike registration

I just signed up to their free site and will be tackling the task of getting my bikes registered promptly. You should consider doing the same thing with your own bikes.

You should also encourage your department to actively promote bike registration as a means of combating bike theft and reduce the number of unclaimed bikes. The Seattle, San Francisco, Portland, and Bend Police Departments, amongst others, have partnered with Bike Index as part of their effort to reduce bike thefts through education, awareness and enforcement.

Some of the other bike registries worth a look are:

529 Garage - <https://project529.com/garage>

Bike Registry - <http://bikeregistry.com/>

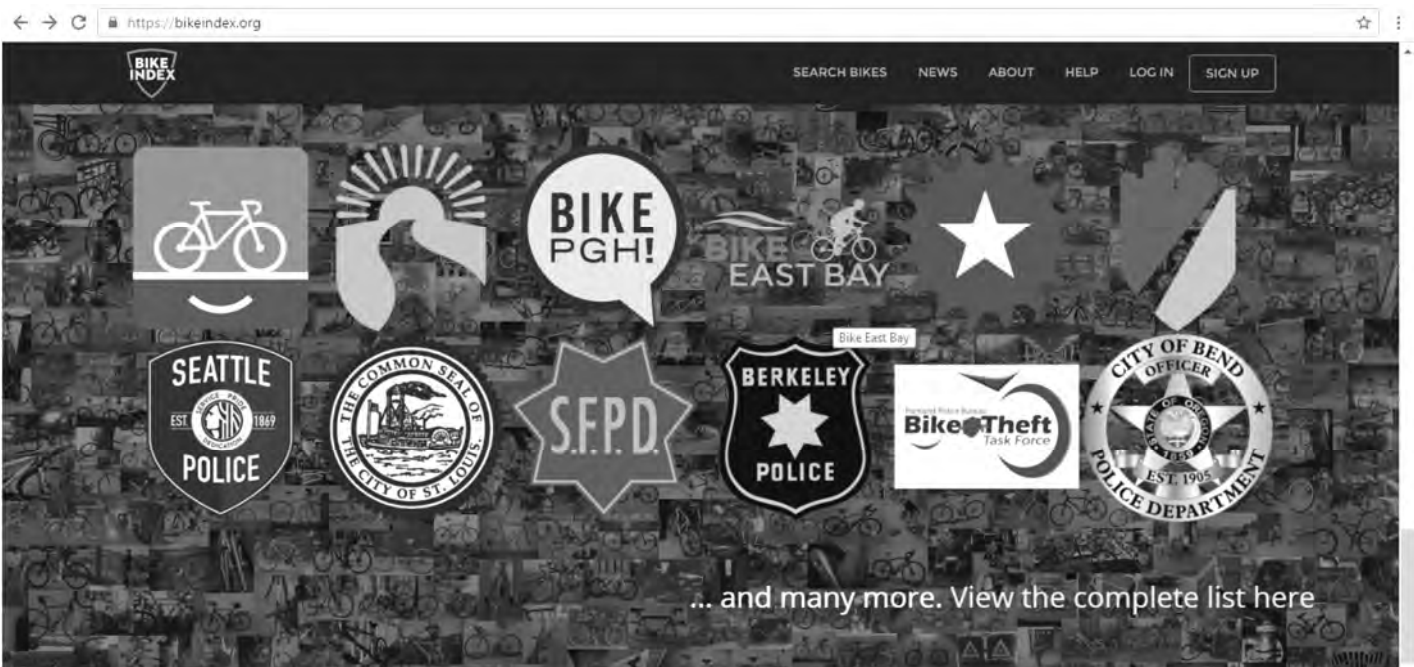
Bike Shepherd (fee) - <http://www.bikeshpherd.org/>

National Bike Registry (fee) - <http://nationalbikeregistry.com/>

Safe Bikes - <http://sfsafe.org/safe-bikes>

While registering your bike will not prevent your bike from being stolen, it can improve the chances that you will see it again. The bigger the registration database gets, the better it can work...and even a slim chance is certainly better than none.

Bernie retired after a 30-year career with the Homewood Police Dept., having served in many positions including field training officer, in-house instructor, tactical officer, detective, detective supervisor, tactical supervisor and training coordinator. He became an IPMBA Police Cyclist in 1993 and an IPMBA Instructor in 2001 at the IPMBA Conference in Cincinnati. He has been a conference instructor since 2003. He also teaches a variety of subjects for Northeast Multi-Regional Training (NEMRT), and has instructed at the ILEETA conference. He currently serves as President on the IPMBA Board of Directors. He can be reached at sgtbernie@live.com.



Stair Training Made Easier

by Brian Gillman, EMSCI #189T-B
Cypress Creek (TX) EMS
IPMBA Conference Coordinator

Over the years our agency has consistently struggled with locating stairs that are accessible and appropriate for teaching stair ascents. We live and work in a suburban area with relatively flat terrain and limited outdoor stairs in close proximity to our training area. To comply with the Americans with Disabilities Act, most businesses opt for ramps and add shorter, steeper stairs which do not meet our training standards. In 2015, we were given the opportunity to host a large regional IPMBA Instructor Course. During the planning stage, we decided that we wanted to provide a solid stair training site at our training facility to supplement our course.

According to the IPMBA training standards, we need to provide 2-3 steps with a 10-12 foot run-out space for safe training. The stairs should not be more than a 45-degree angle, with a rise of between 6-7 inches and a run of 11-12 inches per step. We decided to build two different sets of stairs offering two levels of training challenge: one set at the minimum standard and the second at the maximum standard. The storage and movement of the equipment was considered in our design.

All the materials for the training aid were obtained at a local hardware store. The stairs were constructed of prefabricated step frames for mobile home porches. The step platforms are 48-inch wide prefabricated steps with pre-cut grooves in the steps for traction. The 48-inch width was selected to give adequate room for bike corrections, but still allow safe spotting of the riders. The minimum standards required the prefabricated step frames to be cut down at each level to obtain the correct rise vs. run on the steps.

The base of the stairs were framed in 2x6 boards for weight and stability and the upper steps were supported by 4x4 posts for stability. All the components were

assembled using decking screws so parts could be replaced as needed.

The run-out ramps are constructed of 5/4 decking boards with rounded corners attached to 2x6 rails. They are 48 inches wide by 8 feet long for safe descents and ample room for spotters. The ramps are attached to the stairs by placing the 2x6 rails into joist hangers attached to the back of the stairs and then joining the two components by adjustable come-along screws. This system allows them to be disassembled for moving and storage, and reassembled into a safe, stable training aid. The units can be stored and moved via a standard bed pick-up truck or can be loaded onto a pallet with casters.



All the lumber materials were pressure-treated for outdoor use, although we are fortunate to have indoor storage. The estimated out-of-pocket expense for the materials was in the \$300-\$400 range for both sets of stairs and ramps. Labor was not accounted for in the costs. Anyone with basic woodworking abilities and tools can easily build these units over a weekend.

We found the stairs to be adequate training aids for initial stair ascent introduction and refresher training at our training site. We still utilize several sets of actual steps for stair descents but are considering building platforms to stack our stair sets for descent training on location as well.

Good luck in your training. Anyone who has created other training aids and would like to share may email an article and photos to info@ipmba.org.

Brian has 20 years' experience as a field paramedic and Fire/EMS dispatcher with Cypress Creek EMS in Spring, Texas. He is the logistics coordinator for the CCEMS Bike Team and has been active on the team since 2005. He has been an IPMBA Instructor since 2007, a maintenance officer since 2008, and teaches 2-3 IPMBA Courses annually. He was elected to the IPMBA Board in 2014 and has held the positions of Membership and EMS Coordinator. He currently serves as Conference Coordinator. He can be reached at bgillman@pharmacoal.com.

Photos courtesy Brian Gillman.



by Mike Harris, PCI #1125
 Mill Creek (WA) Police Department (Retired)
 IPMBA Treasurer

[Ed.'s Note: IPMBA has approved the use of flat pedals as pedal retention under certain conditions. Visit <http://ipmba.org/blog/comments/use-of-flat-pedals-by-public-safety-cyclists-board-position-statement-2016> for details.]

As many of you public safety cyclists can relate to, I have been riding a bike since I can remember. While growing up in Alaska, my friends and I rode everywhere. Today they would call it cross country, enduro, or downhill. You get the idea. All we wanted to do was explore our little corner of big Alaska. My first "off-road" bike was an English three speed, a gift from my Mom, which I quickly destroyed in a month.

A few years later, my good friend and I decided that we were going to be the next winners of the Tour de France, which meant that we had to ride on the road. This also meant that my Montgomery Ward special was not going to cut it and that I had to have a "fancy" bike. Back then in the 70's, a "fancy" bike cost around \$250.00. So I worked two paper routes, one morning and one night, to save enough money to buy the bike that was going to lead me to glory. As soon as I had enough saved, I ran to the local bike shop and bought a Schwinn Super Le Tour.

The Super Le Tour was my first bike that had pedal retention. Of course, just like putting on a new pair of running shoes, I put my feet into the pedals and tightened the straps as hard as I could, because I thought that the tighter the strap, the faster I would go. It made sense to me until I came to my first stop, which just happened to be a four-way stop sign with cars lined up on all corners. That's when pure panic set in. I could not get my feet out of the pedals.

I must have appeared to be doing a fancy gymnastic balancing act while attempting to keep from falling over while trying to get my feet out of the pedals. Needless to say, it did not end well. I fell in slow motion and landed on the ground with both feet still in the pedals. As a future Tour de France winner, I was highly embarrassed as I listened to the sound of laughter fading away from cars as they drove off into the distance. But as time went on I figured it out and got quite good at getting my feet out of the cages.

Over the years I tried every type of pedal retention that was available, until I settled

into SPD pedals and cleats that came out around the year 1990. I have been riding with SPD's ever since and had not given another thought to my pedals or their relation to my riding until about two years ago. Then things changed.

There are three contact points on the bike: the handle bar, the seat and the pedals. I had transitioned from drop bars to flat bars. I have experienced seats of all shapes and sizes. However, I didn't think much about the pedals except I knew that I had to be clipped in to be considered a respectable rider, and of course, I was.

In recent years, after going through a Level 2 instructor class taught by IMIC instructors (now under IMBA), I was asked to volunteer teach with a local mountain bike group in Washington State. The first question I was asked caught me off guard. "Do you have flat pedals?" I thought, "Of course not. No good rider rides on flats". Fortunately I kept my mouth shut, since I was then told that we were required to teach classes with flats.

So off I went to my local bike shop, picked up some entry level flat pedals, installed them on my bike, and went out for a ride at our local bike park. This is where I became quite perplexed. I could no longer clear obstacles or ride over the rocks and roots. My feet were flying off my pedals and causing me to lose control and execute a few unplanned dismounts, as if I didn't know how to ride.

Then the light bulb went off. All those years I had been riding strapped or clipped into my pedals had made me complacent. I had been relying on and using physical mechanical retention system instead of the skill-based techniques that have been developed to get over tough areas on the trails.

But I was still in denial. In the back of my mind I was convinced it was an equipment issue, so again, off I went to the bike shop, in search of a better pair of flat pedals. I thought, "Of course it was the pedals and not my riding form". So, I bought new pedals and went back to the bike park to test them out. Much like my first experience with toe clips, it did not

end well. The last thing I remember was a big drop, a so-so landing, and a huge tree, resulting in a broken shoulder followed by six months of light duty.

During this time, filing the endless paperwork that never gets done until someone is on light duty, I was finally able to reflect and put it all together. I realized that I had forgotten that there are two parts to pedal retention, be it clipless or flats: the pedal and the shoes. Although I had bought good pedals, I tried to go cheap by using my hiking shoes instead of a good pair of biking shoes made for riding with flat pedals, which would have helped my feet stay secured to the pedals. So while I was healing, I used our Product Purchase Program and picked up a pair of Five Ten shoes.



Good shoe Program and picked up a pair of Five Ten shoes.

When I had fully recovered and was out on my first ride, I was prepared with my new shoes and pedals. Right away I could feel the difference. When I placed my shoes down on the pedals as it felt almost like I was locked in. In fact, what surprised me the most was feeling more secure and locked into the pedals than I had with any clip or strap pedal system that I used in the past. It took some getting used to, but over time, I started riding more in control. It was most noticeable when I went back to riding with clips; my riding and control was much better in the rough sections. I was now using proper form and techniques in addition to my pedals.



Bad pedal

I challenge you to try flat pedals too, especially if you have only been riding clipped or strapped into your pedals as all good riders do. Pick up some good shoes, flat pedals and give it a chance. You might have better luck in the beginning than I did! Also, if you take the time to practice your technique, I am certain that you will see an improvement in your

riding, whether it is off-road or, as I like to call my patrol environment, riding urban off-road.

Mike is a 27-year law enforcement veteran. He retired in 2015 after serving 22 years with Mill Creek Police Department. He has been a bike officer for 22 years and an IPMBA Instructor since 2008.



Good pedal


He currently serves as treasurer on the IPMBA Board of Directors and can be reached at mikeharris2139@gmail.com.


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Sitnasuak Native Corporation Subsidiary Acquires MOCEAN Holding Company, LLC

MOCEAN President Bill Levitt is excited to announce that on July 20, 2016, SNC Technical Services (SNCT), a wholly owned subsidiary of Sitnasuak Native Corporation (Sitnasuak) acquired MOCEAN uniforms. Bill will continue to serve as president and will oversee day-to-day operations for the next two to four years. MOCEAN customers will experience no interruption of service or immediate changes to the product line. As a member of the Sitnasuak family of companies, MOCEAN will continue to expand and improve its offerings into the future.

land ownership disputes between the U.S. and State governments and the aboriginal owners. The largest of the 16 village corporations in the Bering Straits region and headquartered in Nome, Alaska, Sitnasuak was incorporated in 1972 as a for-profit corporation. It now has almost 2,900 shareholders.

Sitnasuak's mission is to earn profits on operations while protecting their land and culture and benefiting their shareholders. It operates a number of for-profit businesses in Nome and owns six professional and technical services companies, of which one is MOCEAN's new owner, SNC Technical Services, LLC (SNCT).

SNCT is Sitnasuak's largest business unit, with approximately 800 employees. Based in Puerto Rico, it owns several apparel and fabric manufacturing concerns and provides the U.S. military with protective apparel and equipment. The expansion from military to public safety is a natural one and will create new opportunities for SNCT and MOCEAN.

"MOCEAN will be the first brick of a very solid structure of commercial sales for SNCT... it will satisfy our objective of diversification of the company to create a steady growth and better earnings,"



stated Humberto Zacapa, Chief Executive Officer of SNC Technical Services, LLC.

Bill Levitt noted, "We are pleased to announce the acquisition of MOCEAN Holding Co., LLC by SNCT. Both companies share similar business philosophies and operating platforms. We look forward to our continued growth in the Public Safety Bike Uniform business as well as offering new product categories to the Law Enforcement and EMS sectors of the uniform industry."

IPMBA thanks MOCEAN for their continued support and looks forward to working with Bill and representatives of SNCT for years to come.



Sitnasuak Native Corporation is one of the Alaska Native village corporations created by the U.S. Congress in 1971 under the provisions of the Alaska Native Claims Settlement Act (ANCSA), settling

Want Free Stuff?

Now that I have your attention...I need your help.

I am the Industry Liaison on the IPMBA board. One of my responsibilities is obtaining products for reviews for the *IPMBA News*. This is more challenging than you might think because there is so much stuff out there, but not everything is suitable for public safety use.

Companies routinely ask us to check out their products, but with all the new products coming out, it is hard to keep up and identify potential products for public safety cycling. Plus, since most of us are also recreational cyclists, it's hard to avoid getting distracted by products for personal use.

If you have any contacts with any vendors whose products/services have potential for public safety use (police/EMS/security), please email me at industry@ipmba.org.

If you have used something that you have found beneficial and would like other members to be aware of it, if you would be willing to write a review of a product, and/or if you would like to volunteer to serve on the Industry Relations Committee, please email me at industry@ipmba.org.

If you have any questions, contact me via cell phone 303-913-4545, or by e-mail, industry@ipmba.org.

Thank you,

James Englert

IPMBA Industry Liaison
Arapahoe County (CO) Sheriff's Office

Riding or Hiding?

The Fuji Code 3-XT Police Mountain Bike

by Mo Ibrahim, PCI #1326-BT/EMSCI #321T-B
Metropolitan (DC) Police Department

I'm on the top level of a set of stairs. My goal? Ride the bike down the stairs without falling! As I'm approaching the stair descent, I'm off the saddle, leaning back, pedals are at three and nine, and I'm looking ahead. Mission Complete. All thanks to the Fuji Code 3-XT Police Mountain Bike. The Code 3-XT was spec'd for and is available exclusively through Police Bike Store.

Do you want a light bike, but one which can withstand the daily abuse of being a public safety cyclist? This is the bike to get. For all you weight weenies out there, this bike is light and very easy to handle. It has an aluminum frame and Shimano components. Have a lot of people run away from you? This bike has 30 speeds, and the Shimano components won't let you down!

EMS riders: do you need to get up the steps? This bike is light, and even combined with your

panniers and equipment, you will ascend steps effortlessly.

When it comes to the bike, we all want speed and comfort. I have taken this bike out to the IPMBA cone course. Although it always takes skill to successfully complete the cone course, the bike was very responsive.

Please feel free to reach out to Michael Espejo for a test ride. You won't be disappointed. This might be the beginning of your new ride!

For more information about the Fuji Code 3-XT Police Mountain Bike, visit www.policebikestore.com. Police Bike Store is a Corporate Member and participates in the IPMBA Product Purchase Program.

Mo has been on the MPD's Mountain Bike Tactical Unit for seven years, and has used the mountain bike during many operations. He has patrolled on bike during the day shift, where burglaries were on the rise, and during the evening hours, when robberies and thefts were also increasing. He has worked the last two Presidential Inaugurations on the bike. He taught the Bicycle Response Team Training and a Nightlife District Operations and Tactics workshop at the 2016 IPMBA Conference, and was certified as an IPMBA Instructor Trainer in September 2016. He can be reached at Mohamed.ibrahim@dc.gov.

Photo Courtesy Police Bike Store.



Fuji Code 3-XT Police Mountain Bike Specifications

- **Color:** Matte Black w/ White
- **Main frame:** Fuji custom-butted aluminum frame
- **Fork:** Rockshox XC32 TK 27.5 Solo Air with Poploc remote handlebar switch lockout, 100mm travel
- **Crankset:** Shimano FC-M522 Deore Octalink, 42/32/24T
- **Bottom bracket:** Shimano Octalink, sealed bearing
- **Pedals:** Alloy platform w/ toeclip
- **Front derailleur:** Shimano Deore XT
- **Rear derailleur:** Shimano Deore XT 10-speed
- **Shifters:** Shimano Deore XT Rapid Fire, 10-speed w/ optical gear display
- **Cassette:** Shimano HG50-10, 11-36T, 10-speed
- **Chain:** KMC X1011, 10-speed
- **Wheelset:** Shimano MT-15 27.5 MTB Wheelset
- **Tires:** Schwalbe Big Ben, 27.5 x 2.0", 50tpi
- **Brake set:** Shimano Deore, mechanical disc, 160mm rotors
- **Brake levers:** Shimano Deore, alloy linear pull
- **Headset:** FSA 1 1/8" semi-integrated, caged bearings
- **Handlebar:** 6061 alloy, flat, 31.8mm, 5° sweep, 620mm wide
- **Stem:** Dragon 09 alloy, 31.8mm, adjustable rise 90-110mm
- **Grips:** Phorm g/230 ergonomic with integrated bar ends
- **Saddle:** WTB Speed V Comp Police comfort w/ satin steel rails
- **Seat post:** Oval Concepts, alloy, 27.2mm, double-bolt micro-adjust
- **Included Extras:** Rear Mounted Kickstand, Rear Rack

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Salomon XA Pro 3D

by Kurt Buczkowski
 Tempe (AZ) Police Department



When I read that IPMBA had finally recognized the flat pedal as a viable option for training and operations, I was excited to help answer the next natural question: “What shoes do I wear now?” The Tempe Police Bike Squad has always used a flat “BMX” style pedal. Our patrol style is “go-go-go”. We are constantly on and off the bike, mostly in an urban setting, but we occasionally hit the nearby trails for calls for service and weekly training rides. Most of our bikes are outfitted with Redline Low-Pro Aluminum pedals with varying tooth heights for grip, depending on the rider’s preference. On the topic of good flat pedal shoe I would say about 90% of our squad wears Salomon XA Pro 3D trail type running shoes.

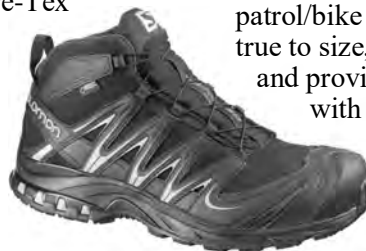
Why Salomon?

We prefer Salomon first and foremost because they provide an awesome grip because the shoe tread is designed for trail/off-road running. The Salomons do not have traditional laces; rather, they have a cinch-style design which tucks into the tongue so you can avoid the annoying feeling of your shoelaces getting snagged in the pedal. The toe is made of thick rubber and protects the front of the foot from impact. Another great selling point is the extreme durability of the shoe’s arch; it has an extremely hard plastic shell and is not subject to the excessive wear that you get with foam- or rubber-bottomed shoes.

Salomon and the Uniform

The Salomon XA Pro 3D is available in a wide range of primary and accent colors. Our squad uses the Black/Black/Dark Cloud color scheme.

Although mostly black, the “dark cloud grey” accents actually provide a small amount of reflectivity, which is useful for night riding. Salomon offers two types of the XA Pro 3D and the XA Pro 3D GTX (both low cut) models, which look the same but offer different types of protection. The Salomon XA Pro 3D GTX design is waterproof with Gore-Tex lining and a little more insulated for our brutal Arizona winters ☺. The Salomon XA Pro 3D is standard mesh, which keeps your feet cool but offers the protection



SalomonMids



Salomon Tread 2

of a solid hiking or patrol boot. If you prefer a boot style, they have a mid-height, which is what I wear on patrol. The XA Pro 3D and 3D GTX look almost identical so you can still achieve uniformity whether the officer chooses waterproof or not.

The Test

I am on my second pair of Salomon XA Pro 3Ds. Typically, I spend 5-8 hours per shift on the bike. Our squad routinely hits the trails for weekly bike training workouts in addition to patrolling daily in a bar district. With all of that wear and tear, the Salomons have held up for a little over a year. The price is fair, ranging from \$110.00-\$150.00 depending on where you purchase and what style you prefer.



Salomon One Year of Wear

The Competition

I have owned and tested the Haix Black Eagle Low 11, which is a similar type shoe as far as looks go but I found it to be far less comfortable. Although it is a great patrol shoe, it does not offer the variety of colors and options that Salomon provides.

I looked into Five Ten brand shoes, which are comfortable, but I could not bear to buy a pair; they looked like a BMX-style, flat-bottom shoe that would better paired with ripped cargo shorts than a uniform.

The Good

The comfort and protection are – bar none – the best I have found in a patrol/bike patrol shoe. They fit pretty true to size, protect your toes and arch, and provide boot-style protection with a running shoe feel.

The Bad (well, kind of)

In my case, due to the climate, I purchase only the non-Gore-Tex style XA Pro’s, which allow my feet to breathe in the hot Arizona summers. Lacking the Gore-Tex lining, they offer no water protection, so when it does rain or I step in a puddle, the comfortable mesh/foam on the top of the shoe acts like a sponge, absorbing all outside moisture. Similarly, my feet due tend to get rather cold in the winter due to the airy body of the shoe.

For more information, visit <http://www.salomon.com/us/>. Salomon does not currently participate in the IPMBA Product Purchase Program.



Salomon

Kurt is a senior member of the Tempe Police Bike Squad. He has over eight years of police experience, including more than two on bike patrol. He is one of the lead instructors of Tempe’s three-day, state-approved bike school. He is also a firearms instructor, field training officer, and high risk stop instructor. He has amassed almost 2000 hours of police instruction. The Bike Squad was established in 1992 and has grown to over 20 members and multiple supervisors with focused enforcement in the Mill Avenue Bar District. He can be reached at Kurtbu@live.com.

Photos courtesy Kurt Buczkowski.

Tack for the Technician

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

Of all the pieces of equipment on the shop floor, hardware seems to garner more attention than soft goods. Maybe it is “shiny object syndrome”. Who knows, but it is encouraging to see designers advancing innovations in bicycling apparel, potentially since this will transfer to bike uniforms which will enable the operator to perform better.

Because job performance is critical, public safety cyclists should take notice of the clothing technologies being adapted for bike duty by a company called Bellwether.

The word “bellwether” has several meanings, one of which is “trendsetter for change”. It also has been the namesake of an iconic cycling brand since 1973. That’s important to point out, since that is a significant amount of time to be in any industry. It could be that Bellwether’s longevity is recognition for the necessity of adapting to change. The company is venturing into a niche market (a deliberate course of action, or “tack” of sorts) and is applying its ideas to a full line of apparel developed for the public safety cyclist, to include shirts, shorts, jackets, convertible pants, gloves, socks, arm warmers, base layers, and even a balaclava. As any venture has its risks, we all might ponder the potential if a brand such as Bellwether is willing to apply resources toward a product line designed for our needs.

As further testament to their commitment to doing it right, Bellwether contacted IPMBA members to request feedback while developing their public safety cyclist uniform. That’s a fairly significant move, since they could have copied what others have done and/or simply rested on their experience and guessed what the technician needed. So as is typical for any easily distracted bike techie, I was lured to their innovations in a sample offering of the Cycling Patrol Polo

Shirt, Patrol Shorts with Liner, Ergo Gel Cycling Glove, Coldflash™ Undershirt, and Sun Sleeves. Each piece has a number of unique features which I’ll try to highlight from my extensive wear-test.

The prototype **Polo Shirt** pulls together several desirable traits. Features like soft, stretchable and durable Micro Dry knit and Air Lite seamless mesh armpit panels to vent and help to evaporate moisture, available in a variety of sizes and color. Things like well-appointed pockets, mic ports and tabs, and no sizing label. Stuff like properly positioned 3M bonded reflective tape, viewable from both standing or riding positions, and silicon tracks at the hem to prevent that annoying “ride up” of the shirt tail. All features come together in a garment that is ergonomic, professional-looking, durable, and functional for high activity bike maneuvers. (Note: Bellwether had to

remove the silicon tracks at the hem of their production model due to a patent issue, which is unfortunate, but shirt “ride up” will probably not be much of an issue anyway if used with their shorts/pants, which employ silicon strips inside the waistband.)

The **Ergo Gel Cycling Glove** has a few of its own attributes. A significant characteristic is the silicon that is impregnated into the palm material, which aids in handlebar and firearm grip. There are also microfiber thumb wipes, high-density gel padding in the palm to relieve pressure and numbness, and pull tabs on the fingers and wrist to aid in glove removal. Nice. A minor quibble I have with them is the “adjustable hook and loop closure” at the wrist, which is, in my opinion, annoying and unnecessary when quickly donning/doffing while riding. I’m not sure why that feature was included, since the gloves in their civilian line don’t have it. Bellwether was receptive to my feedback, but it remains to be seen if they take my advice to modify that part of the glove.

The **Coldflash™ Undershirt** and **Sun Sleeves** are revelations in comfort. They both employ a soft and highly stretchable micro-poly yarn or fabric technology that both protect from heat and wick moisture. With flat seams, no tags, and a variety of sizes in black, the undershirt works well under body armor and the sleeves have a cooling sensation, even in hot weather. These are features well worth it to the bicycle operator.

The **Patrol Shorts** and **Under-Shorts** are the highlights of the group, and I’ve saved them for last. It can be said that shorts and liner are among the most important pieces of gear for the trade, and certainly garments that can’t be taken for granted. The shorts come in navy or black and are composed of 4-Way Exo-Flex™ material, which seems to balance both durability and range of motion. Bellwether’s short and pant design includes a gusseted crotch, a host of functional pockets, to include zippered front slash, cargo and back pockets with 3M reflective accents; adjustable waist band tabs at the sides with silicon strips inside the band to keep things in place, and a trusty zipper fly for the frantic nature break at the quick-mart. The Bellwether gusset material is significantly broader and employs more robust stitching than those competitors who might even offer a gusset, resulting in less potential for chafing and potentially much less stress on seams and wear. The technology implemented in the shorts translates to comfort, utility, strength and abrasion resistance in a modest and professional style. (The early production model of one pair I tested had a defect with a front snap, which Bellwether immediately addressed in the production prior to the publication of this article.)



(Continued on page 18)

Tack for the Technician

(Continued from page 17)

The **Under-Shorts**, or liner, utilizes a highly ventilated mesh fabric that feels like a second skin, with an integrated seat chamois that offers anti-microbial properties and just enough padding without feeling bulky. The outer shorts can be worn with other liners or solo for the commando. For the price, I'll go out on a limb and say that the shorts and liner are the best I've tried. It wouldn't be surprising if civilian riders take notice and line up to use this system. If the shorts and other garments are any indication, Bellwether is heralding a new level in apparel for public safety cycling performance. It certainly would seem to be consistent with their name.

The tack and technology that Bellwether is using is impressive and worthy of attention. Their introductory line of technical wear for public safety cyclists is based on real-world feedback. It is well-executed, utilizes impressive technology, looks sharp, and allows the technician to

excel in a demanding and ever-changing environment. The line appears to be competitively priced and Bellwether boasts more stock size availability than the competition. Shorts and pants are available in even sizes 28-59, and polo shirts and jackets fit sizes XS to 5XL.

The tack and technology that Bellwether is using is impressive and worthy of attention

Bellwether showcased their line at the IPMBA Conference in Asheville and appears to be in a position to make a positive and profound impact in the public safety cycling apparel market. Rumor has it that there are plans to broaden their offerings toward hardware, like helmets and bikes.

If your mission is vital, I'd highly recommend Bellwether Technical Apparel for bike operations. Check them out at their new domain, <http://bellwetheruniform.com>, for uniform

literature, pricing, territory reps and more information. Bellwether does not yet participate in IPMBA's Product Purchase Program.

For further guidance, I would recommend checking out the articles by former instructor Ken King (<http://ipmba.org/blog/comments/equipment-and-uniforms-for-bike-patrol>), past IPMBA president and instructor-trainer Kirby Beck (<http://ipmba.org/blog/comments/dressing-for-success>), and Chapter 5: "Clothing and Personal Protective Equipment," *The Complete Guide to Public Safety Cycling (2nd Ed.)*, when doing your homework on selecting uniforms for your unit.

Mitch is a law enforcement professional, IPMBA Instructor Trainer, IPMBA Industry Relations Committee Member, former Education Director and Board Member, BMA Volunteer Bike Patroller, IPA connoisseur, and director of MTB Responder, LLC. He can be reached at 1x1mitch@gmail.com.

Photos courtesy Bellwether Uniform and Mitch Trujillo.

POLICEBIKESTORE.COM

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New DLX Version Features:

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Visit www.policebikestore.com/maxpatrol for more information and video demonstrations

Five Ten Impact Clipless VXi, Team Black

INDUSTRY

by Gary Strang, PCI #1457
London (ON) Police Service
IPMBA Membership Coordinator

Several months ago, I was on the hunt for a new pair of department-compliant cycling shoes. I had never owned a pair from the “Five Ten” brand and thought I’d give them a try. These folks are on our IPMBA list of “friendly” suppliers that offer an excellent discount to IPMBA members. I had already heard that Five Ten shoes were top quality products specifically made for cyclists, so I needed to see for myself. I was impressed that they offered the elusive size 12.5. Many manufacturers only offer full sizes after size 12, which usually forces me to select between a tight size 12 and a loose size 13. I ordered these shoes in early spring to make sure I had them for our riding season. Up here in Canada we don’t get the full 12 months of riding that you southerners get, darn it, but what we do get, we fully enjoy.

It seems many manufacturers don’t offer shoes that you’d have a prayer of passing muster with your department’s senior staff. The endless colors and decorations just don’t fly with your local dress protocol, but I sure do like them. In this case, the Impact VXi is available in team black with an acceptable amount of red on them. They are suitable for any police department, at least up here in Canada. What I really like about these shoes is that they lace up extremely well, and then the clipless version has a wonderful and sturdy Velcro® strap that covers the lace-up and increases the closure of the shoe, making it as tight as you like. The Velcro® is top-quality and over the past months hasn’t shown any decline in grip. You don’t have to worry about laces getting caught in your drivetrain.

At first fit, these shoes were excellent. They fit like the proverbial glove and offered support. The soles are very grippy and comply with IPMBA’s new position on flat pedals. They can be used with clips or on flat pedals with pins. These shoes are offered without the clipless option, but you lose the Velcro® closure and, of course, the option of going “clipless”. Since I’m a roadie at heart, I like using clipless pedals. Or at least I’m used to them.

I did find the shoes stiff for the first few weeks, but then they broke in just as you’d expect. They’re easy to walk



in but still offer great feel on the bike for good power transfer. I used the standard “SPD” style mountain bike clip from Shimano, and my only complaint is that when installed, this clip is virtually level with the soles of the shoe. I really wish they would embed the clip just a little more so that you don’t hear the famous clicking noise on tile. Or they could put just a little more thickness in the sole of the shoe. My solution was to grind a little metal off the SPD clip with a belt sander, which cured the problem. I took enough material off the clip so that the shoes are quiet but the clip still works fine. It was a small price to pay for having shoes that fit this well.

I’m a believer in the Five Ten Impact VXi shoes and would buy them again for sure. Knowing you can buy these with a substantial discount as an IPMBA member only adds to their appeal. If Five Ten would simply sink the clipless area just a little more, they’d be perfect in every way. If you

ride without clips, this isn’t an issue, and you’ll just love the fit and performance of these shoes.

Pros:

- Quality of material
- Fit and finish
- Super-comfortable to wear all day
- Lace and Velcro® closure
- Good price-value relationship

Cons:

- Clipless version needs to have clip embedded more within the sole

Gary is a 32-year veteran of the London Police Service in London, Ontario, and is currently in charge of the bike unit. He rides to work and has done so for the past 19 years, including during the winter months. On weekends he races on a road bike. His favorite quote is, “cycling never gets easier; you just go faster.” He was certified as an IPMBA Instructor in 2014 and is currently serving as membership coordinator on the IPMBA Board. He can be reached at gstrang@police.london.ca.

Photos courtesy Gary Strang.



IPMBA is excited to welcome **iFORCE**, **The Safariland Group**, and **Volcanic Bicycles** to another year of Corporate Membership. All three companies produce bicycles and accessories exclusively for the public safety market, focusing their efforts on ensuring the best possible equipment for use by Police, EMS, and Security Cyclists.

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Find the full IPMBA Product Purchase Program listings under the "Membership" tab at www.ipmba.org.

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Email: ablauer@blauer.com
Website: www.blauer.com; www.blauer.com/IPMBA
Notes: Enter IPMBA10 at checkout to receive the discount.

Rock Bar Cycling

Product: Rock Bar Gear and Training Case for Bikes and Packs
Discount/Cost to Members: 20% off five or more
Contact Name: Mark Connelly
Phone: 818-745-2068
Email: moreinfo@rockbarcycling.com
Website: www.rockbarcycling.com
Notes: Call or email with quantity and you will be contacted to complete the order.

Updated Listings

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IPMBA 2017: Embrace the Changes



Now in its 27th year, the IPMBA Conference continues to evolve to serve the changing needs of the public safety cyclists it serves.

In past years, the Conference has been divided into two segments: the conference (workshops), which was preceded by a series of multi-day training courses (pre-conference courses).

In recent years, many people have enrolled in multi-day courses only. Those who leave at the conclusion of their courses are deprived of the opportunity to participate in a wide variety of timely and topic-specific workshops designed to enable attendees to meet departmental priorities and achieve higher levels of professionalism.

The new format is designed to enable all attendees to participate more fully in all training and networking experiences, including the obstacle course competition and Awards Ceremony, which will include an informal graduation ceremony.

2017 attendees will have two options: a five-and-a-half (5.5) day format or a two-

and-a-half (2.5) day format. The 5.5 day format will combine multi-day courses with workshops, and the 2.5 day format will include workshops only. The fees vary based on format, course, and membership status.

5.5 Day Format

The *Instructor Course (IC)* and the *Maintenance Officer Certification Course (MOCC)* will be held Monday, June 5-Friday, June 9. Attendees will have the option to participate in workshops on Saturday, June 10, at no extra charge (except applicable certification and materials fees).

The *Police-EMS-Security Cyclist (PESC) Course* will be held Monday, June 5-Thursday, June 8. Attendees will have the option to participate in workshops on Friday and Saturday, June 9-10, at no extra charge (except applicable certification and materials fees).

The *Police-EMS-Security Cyclist II (PESC II) Course* and *Bicycle Response Team Training (BRTT)* will be held Monday, June 5-Wednesday, June 7. Attendees will have the option to participate in workshops on Thursday-Saturday, June 8-10, at no

extra charge (except applicable certification and materials fees).

2.5 Day Format

Attendees will register for workshops on Thursday-Saturday, June 8-10, at one of three flat rates (excluding applicable certification and materials fees).

Exhibit Hall

One of the most popular aspects of the event, the Exhibit Hall hours will be expanded to Wednesday, June 7, 6:30pm-8:30pm; Thursday, June 8, 11am-8pm; and Friday, June 9, 9am-1:30pm.

Venue/Housing

The event will take place on the campus of Ohio Wesleyan University (OWU). Classes and workshops will be held in the campus center and nearby classroom buildings. The official conference lodging will be in the OWU suite-style dormitories. Rooms are also available at local hotels.

If you have any questions throughout the registration process, please call 410-744-2400 or email events@ipmba.org. We look forward to embracing this change with you.

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- Dwight Edwards, Cabell County (WV) EMS (Retired)
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- Joe Gagliardi, Univ. of Mary Washington (VA) Police
- Brian Gillman, Cypress Creek (TX) EMS
- Tom Harris, East Baton Rouge (LA) EMS
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- Michael Langdon, Brisbane (Australia) Central #1 Div. EMS
- Martin Martinez, Albuquerque (NM) School Police
- Steven Noftz, O'Bleness (OH) Hospital Safety & Security
- Anthony Patterson, Temple Univ. (PA) Police
- Dallas Phillips, Shelbyville (IN) Police
- Nicholas Phillips, Knoxville (TN) Police
- Al Simpson, Pompano Beach (FL) Police (Retired)
- Brian Steiger, Niagara Regional (ON) Police
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by Michael J. Patton, CRNA, PHRN, Esq.
Lehigh Valley (PA) Health Network Anesthesia Services

On June 17, 2016, Pennsylvania Governor Tom Wolf signed into law Act 44 (P. L. 338, No. 44) which amended Title 75 (Motor Vehicle Code) of Pennsylvania's Consolidated Statutes to recognize Emergency Medical Service (EMS) Bike Medics and afford them the same rights and obligations currently afforded to Police Cyclists in the Commonwealth. The intent of this article is to familiarize the reader with the legislative language used in the law and to provide a short history of the logistics involved in its passage. The ultimate purpose is to assist those who might wish to pursue similar legislation in their own jurisdictions. The reader will notice that seven years' time elapsed from idea on paper to passage of the law. Attempting to affect the legislative process is not for those without perseverance, and ultimately requires at least one champion in the legislature who believes in and will push for your cause.

Act 44 added under subsection 3105, "drivers of emergency vehicles", a "paragraph (i) that defines a "bike medic" as an individual operating a pedalcycle who: (1) is certified by the PA Department of Health (PADOH) as an emergency medical services provider; (2) is a member of an EMS agency that is certified by the PADOH and operating within their scope of practice; (3) has successfully completed a basic EMS cycling program approved by the PADOH; (4) wears emergency first responder appropriate attire for operating upon the highways in accordance with national standards; and (5) makes use of appropriate visual and auditory warning devices in the performance of official duties.

...now is the perfect time to work toward the goal of having your state's EMS bike teams recognized and protected by the force of law.

For completeness sake, here is a URL to the exact language of the law: <http://tinyurl.com/PAEMSCLegislation>. One can also search the Pennsylvania General Assembly website by typing "bike medics" in the search tab to locate Senate Bill 61: <http://www.legis.state.pa.us/cfdocs/legis/home/bills/>.

As a healthcare provider, attorney, and IPMBA EMSCI #195 (now retired) who attended a number of EMS-related public safety cyclist courses with IPMBA, and then taught the basic IPMBA EMS Cyclist Course in various capacities with EMSCI John Russell of the Bucks County Rescue Squad and PCI John Washington, formerly of the University of Pennsylvania Police Department, I became committed to ensuring that the EMS cyclist in Pennsylvania was recognized by law. Impromptu discussions regarding bike medics with a local member of the Pennsylvania Senate – Stewart Greenleaf – on two occasions in 2008 led me to compose a formal letter to his office in January 2009. A copy of the letter was also forwarded to my local Congressperson – State Representative Katharine Watson.

That letter discussed the purpose and benefits of Bike Medics as described in IPMBA literature and included language for a potential law that I devised in consultation with John Russell. Senator Greenleaf initially introduced the bill (Senate Bill 738) in April 2009, when it was first referred to the Transportation Committee. That Committee failed to take any additional action on the measure and it died in committee during the 2009-2010 legislative session. The measure was reintroduced in the 2011-2012 legislative session (SB 145), but again failed to receive any consideration by the Transportation Committee. Senator Greenleaf reintroduced the measure as Senate Bill 312 during the 2013-2014 legislative session, where it was favorably considered by the Senate Transportation Committee on June 4, 2014. However, the measure was then sent to Senate Appropriations

(to determine what, if any, effect it would have on the state's budget), where it died in committee. During the 2015-2016 legislative session, Senator Greenleaf reintroduced the measure as Senate Bill 61. The legislation was favorably reported out of the Senate Transportation Committee in February 2015, and later the Appropriations Committee, with the full Senate unanimously approving the bill on April 13, 2015.

Since Pennsylvania has a bicameral legislature, any legislation must be reviewed and approved by both houses of Congress (much like our federal government). In March 2016, Senator Greenleaf, with support from Representative Watson, managed to get the bill through the state House of Representatives without much difficulty. However, some members of the House and legislative watchdogs for the Pennsylvania Department of Health requested a number of revisions that included tweaking some of the definitions and the language of the measure. One of those amendments included the requirement that a bike medic successfully complete a basic EMS cycling program "approved by the Department of Health." After the House amendments were incorporated into the final bill, the measure was returned to the Senate for a concurrence vote. The Senate concurred with the House amendments, and on June 7, 2016, voted unanimously to pass the legislation. The legislation was signed into law by Pennsylvania Governor Tom Wolf as Act 44 on June 17, 2016, and it officially took effect 60 days later, on August 16, 2016.

As you can see, the process of effecting state legislation is not a short-term project. However, with a good idea, a logical thought process, perseverance, and the support of one or two legislators within your jurisdiction, anything is possible. There is no time

like the present to embark on a similar mission. With recent acts of terrorism fresh in the minds of legislators, similar to the post-9/11 concerns regarding the security of the nation, now is the perfect time to work toward the goal of having your state's EMS bike teams recognized and protected by the force of law.

With the legislation having gone into effect in Pennsylvania on August 16 of this year, the final step in this long process will be to clarify with the PADOH the meaning of the language "approved by the Department of Health." I suspect this will require the Department of Health policy-makers to review the available EMS Cyclist programs and establish that approval process. It is my expectation that the PA Department of Health will have no difficulty recognizing the EMS Cyclist programs of the International Police Mountain Bike Association (IPMBA). As of this writing, that mission has been undertaken by Mr. John Russell of the Bucks County Rescue Squad EMS Bike Team.

Michael J. Patton, CRNA, PHRN, Esq. is a Nurse Anesthetist employed by Lehigh Valley Health Network Anesthesia Services in Allentown, PA, and a licensed, non-practicing Attorney. He has been involved with a number of volunteer public emergency service organizations since 1977. During the past 40 years, Mr. Patton has been active with EMS, Fire-Rescue, Auxiliary Police, Wilderness Search & Rescue, Hazardous Materials response, amateur radio emergency communications, and emergency animal response teams. He became involved with IPMBA in the mid 2000's and was an EMS Cyclist Instructor until 2012. He is currently a Life Member of the Warminster Volunteer Ambulance Corps and an Associate Member of the Bucks County Rescue Squad EMS Bike Team. Mostly retired from emergency response, Mr. Patton is currently pursuing a Master's Degree in Emergency & Disaster Management from American Military University. He has resided in Warminster and Warrington Townships in Bucks County, PA for 56 years. He can be reached at w3mjp@comcast.net.

Al Simpson: Legend and Legacy

Al Simpson, PCI #165T/EMSCI #005T, has taught his last IPMBA course. He shaped a generation of public safety cyclists, serving as mentor to many.

Al was certified as an IPMBA Police Cyclist in 1995; a Police Cyclist Instructor in 1996; an EMS Cyclist Instructor in 1999; and an Instructor-Trainer in 1998. He served on the IPMBA Board of Directors from 1999-2002, including several terms as Education Director.

Over the course of his IPMBA career, Al taught or co-taught eight Police Cyclist Instructor Development courses; 20 Instructor Courses (21,888 student-hours); 65 Police Cyclist Courses (31,368 student-hours); 26 EMS Cyclist Courses (6,464 student-hours); and six Security Cyclist Courses (944 student-hours).

He taught a total of 60,656 student-hours, which translates into 2,527 days, or 6.9 years.

Thank you, Al.



Al Simpson with Medal of Honor Recipient Sammy Davis, Jr., April 2008

Clint Sandusky Retires after 24 Years of Service



Corporal Clint Sandusky retired on April 3, 2016, after a 24-year career in law enforcement both with Los Angeles County Sheriff's Department and Riverside Community College District Police Department (RCCD PD). While with RCCD, he served as the department's

Bike Team Coordinator and was a member of its Honor Guard, performing "taps" at various law enforcement events throughout Southern California.

Clint helped form his college department's bike patrol team in 1993 and rode on the team until his retirement. Since 1994, he has been a CA POST certified Bike Instructor. During his career, he attended numerous police bicycle patrol and bicycle safety courses, seminars, conferences and plans to continue to do so. He joined IPMBA when it was part of the League of American Bicyclists and remains an active

member. He successfully completed IPMBA's Advanced Police Cyclist Course in 2000 and the IPMBA Instructor Course in 2005.

Since 1999, Clint has been teaching the Bicycle Patrol Course at Riverside County Sheriff's Department. He helped instruct the Basic Bike Patrol and Bike Patrol Instructor Courses at San Bernardino County Sheriff's Department. He also served as guest instructor at the Los Angeles County Sheriff's Department and the Santa Monica Police Department. He had the honor of teaching at the national level at IPMBA's Annual Conferences in Dayton OH (2006) and Baton Rouge LA (2007).

Clint participated in and organized numerous bicycle safety presentations both at RCCD and in the community, including Riverside Police Department's "Annual Traffic Safety Fair" events. He served on the Redlands Bicycle Classic Committee in 2003 and 2004, including the 2004 USCF National Road Race Championships (Team USA Selection Race).

In his cycling career, Clint has received personal cycling coaching from Carmichael Training Systems. He actively competes in USA Cycling amateur cross-country mountain bike races. Since 1999, he has competed and medaled in the cross-country mountain bike events at the now-known-as United States Police & Fire Games. In 2011, he had the privilege and honor to compete at the World Police & Fire Games in New York City remembering the fallen heroes of "9-11."

He is enjoying his retirement, spending his time riding, teaching, attending industry trade shows such as Interbike and IACP, and serving in the unique capacity of bike-mounted usher at his church events.



Sgt. Todd Prevost began his service 20 years ago at the age of 19 after graduating from the La Fourche Parish Training Academy in 1996, just one year after graduating from H.L. Bourgeois High School. He began serving as a Reserve Deputy, volunteering most of his time on Patrol, but also worked in Communications, Water Patrol and K-9. He did all this while working a full-time job. In 1998, Prevost began working full-time at LPSO, where he quickly moved to Patrol. In 1999, Prevost moved to the newly formed Bicycle Patrol Section, and this was the beginning of a long, rewarding career as a bicycle patrol deputy. In 2002, Prevost became a certified IPMBA (International Police Mountain Bike Assoc.) instructor. Since that time he has taught and certified 113 police cyclists from agencies across Louisiana and Mississippi. The success of bike patrol led to the creation of the "POP (Problem Oriented Policing)

Squad" – in which Prevost was a founding member. The POP Squad used community involvement to obtain information of common problems needing to be addressed within each community. In 2003, Prevost was promoted to the rank of Sergeant, and he eventually transferred back to bike patrol as Section Supervisor in 2008. The collaboration between the POP Squad and Bike Patrol continues today, and the combination is commonly referred to as "POPcycle Patrol". Sergeant Prevost has also served six years as Tactical Operator with the Crisis Management Unit. Sergeant Prevost is a well-decorated deputy, having been awarded the Medal of Valor for SWAT service to Orleans, Jefferson, and St. Bernard Parishes following Hurricane Katrina, two Distinguished Service medals, Expert Marksmanship Award, and numerous letters of commendation. He says he is proud to serve with the men and women of LPSO, but especially proud to serve with his younger brother – Water Patrol Section Supervisor Jeff Prevost – and his wife – Patrol Supervisor Lieutenant Courtney Curole Prevost, and of course, Sheriff Craig Webre.

Family of black police officers stretches back generations

MEMBER NEWS

by Jill Disis

Indianapolis Star, June 1, 2016

[Ed.'s Note: IPMBA Instructor-Trainer Clarence White, pictured fifth from left, is a proud member of the family of cops that "hopes to leave behind the 'heart that we put into this city for many, many years.'"]

When Clarence White Sr. first picked up his police badge and gun in 1953, there wasn't much talk of the law enforcement profession in the White family household.

Black men in the Indianapolis Police Department were rare. White, who was persuaded to join by an uncle on the force, was among the first in his family to even think about becoming a cop.

And he was hesitant to ever discuss the job with his three sons. Before he left for his shift each day, White would throw a large overcoat on top of his police uniform to dissuade the boys from asking questions about their father's line of work.

"I thought I was doing that to keep them from trying to follow my footsteps," said White, now 89. "At the time, police weren't very well liked because of the atmosphere between police and the public. White police officers, I thought, were very derogatory to us – the blacks."

White's overcoat trick didn't work. Today, the retired captain is one of nine members of his family to have donned a police uniform over the years. Two of them are White's sons. His third son works for the Marion County Sheriff's Department.

The Whites were guests at a lunch hosted by Indianapolis Metropolitan Police Chief Troy Riggs on Wednesday intended to honor the legacy of what is perhaps IMPD's most prominent family of black officers, three of whom still work for IMPD.

"I thought we needed to celebrate our past as we're planning for our future," Riggs said.

Riggs and the Whites spoke for about an hour about the history of policing in the family. At one point, the elder White recounted a story to Riggs about pushback he received from the city in the 1950s when he attempted to arrest a white resident.

"Here's someone that was that bold and that committed to this community,"

Riggs said. "I mean, our city's a better place – our nation's a better place – as a result."

The relationship between race and policing in Indianapolis is a long and complicated one, as it is throughout the United States.

The Indianapolis Police Department was one of the first in the country to hire black officers, said historian Leon Bates, a graduate teaching assistant at the University of Louisville's Department of Pan-African Studies who has been researching black police officers in Indianapolis for years. But behind that milestone lies an unsettling origin, Bates said. In March 1876, Indianapolis police shot and killed an unarmed black man named Edward Phillips as he ran away from them. Phillips was wanted on an adultery charge. The woman, Bates said, was believed to be white.

Two of the patrolmen were tried on murder charges and acquitted, sparking outrage within the black community. The fallout left city officials in a tight spot, Bates said. For the first time that year, thousands of black men would be voting in a city election.

Two months after Phillips' death, the department hired its first black police officers.

"John Caven, who was mayor in 1876, partly out of just realizing that the winds were changing, adapted to keep the Republican Party at that time in good graces with the black community," Bates said. "But after he did that, things kind of got off the rails. And fast forward 100 years, and we're having some of the same problems."

In some ways, conversations about race and policing in 2016 echo the ones debated 140 years ago. The shooting of Michael Brown by a white police officer in Ferguson, Mo., two years ago set off a national firestorm and prompted discussion about community mistrust and police reform.

IMPD, meanwhile, continues to struggle with diverse representation. An April *IndyStar* examination of department staffing found that the city's police force is less diverse today than IPD was nearly 25 years ago, even as the city has grown more diverse.



Since then, the City-County Council approved tens of thousands of dollars for police recruitment – a move seen as a way to help diversify the force. Speaking to reporters Wednesday, the Whites stressed a need to improve police-community relations at home.

"I believe that we have to start with communicating on both sides," said LeEtta White, a retired IMPD sergeant and daughter-in-law to patriarch Clarence Sr. "I do believe that the police department opens up. ... It's just trying to get that communication gap closed, so we're talking with each other – not fighting with each other."

White, 56, acknowledged that the department still has a lot of work to do. But she also took pride in noting how far her profession has come. When White became a police officer in 1982, she said, she faced resistance as a female cop from the department and the community.

"You had a lot of challenges. People wanted to challenge you as a policewoman in the streets," White said. "You had to hold your own and maintain. But I was shortly received and accepted in the community, as well as with my peers."

White said she hopes her family's history in policing shows others how vital police are to a city's success, along with how important it is for police and communities to work side by side.

"We are a law-abiding family. We do believe in family unity. We do believe in policing our own and taking care of your own family," she said. "But what we would like to leave behind is the work and the heart that we put into this city for many, many years."

Man retires after dedicating decades to Cabell EMS

by Courtney Hessler

The Huntington Herald-Dispatch, June 7, 2016

HUNTINGTON WV – As long as there is a need for medical assistance, there will be a need for emergency medical technicians. As long as there is a need for medical technicians, people like Dwight Edwards will continue to dedicate their lives to helping others.

After 27 years of public service – 23 with Cabell County EMS as an EMT – Edwards closed a chapter he won't soon forget as he retired. Although he is just 45, Edwards said he knew it was time after responding to a routine call.

"It weighs on you. You have nursing home calls or to homes you have people are suffering or sick. That kind of stuff wears on you," he said. "There's a certain amount of PTSD that goes with this job. It doesn't matter what you do to keep from it, it's still there."

That emotional pain, along with physical back pain pushed him to make the decision to retire as a full time medic.

Edwards got his start at his local station in Culloden and still plans on working there in the future.

Growing up in Culloden, Edwards said he always knew he wanted to be in the medical field.

"I knew what I wanted to do when I was young, that goes clear back to

that old *Emergency* show," he said. "My mom would go 'What do you want to be?' and I would say 'EMT.' At that time the world medic wasn't used very much. It was rare."

Edwards said after joining Cabell EMS when director Gordon Merry hired him, he never fretted about what his future held.

"With this job I've never sat around and worried about being laid off," he said. "There are always going to be ambulance calls to run. There are always going to be sick people ... I'm so thankful for the opportunity to serve the citizens.

"It's been a great ride. It's not that I am looking for it to end, but a reduction in service is a good thing when you've been doing it so long."

After 27 years of service, Edwards leaves quite a legacy behind.

In 1999 he helped create Cabell County EMS's bike medic division with Chris Frazier. The unit allows up to four medics – split in teams of two – to provide medical services quicker at highly attended outdoor events throughout the county, like Marshall football games.

The program was state-of-the-art at the time and Edwards still travels nationwide to train law enforcement and medical agencies nationwide on how to create programs and skills needed to perform well.

Retirement for Edwards does not mean rest. He owns his own firearms training facility in Ona – Edwards Training Center – and still plans to pick up shifts with Cabell EMS when needed.

"The good thing is there's a good side and a bad side," he said. "My wife, when we got together, I was already doing the 24-hour thing. So she's never known anything but me working 24 hours. It will be an adjustment to me being home every evening." While retirement does have sad undertones, Edwards said he doesn't look at it as closing a chapter on life.

"I would think anytime you do something for 27 years, yeah, you are going to miss it, but I'll still have just a little bit hanging on. It may be another eight, 10, 15 years," he said. "One of the good things about retirement here is one day if I decide I want to come back full time (I can do that)."

At his retirement party, Edwards had lots to thank. He thanked his home department – Culloden VFD – who put him on the map, Merry for giving him a chance and the staff he has worked with for years. Edwards also thanked friend Steve Murry.

Edwards leaves behind his partner of 10 years, Danny Neal, who he says will always hold a special place in his heart.

"We've been together for 10 years, that's the longest I've kept a partner," he said. "We will remain friends the rest of our lives. We will still hang out and talk every day."

Edwards says he hopes to vacation and relax for the upcoming months before adjusting to a new work pattern and retired life. He also said he looks forward to spending more time with his mother, who is 82.



Photo by Scott Parr

IPMBA Members on the Move

IPMBA congratulates the following members on their law enforcement careers and thanks them for their service to IPMBA and their communities.

Jeff Britton, Central Point (OR) Police – retirement

Noel Dunham, Pinellas County (FL) Sheriff's Office – retirement

Dwight Edwards, Cabell County (WV) EMS – retirement

Jeff Eversoll, Bowling Green (KY) Police – retirement

Dan Ganzel, Palm Beach County (FL) Sheriff's Office – retirement

Bruce Jackson, George Mason Univ. (VA) Police – to Northern Virginia Criminal Justice Training Academy

Samuel Nelsen, University of South Dakota Police – pursuing new career

Clint Sandusky, Riverside Community College (CA) Police – retirement

Patrick Orrick, Lawrence (KS) Police – retirement

Patrick Vinson, San Diego (CA) Police – retirement

Rio Rancho Returns!

by Ray O'Lesky
Rio Rancho (NM) Police Department

After a nineteen year hiatus, officers from Rio Rancho (NM) Police Department are riding mountain bikes on duty. In January 2016, Chief Michael Geier approached the author, one of the Department's School Resource Officers, to create a proposal to get the four SRO's on bicycles as part of his Community Partnership Initiative. This was a breakthrough for O'Lesky, who has been an IPMBA member since attending the IPMBA PCC in 2007 while with the University of New Mexico. Since transferring to Rio Rancho in late 2009, his push to "bring back the bike" had been met with resistance due both staffing and budget shortages.

With the help of now-retired Albuquerque Police Officer Pat Hernandez (PCI #834T), O'Lesky made numerous attempts to convince the former chain of command to put patrol officers on bikes, highlighting such benefits as cost savings on fuel and maintenance. It was not until Chief Geier, a former bike officer, took over as head of the department in 2014, that the proposal took flight.

Chief Geier was formerly the Commander of Albuquerque Police Department's Southeast Area Command, where IPMBA-trained bike officers made a significant impact on crime in their community. He knew this tool could benefit the citizens of Rio Rancho, but it wasn't until 2015, when he learned of his officers' interest, that the idea started to become a reality. With the help of several former bike patrol officers from the old Rio Rancho Department of Public Safety, as well as Deputy James Englert (PCI #1081), the proposal finally worked and a pilot program was launched.

During the spring 2016 semester, O'Lesky and fellow SRO Chris Beck asked the principals of the two local high schools if they would not only support the SRO program, but also help mitigate costs by purchasing four patrol bikes. Both principals agreed, and four Fuji bikes joined the RRPD fleet.

In June 2016, using three additional bikes loaned to the department by Rio Rancho Public Schools Security, RRPD sent its first seven officers to Santa Fe to attend the IPMBA PCC taught by Sgt. Chris McCord (PCI #1523).

Four Community Response Team members, a Special Services Unit member and two SROs attended. O'Lesky and Beck have already created and presented two bike safety rodeos for the community's children, and requests for more are beginning to roll in from other civic groups.

"Persistence is the key," said O'Lesky, "And a little luck helps too." A picture of a frog trying to strangle a pelican before being swallowed, with the caption, "Never Give Up," hangs in his SRO office. O'Lesky said he expects the Department to see the immediate impact these officers will have on the community, through bicycle safety education and crime prevention.

Once the Department purchases more bikes so that all seven officers can ride on duty at the same time, the citizens of Rio Rancho should really take notice.

"I have no doubt that the dedication and motivation our group has, will positively affect the community, and at the end of this 12-month pilot program, mountain bikes will be opened up department-wide as a functional and useful tool for years to come."

Ray is an Advanced Officer with Rio Rancho Police Department. He joined the department in August 2009 and became a School Resource Officer in 2013. He was a patrol and bike officer with University of New Mexico Police Department (UNMPD) from 2007 - 2009, where he served as the bike patrol liaison between Albuquerque Police Department (APD) and UNMPD. He helped APD Officer Pat Hernandez and many others coordinate the 2009 IPMBA Conference in ABQ in 2009. He retired from the Arizona Army National Guard after 24 years of service with the U.S. Army, U.S. Army Reserve, and National Guard. He is a member of the League of American Bicyclists and hopes to be certified as both a League Certified Instructor and an IPMBA Instructor in the future. He can be reached at rolesky@rrnm.gov.

Photos courtesy Rio Rancho Police Department.

MEMBER NEWS



Aaron Brown and a baby pig at the Pork & Brew Festival



Ray O'Lesky

Italy Comes to IPMBA

Congratulations to Mauro Digregorio of Alessandria, Italy. In August 2016, Mauro and a translator traveled to Biloxi, Mississippi, to attend the IPMBA Police Cyclist Course conducted by William Trussell, PCI #1023. Mauro is the first Italian to earn the distinction of certified IPMBA Police Cyclist, and we hope he will not be the last.



Photos courtesy William Trussell

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Welcome New Instructor-Trainers

Courtesy Chandler Police Department



Mo Ibrahim

Courtesy Rance Okada



Matt Worm

Courtesy Rance Okada



Tom Madera

IPMBA congratulates **Mo Ibrahim** (Metropolitan (DC) Police), **Matthew Worm** (Omaha (NE) Police), and **Tom Madera** (Eastern Connecticut State University Police), on having attained the rank of Instructor-Trainer. In order to achieve this status, an IPMBA Instructor must meet a set of criteria that includes at least four years and 4,000 student-hours of teaching and teaching at a conference, followed by a student teach. Mo completed his student teach during the Instructor Course (IC) held June 6-10, 2016, in Washington DC; Matt completed his during the IC held August 29-September 2, 2016, in Omaha NE; and Tom completed his September 19-23, 2016, in Farmington CT. IPMBA appreciates their support and commitment to the cause as well as their willingness to volunteer their time and expertise to train future IPMBA Instructors. For more information about becoming an Instructor-Trainer, please visit <http://ipmba.org/images/uploads/2014InstructorTrainerCriteria.pdf>.

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Congratulations, New Instructors



Photo courtesy: Mo Ibrahim

IPMBA Instructor Course, June 6-10, 2016 – Washington DC

Dustin Bellavance, Metropolitan Police Department, Washington DC; Angel Figueroa, Metropolitan Police Department, Washington DC; Eric Frost, Metropolitan Police Department, Washington DC; William Gill, Metropolitan Police Department, Washington DC; Christopher Glascock, Metropolitan Police Department, Washington DC; Isaac Huff, Metropolitan Police Department, Washington DC; John Jacobson, Howard County Fire & Rescue, Columbia MD; Daniel J. Kelly, Metropolitan Police Department, Washington DC; Richard Marron, Metropolitan Police Department, Washington DC; Don Marshall, Metropolitan Police Department, Washington DC; Mark McConnell, Metropolitan Police Department, Washington DC; Carolyn Totaro, Metropolitan Police Department, Washington DC; James Weaver, Metropolitan Police Department, Washington DC; Jerika Wilson, Metropolitan Police Department, Washington DC.

IPMBA Instructor Course, August 29-September 2, 2016 – Omaha, Nebraska



Photo courtesy: Renee Okada

Joseph Augustyn, University of Chicago Police Department, Chicago IL; Bryan Beringer, Vermillion Police Department, Vermillion SD; Lawrence Carvalho, Las Vegas CVA Security Department, Las Vegas NV; Kindu Franklin, Atlanta Police Department, Atlanta GA; Michael A. Herrera, Pueblo County Sheriff's Office, Pueblo CO; Cesar Omar Mojarro, Stratosphere Security, Las Vegas NV; Aaron Nelson, University of Utah Police Department, Salt Lake City UT; Kara Platt, Omaha Police Department, Omaha NE; Rick Rhodes, Pueblo County Sheriff's Office, Pueblo CO; Daniel Roth, Iowa City Police Department, Iowa City IA; Katie Schultz, Moorhead Police Department, Moorhead MN; Jason Tarkong, CNMI Dept. of Public Safety, Saipan MP.

IPMBA Instructor Course, September 19-23, 2016 – Farmington CT

Seth Aldrich, Cranston Police Department, Cranston RI; Geudiel (Greg) Aniceto, Talking Stick Resort Security, Scottsdale AZ; Aaron Benham, Farmington Police Department, Unionville CT; Brian Bosan, Westchester County Police Department, Valhalla NY; Troy Coleman, CUNY Bronx Comm. College Public Safety, Bronx NY; Allen Daniels, Bowdoin College Office of Safety and Security, Brunswick ME; Devin Flood, Cheshire Police Department, Cheshire CT; Jeffrey Foran, Manchester Police Department,

Manchester CT; Jeffrey Glaude, Farmington Police Department, Unionville CT; Matthew Lankhorst, Concord Police Department, Concord NH; Scott Lewis, Upper Darby Police Department, Upper Darby PA; Raingsey Lim, King County Sheriff's Office, Seattle WA; Raymond Melendez, CUNY Bronx Comm. College Public Safety, Bronx NY; Benjamin Mitchell, Concord Police Department, Concord NH; Robert E. Nix, King County Sheriff's Office, Seattle WA; Shawn Pelletier, Milford Police Department, Milford NH; Brett H. Quillia, Lebanon Police Department, Lebanon NH; Luis Rivera, North Providence Police Department, North Providence RI; Ryan Shore, Cranston Police Department, Cranston RI; Joseph Young, York University Security Services, Toronto ON.

Photo courtesy Farmington Police Dept.



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Taking Advantage of Teaching Moments



by **Rance Okada, PCI #246T**
Westminster (CO) Police Department (retired)

During the recent IPMBA Instructor Course in Omaha, Nebraska, the class encountered a large group of young people and adults out for an evening ride. It was a weekly ride sponsored by a local bike shop for at-risk youth and their mentors. Several young ladies had improperly fitted helmets, so I instructed the students to fit them properly.

It was an excellent teaching moment and wonderful public relations moment. The students and the youth had fun interacting with each other, and we scored big points with a nice group of Omaha bicyclists. And with properly fitted helmets, they are riding a little more safely.

Photos courtesy Rance Okada.

Indiana Law Enforcement Academy (ILEA) Renews IPMBA's Status

The State of Indiana Law Enforcement Training Board has renewed IPMBA's status as a Training Provider for Indiana law enforcement officers and support personnel. This status is valid through May 2019. The provider number is 36-6206225. Certified IPMBA Instructors are to provide their students with the following: 1) the Training Provider number; 2) a course number (assigned by the instructor); 3) the number of training hours awarded (time for registration, breaks, meals, graduation, etc., must be excluded); and 4) the expiration date. It is not the instructor's responsibility to report the names of those trained. Please contact the Indiana Law Enforcement Academy at 317-837-3265 with any questions.

Clarence White, PCI #211T, "Retires" ... Again



Photo courtesy Clarence White

Long time IPMBA Instructor/Instructor Trainer Clarence White, retired from Indianapolis (IN) Police Department, has announced his retirement from teaching IPMBA Instructor Courses (ICs).

During his tenure as an Instructor-Trainer, Clarence was an instructor for nine ICs, attended by 225 students. He began and ended in Indianapolis, his first in 2004 and his last in 2013.

Clarence's mentorship extends to students who attended the following courses. Although he is putting his "T" to rest, Clarence intends to continue teaching IPMBA Police, EMS, and Security Courses for the foreseeable future.

IPMBA is indebted to Clarence for upholding the professionalism of IPMBA's training courses and imparting experience and wisdom to the instructors he trained.

- 2004: Indianapolis IN
- 2005: Washington DC
- 2006: Dayton OH and Nacogdoches TX
- 2007: Baton Rouge LA and Minneapolis MN
- 2008: Indianapolis IN
- 2010: Chesterfield/Saint Louis MO
- 2013: Indianapolis IN



Photo courtesy T.J. Richardson

Bringing “BuRT” to South Carolina: The Evolution of Bicycle Patrol

by Joseph R. DuPree, PCI #1599-B
University of South Carolina Division of Law Enforcement

The capabilities of police bicycle patrol have evolved, and the demand for bike patrol teams has never been greater. As an example, during the 2016 Republican National Convention in Cleveland, Ohio, the city deployed 300 bike officers. These officers were used as rapid response units, providing crowd control and other crowd management elements.

Since the 1980's, utilization of bicycles in law enforcement has made a significant comeback. In the 1800's, law enforcement officers used bikes as transportation and to patrol for criminal activities, but they later fell out of vogue with the advent of the automobile (*The Complete Guide to Police Cycling*, © 1996, IPMBA). Bicycles are very effective in a many circumstances, including high crime areas, residential and business districts, multi-use trails and parks, and more. Many cities and towns have strip malls, apartment complexes, and neighborhoods, which are perfect locations to use traditional bike patrol units due to their flexibility and ease of movement in dense or compacted areas. However, with the increase in marches, and protests and the riots that often result, we must move to the next phase of bike patrol tactics. These tactics are generally classified as the Bicycle Response Team (BRT) or Bicycle Rapid Response Team (BRRT), pronounced “BuRT”.

Like any other police force or specialized unit, a well-rounded bike patrol program needs to stay current with the trends and train in the tactics employed in their utilization. Many departments use bike patrols effectively for community policing; however, this should not be the only reason to employ bike patrol units in your department. The bicycle is a very versatile and tactical tool for the forward-thinking law enforcement agency.

A bike patrol supervisor or instructor(s) can be one of your department's most valuable assets. This year I had the great opportunity to attend the IPMBA Conference in Asheville, North Carolina. The conference was open to



any law enforcement, EMS, and security department personnel who operate bicycles in the line of duty. At the conference, a varied selection of seminars and certification courses were available to attendees. I went with the specific goal of becoming a BRT instructor for my department. All of the classes at the conference were designed to add more services and tactical knowledge/skills to both your bike patrol and your department. A brief selection of the many training opportunities available included: *Krav Maga for Public Safety Cyclists*, *Use of Bikes in Disaster Operations and Search and Rescue*, and *Bicycle Response Team Training*.

Basic Bike Patrol Training

I believe that training in a structured environment using standardized programs is the best approach to teaching bike patrol knowledge, skills, and tactics, especially to new bike officers. As such, I am a certified instructor for both IPMBA and LEBA. I strive to provide a uniform and time-tested foundation on which to build or enhance a bike patrol program.

The training provides officers with the basics of bike patrol tactics, nutrition, maintenance, and riding skills. It focuses primarily on teaching individual officers how to operate their bicycles on patrol as both single bike units and in teams of two. However, BRT teaches officers to work in larger teams.

My Quest for BuRT

My quest to bring BuRT to South Carolina began almost four years ago when I started reading articles about bicycle crowd control and management. I found this form of tactical training to be well-suited to many an environment in South Carolina,

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(Continued from page 33)

and to my law enforcement department specifically. I spent hours reading articles and watching videos to learn as much as I could. I then pitched the idea to my command staff and found them to be supportive.

I started by contacting LEBA to gauge their interest in hosting a class. Unfortunately, they required I recruit fifty bike officers for the class. My efforts to garner such large-scale interest did not bear the results I had hoped. Several months later and after multiple rejections, I contacted IPMBA.

Their request for a minimum of seven officers was easier for me to accommodate. Ultimately, we made arrangements and contracted two instructors from IPMBA to conduct the Bicycle Response Team (BRT) Training. On three extremely hot July days in 2015, eight officers from my department and myself attended the first BRT class in South Carolina.

After the class, I knew the subsequent demand for additional course offerings would be high if we could overcome the lack of awareness surrounding the existence of this type of training. It was then that I set my sights on becoming an instructor, a goal I achieved at the IPMBA Conference in Asheville.

Bicycle Response Team Training

Bicycle Response Teams started in Los Angeles, Seattle, Philadelphia, and other large cities that have long experienced large-scale rallies and protests. Prior to the advent of the program, bike officers were often used as scouts to obtain intelligence on the ground and communicate the information to their incident commanders.

BRTs added more capabilities to the bike officers by placing them on the front lines. Because officers on bikes

are faster than officers on foot, they can outpace protesters and marchers. In addition, they can maneuver into and around places that motor vehicles cannot. The BRT training incorporates traditional Mobile Field Force tactics such as moving and stationary lines, wedges, and echelons ("Police Bicycle Use in Crowd Control Situations", by Mike Goetz, *Law and Order* magazine, April 2002).

However, the best part of this training is that it teaches officers to work in a strike team, a squad, or in platoon elements. As such, bike patrol officers are able to work side-by-side with more traditional Mobile Field Force units.

The training focuses on working as a unit with a strict command structure. The techniques are practiced until the officers can perform the maneuvers quickly and with razor sharp precision.

Beyond Rallies and Marches

Although BRTs were developed for rallies and protests, this does not mean that is all they can be utilized for. BRTs can be used at athletic events, concerts, and large festivals or fairs. In these operations, BRTs are utilized as quick response teams and crowd management units rather than as a crowd control mechanism.

Officers would respond to incidents like fights in progress or medical calls. One officer provides security for the bikes and the others follow the team leader. The security officer could stay with the bikes or just lag behind to secure the bikes together. The other officers are assigned scene security or arrest detail. ("Bicycle cops making impact in Minn. City", September 2013, www.policeone.com).

The Bicycle Response Team model is a very flexible and scalable program. It provides a uniform training structure, which in turn allows bike officers from different

departments to work together efficiently and effectively. So whether a bike team is working bike week in Myrtle Beach, a protest at the Statehouse, or a University of South Carolina football game with 80,000 people, they function as a unified team equipped with and ready to employ the most up-to-date tactics and safety measures to control any situation or threat.

Joseph R. DuPree is currently the Corporal over the Bicycle Patrol Unit for the University of South Carolina Division of Law Enforcement and Safety. He has been in Law Enforcement since 1998 and has served the majority of my career in the capacity of Bike Patrol Officer. He believes firmly in bike patrol's ability to play a central role in everyday law enforcement duties, regardless of the size of one's department. He was certified as an IPMBA Police Cyclist in 1998, a LEBA Mountain Bike Officer in 2006; a LEBA Instructor in 2008; an IPMBA Instructor and BRT Instructor in 2016. He can be reached at dupreej@mailbox.sc.edu.

Photos courtesy Joseph DuPree.

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IPMBA, You and I: Growing Together within our Communities

by Bill Mack, SCI #006
Pierce Transit (WA) Department of Public Safety

“It was fun, but where’s my certificate?” At that question from a confident student who just completed the challenging and rewarding IPMBA Public Safety Cyclist Course, the bike instructor cringes, pauses and attempts to artfully explain how to go about it. I prefer the online version. Just a few days before, the novice student looked at you in bewilderment as you casually stated, “Yes, we ride mountain bikes up and down stairs.” I have heard the “where’s my certificate” question many times, but after completing (by the skin of my teeth) the rigorous IPMBA Instructor Course in 2010 at the University of Washington in Tacoma, I believe that I have learned a thing or two about how to lead, encourage and mentor – not hinder – the novice, moderate and expert cyclist.

I have been fortunate enough to serve as both lead and co-instructor for a number of IPMBA Cyclist Courses as well as host bike workshops, bike swaps and other bike events within my community and elsewhere. Without the

mentorship of Tacoma Police Department Sergeant Paul Jagodinski, the patience of my two pioneering IPMBA Instructor Course Instructors, Kirby Beck and John Washington (John, I still refer to the training materials that you thoughtfully mailed me), and guidance from IPMBA Executive Director Maureen Becker, I feel that I would not have had the opportunity to do so. Paul, John and Kirby encouraged, prodded and molded me throughout the intensive process of becoming an IPMBA Instructor. Without them and countless others that I did not mention, including all of my enthusiastic students (even the ones who showed up with broken bikes, loafers or boots, golf shirts and class “A” pants), fellow instructors and eager aides, I would not be the instructor or person that I am today. Maureen’s professional influence is instrumental in enabling me to maximize IPMBA’s training and networking opportunities.

IPMBA promotes camaraderie between Police, EMS, Security and the citizen cyclist. Through IPMBA, I have been able to become an instructor for the League of American Bicyclists (League Cycling Instructor, or LCI).

(Continued on page 36)

RESOURCES

For an array of materials designed to help you offer community bicycle safety programs, please visit <http://ipmba.org/resources/bike-education-enforcement>. There are articles, how-to guides, reports, downloadable handouts, and more. Help keep your community safe for cyclists of all ages and road users of all types by putting these resources to good use. If you know of additional web-based resources or discover any non-functional links on the resource page, please email info@ipmba.org.

BICYCLE ENFORCEMENT

- 🚲 *Bicycle Crash Investigation* by Kirby Beck
- 🚲 *Bicycle Law Enforcement: Enforce Laws with Mutual Respect* by Kirby Beck
- 🚲 *Cyclists’ Strategies for Working with Law Enforcement* (three-part video series) by Kirby Beck
- 🚲 *Enforce Bicycle Riding Laws* by Kirby Beck
- 🚲 *Enforcement: The Final Frontier* by League of American Bicyclists
- 🚲 *Florida Bicycle Law Enforcement Guide 2012*
- 🚲 *Making the Case for Bicycle Enforcement* by Kirby Beck
- 🚲 *Pedestrian and Bicycle Information Center – Enforcement Info*
- 🚲 *Practical Tips for Enforcement-Based Education*
- 🚲 *YouTube Bike Enforcement Video Playlist*

ARTICLES AND REPORTS

- 🚲 *Bicycle Safety Education for Kids* by Tom Sipin
- 🚲 *Bike Sense: British Columbia Bicycle Operators Manual*
- 🚲 *How to Fit a Bicycle Helmet*
- 🚲 *Helmet Fit Brochure*
- 🚲 *NHTSA Pedalcyclist Traffic Safety Report 2011*
- 🚲 *NHTSA Pedalcyclist Traffic Safety Report 2012*
- 🚲 *NHTSA Pedalcyclist Traffic Safety Report 2013*
- 🚲 *NHTSA Pedalcyclist Traffic Safety Report 2014*
- 🚲 *Sidewalks: Cruising into the Danger Zone* by Kirby Beck
- 🚲 *Youth Bicycle Safety Education* by Kirby Beck
- 🚲 *What Cyclists Need to Learn About Trucks* by Kirby Beck

INFORMATION CLEARINGHOUSES

- 🚲 *Bicycling Life*
- 🚲 *Federal Highway Administration Cycling Resources*
- 🚲 *NHTSA Cycling Resources*
- 🚲 *Pedestrian and Bicycle Information Center – Bicycling Info*
- 🚲 *Pedestrian and Bicycle Information Center – Walking Info*
- 🚲 *Province of Manitoba Bicycle Safety Information Center*
- 🚲 *Royal Society for the Prevention of Accidents Cycling Resources*

PUBLICATIONS AND PRODUCTS

- 🚲 *Bicycling Street Smarts* for Adults
- 🚲 *Bike Safety* for Adults
- 🚲 *Delaware Department of Transportation Bicycle Safety Brochure* (English, Polish, Spanish, Romanian, Russian)
- 🚲 *From A to Z by Bike*
- 🚲 *I Cycle Safely* for Kids
- 🚲 *National Child Safety Council Bicycle Safety Publications*
- 🚲 *NHTSA Bicycle Crash Prevention for Kids and Teens*
- 🚲 *NHTSA Bicycle Tips for Parents in English and Spanish*
- 🚲 *NHTSA Walk and Bike Safety for ESL - Students and Teachers*
- 🚲 *Rad Rider Safety Stunt Cyclist*

RODEO GUIDES/TRAINING MATERIALS

- 🚲 *American Alliance for Health, Physical Education, Recreation and Dance Bikeology Curriculum for Grades 6-12*
- 🚲 *League of American Bicyclists Ride Smart Videos*
- 🚲 *National Center for Safe Routes to School Rodeo Guide*
- 🚲 *NHSTA Cycling Skills Clinic Guide*
- 🚲 *Safe Routes to School Marin County Rodeo Guide*

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Growing Together within our Communities

(Continued from page 35)

I feel that it is an invaluable asset to developing community oriented policing. Through bike swaps, bike workshops and authoring bike-related articles, the IPMBA Instructor can guide a community towards a gratifying, safe and fun cycling experience.

How do we encourage cooperation within our communities and enable us all to grow as people and cyclist? I think it is with the simple and straightforward "tell, show, do" leadership methodology of the IPMBA Instructor. Through leading by example, enabling cooperation and fostering healthy competition, our communities can grow together, becoming richer and stronger. I think that as a response to the growing schism between law enforcement and the community, IPMBA-trained officers can play a lead role in improving these strained relations. I can't tell you how many times in the last six years I have visited with former students, sharing a warm smile, a firm handshake, a hearty laugh and the good-natured ribbing that goes along with the sense of pride in completing the course. I have encountered friendly, waving and smiling pedestrians, cyclists and motorists. Whether we are park rangers, hospital security, private security, college security and transit security, police, sheriff's deputies, and/or EMS, we all share the common bond that we have completed one of the most arduous training courses available. We can share those experiences and encourage others to do so.

I think we can also seamlessly transition from the public safety side of cycling to the citizen cyclist. An IPMBA Instructor can, with some patience and a little fortitude, transition to become a League of American Bicyclist Instructor (LCI). This provides a wealth of new information and training techniques to improve the IPMBA Instructor's skills and pass on knowledge to other IPMBA instructors, members and new students.

With the additional LCI certification, the instructor can confidently host bike workshops or bike swaps that cater to the citizen cyclist, including adults,

teenagers and youth. I have found that for local colleges and businesses that encourage commuting, an eight-hour bike workshop is a great tool to inspire confidence, improve skills, promote a healthy lifestyle and improve physical fitness.

Next comes the fun part, the mechanical side of cycling. Yes, that rear tire change skill station is invaluable. We have probably all experienced an out-of-alignment derailleur or drivetrain on more than on one occasion; why is it always at night? To help alleviate such situations, I had the good fortune to attend Volcanic's bike maintenance class hosted in Seattle, Washington.

Of course, what would cycling be without moisture-wicking and retro-reflective garments? I have been able to foster invaluable relationships with Bratwear and MOCEAN, two giants in the cycling garment and uniform industry. Without IPMBA's extensive resources, I would not have that opportunity. I feel that any IPMBA Instructor or member can effectively utilize the resources IPMBA has to share with just a little initiative. There are countless resources on the website, with more content added regularly.

IPMBA enables its members to grow as cyclists and people. When I was a child and decided to ride my new red tricycle on the icy sidewalk in the middle of winter, I did not imagine that someday I would be a certified IPMBA SCI, a League LCI, and a Volcanic-trained bike mechanic. I had no clue that I would be able to repair the front tire that I tweaked and steer clear of the icy sidewalk, avoiding the endo I brilliantly performed (I flew like a bird). Who would have thought I was supposed to wear a bike helmet/eye protection and moisture-wicking and retro-reflective garments?

An IPMBA Instructor, that's who!

Bill Mack is IPMBA SCI #006, League LCI #5285, a Volcanic-trained bike mechanic, and has a penchant for effective cycling, road riding, and avoiding endos on icy sidewalks. He can be reached at bmack@piercettransit.org.

Risk-Free Bike Maintenance

(Continued from page 1)

There are plenty of sources to obtain a cadaver bike. Most departments have plenty of bicycles in varying states of repair as Abandoned Property. After being held for a certain amount of time, the bikes are released, often to a recycler who melts them down. If it is possible to obtain one of these bikes without jumping through too many hoops, that would be ideal. That is how I procured the Giant Lafree Electric Bike that was featured in IPMBA's Spring 2014 Newsletter ("Electric Bikes – Hype or Hope?"). However, some departments will not release these bikes, even if they are in like-new condition, because of the liability issues. Check your department policy.

Yard sales are another good source for cadaver bikes. Decent bikes can often be had for \$25 or less. Those which have spent their lives in a garage would be preferable to those that were stored outside or in a car port. If you can see rust spots larger than a dime on the bicycle, it's probably better to take a pass on it, unless you have no desire to put the bike back on the road and only want to use it as a cadaver.

Finally, I've discovered that when you are known as "the bike guy", bikes have a way of finding you. People I know will come up to me and say "I have an old bike in my garage. I don't want to throw it away. Is there someone you know who could take care of it?" Much to my wife's chagrin, this has been my most successful method of obtaining bikes, as I try to explain to her how they simply followed me home.

Generally, I try to stick with the known brands: 1960s – 1980s-era Schwinn in particular tend to be fairly abundant and are typically well-designed and constructed. While Huffys bicycles from this era tend to be the recipients of scorn and ridicule, they are also well-designed bikes. Huffys tend to suffer because of their low spec componentry and assembly by department store staff instead of qualified bike mechanics. Off-brands or knock-offs tend to be poorly designed and constructed without maintenance needs in mind and can turn even the best of intentions into a pursuit of frustration.

Once you get your cadaver bike home, the first thing to do is clean it up. Many bikes are coated with years of grime. I recommend Formula 409. Once it is clean, it is time to assess its overall condition. If the bike that has been idle for an extended period of time, you can count on having to replace all cables, cable housings, brake pads, tubes and tires. Some bikes have saddles that are cracked or torn.

After you have discovered the overall condition, the fun can begin. Tear the bike down to the frame. Label the parts and subassemblies. I put things like brake assemblies and headset assemblies into freezer bags and label them. I also label the cable housings with tape and use them as patterns for the new housings. As you go along, you may find the need to order specialized bike tools. These tools can usually be found on eBay for a fairly reasonable price and help bolster your home bike tool kit. At each step – take pictures! This will give you a reference for what everything looked like before you took it apart. I have discovered that my memory isn't quite as good as I

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Risk-Free Bike Maintenance

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thought, so pictures have proven an invaluable asset. The Park Blue Book is a great reference for disassembling parts of the bike that may be unfamiliar. And, of course, the internet has literally hundreds of bike repair resources from YouTube to the late Sheldon Brown's website.

Now that the bike has been stripped down to the frame, it is time to put everything back together again. In many repair books there is a simple blurb, "Reassembly is reverse of disassembly.", and that generally works for bicycles as well. Each piece should be cleaned and reconditioned (if not replaced) before reassembly. Some more heavily worn components may even need repainting.

The one area that I would not venture without professional assistance is tearing down and rebuilding the wheels. Wheel building is definitely an art, and it is helpful to have someone show you step-by-step rather than try it yourself.

So now that you've put your cadaver bike back together, what are you going to do with it? There are plenty of options. You can tear it back down and start all over again for additional practice. You can keep it and ride it, or sell it on eBay or Craigslist. You can donate it to a bike distribution charity such as Bikes for the World, or to your department's Christmas Gift program for underprivileged children. Below are two case studies of cadaver bikes that have passed through my garage.

Case Study #1 – Mongoose BMX Bike

For those of us who grew up in the 1970s and 1980s, "Mongoose" is synonymous with BMX bicycles. Mongoose remained a well-respected brand well into the 1990s when it, like Schwinn, lost its market dominance and became a box store staple.

A coworker at my day job was clearing her garage. Knowing I was a "bike person", she asked if I wanted a BMX bike or knew anyone that wanted one. Her son rode the bike a few times and it was still in pretty good shape. I said, "Sure, I'll take a look at it." So one evening on the way home from work, I stopped by and picked up the bike.

It was a Mongoose BMX bike from the early- to mid-90s, before Mongoose became a box store staple. Having grown up right at the outset of the BMX craze, I was well familiar with the Mongoose name. The bike had spent most of its life in the garage and appeared to have suffered only from benign neglect. There were some small rust areas on the seat

stays and the chain was fairly stiff and off the sprockets.

After bringing the bike home, I started to tear it down. As the tear down progressed, I discovered the bike truly was in superior condition. All parts showed little sign of wear. I've had to replace the tubes and tires on almost every bike I've restored, but in this case, the tires still had the little rubber tags that signify new tires. All this bike needed was cleaning and lubrication.

I tackled the rust spots on the frame, using a wire brush attached to a drill, followed by a coat of chrome polish, and then a coat of wax. For the aluminum wheels, I found that 1500 grit sandpaper worked best to clear off the layer of oxidation. The wheels and hubs were in good enough shape that they did not require a tear down and overhaul.

Once the chain was degreased, cleaned and freshly lubed, it looked as good as new and worked smoothly. I had to fabricate a new bracket for the coaster brake (the old one was missing), and I installed a new



cable and housing for the handbrake. I coated the rubber parts with a "Like New" product and applied Tire Shine to the tires.

At the end of the project, the bike looked and performed virtually brand-new. I donated the bike to our Department's program for giving gifts to underprivileged children during the holiday season. The Mongoose ended up under a Christmas tree, and there was one very happy child Christmas morning.

Case Study #2 – Schwinn Super Sport

Just like the Mongoose, the Super Sport came to me because of my reputation as a "bike person". A former co-worker with whom I reconnected through social media was staying at her brother's house; he had an "old Schwinn" that hadn't been ridden in 30 years. Naturally, I was intrigued. The model was unknown because the decals had been removed, but the Schwinn head badge was intact. The pictures seemed to indicate mid-1970s.



The Schwinn: Before

On New Year's Day 2016, I picked up the bike. It was in rougher shape than I expected. The wheels wouldn't turn, the chain had come off, and the tires were completely dry rotted and otherwise ruined. On the other hand, the frame was in very good shape with little rust and only a few scratches. The bike also had a Brooks saddle, mechanical odometer and an early water bottle cage.

Part of the deal for getting this bike free of charge was that I also had to take two kids' bikes. Both were Huffys: a 20" girl's bike in surprisingly good shape, and a 24" mountain-style bike in rougher shape. These I disassembled and put into storage to rebuild for the 2016 Christmas Bicycles.

Back to the Schwinn. The first order of business was to figure out what I had. The serial number on the head tube and a quick internet search revealed that this bike was a 1971 Schwinn Super Sport. In 1971, Schwinn produced a line of "Xtra Light" bicycles using fillet-brazed steel frames, as opposed to the brazed lug frames used by most others. They were quite beautiful. The Super Sport was the entry level for the Xtra Lights, followed by the Sports Tourer, Continental and Paramount lines. These bikes featured Brooks B15 saddles. In many cases, the saddle was saved and the rest of the bike was scrapped. My goal for this bike was to create a museum-quality restoration.

I started working on the bike, and much to my surprise, despite the tires being ruined, the tubes still held air. I usually keep the tires on to protect the rims until I am ready to work on the wheels. Most everything else was in good shape, if not very dusty and dirty. Once the bearings were cleaned and repacked, they all moved smoothly.

The frame had been sitting so long that just a polishing and waxing would not be sufficient to bring back its luster. I had the frame wet sanded with 1500 grit sandpaper, applied the reproduction decals

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Risk-Free Bike Maintenance

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New Schwinn decals added

I found on eBay, and then shot it with clear-coat. I also found new old stock yellow handlebar tape on eBay.

Using a wire brush attached to a Dremel tool helped restore much of the metal componentry. In this case, the wheels had to be torn down. I polished the aluminum rims with 1500 grit sandpaper and cleaned each spoke with a wire brush attached to a drill. This was a very labor-intensive process, taking up about six hours per wheel.

For the wheel reassembly, I enlisted a friend who showed me the process. I had never laced up a wheel before. He took the rear while I worked on the front. Reassembling and aligning the wheels for proper dish was also a labor intensive project, again running about six hours per wheel.



Brooks saddle restored

The Brooks saddle presented an interesting challenge. The all-leather, B15 saddle definitely looked a bit worse for the wear. Fortunately, our Department's volunteer program also has a mounted section, so I went to them for advice. One of the volunteers had switched out her leather saddle for a synthetic one, so she had a

few leather care products that she no longer needed. I, of course, took her up on the offer, and after hitting the saddle with leather soap and then with protectant, it looked good as new.

Little by little, the bike came back together. Some parts of the bike were new: Kenda makes a new 27 x 1 1/4 gumwall tire that looks nearly identical to the Schwinn tires. I could not find the stock Schwinn grey cable housing in new old stock, but found that the

Shimano grey cable housing made for an effective substitute. New old stock brake pads replaced the existing units.

The last piece was the chain. After cleaning, I went through the chain link-by-link with a wire brush attached to a Dremel. Once the chain was lubed up, it worked smoothly. It really is a testament to the Schwinn designers that their bike could be brought back to life without really major issues.

Once the bike was back together, it was time to ride it! Clearly, a bike that had been sitting for so long was going to have some initial adjustment issues, but one by one, they were sorted out. The riding experience was interesting, to say the least.

You quickly realize just how good modern bicycles have become. The friction shifters are not nearly as exact as indexed shifters, and brakes are only about half as powerful. Frame geometry is very different; the head tube angle, in particular, is much more slack than on today's bicycles. This makes for a smoother ride, but at the expense of quick handling. And, it's heavy. At 32 pounds, the Super Sport was considerably lighter than the "middleweight" Varsity (39 pounds), but certainly no match for a modern road bike that tips in at half the Super Sport's weight.

While this bike is now a well-restored and mechanically sound bike, it really is not a proper candidate for the Department's

donation program. The vintage bicycle market is a very small one and finding a home for this bike may prove to be difficult. It would definitely make a fantastic 70s movie prop, though!

Conclusion

Just like public safety cycling, working on a bike requires training, practice and experience. In cycling, we train on cone and obstacle courses to help learn to overcome various hazards that we may encounter while riding in real world situations. The cadaver bike allows one to train on bicycle maintenance to overcome issues that occur on the rider's primary bicycle. If your department has a gift program, the cadaver bike could become someone's holiday wish come true, so you get a double benefit.

If you've ever had even the slightest desire to learn bike maintenance, I would strongly encourage you to have at it. You may never know what talents lie in your hands!



The Schwinn: After

David Cohen has been a volunteer with the Maryland-National Capital Park Police, Montgomery County Division, since 2007 and is an avid cyclist both on and off duty. Besides tinkering with bicycles, David also enjoys working on vintage British sports cars and World War II era aircraft. He can be reached at onyx@sax@aol.com.

Photos courtesy David Cohen.

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