



The "Reprint" Issue

by Maureen Becker
Executive Director

That's an odd theme for a newsletter. Usually the year's second issue of *IPMBA News* is the "Conference Highlights" issue, but without a conference, that was not possible. In 2020, the issue was dubbed "Conference Retrospective" and included one photograph from each of the first 29 conferences. While that did not begin to plumb the depths of the photo archives, rather than duplicate that concept, we put out a call for member submissions, asking for articles about the trials, tribulations, and triumphs of the past year or so. We hoped to be able to share our members' experiences, ranging from patrolling during the pandemic to managing the protests that characterized much of 2020.

When we only received one response, from Paul DaiZovi of Lake Forest (IL) Police Department, we realized that perhaps our members were feeling overwhelmed and overburdened, and that a different tack was needed. Hence the "reprint" issue. Some of the articles within the focus section are updated versions of still-relevant articles that appeared in past issues of *IPMBA News*. Others are drawn from outside sources.

Whatever the origin, we hope you will find the articles interesting, enlightening, and informative. We also hope they will inspire you to contribute to future issues of *IPMBA News*. After all, this newsletter is BY public safety cyclists FOR public safety cyclists – and it belongs to you, our members. We are always interested in hearing from you, whether it be an article, a product review, a unit profile, or news of an accomplishment.

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BY public safety
cyclists FOR public
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Speaking of reprints, or, more accurately, updates, the content for the *Complete Guide to Public Safety Cycling, 3rd Edition*, has been submitted to the publisher. It has been a nearly a three-year process, longer than anticipated – due in large part to the disruptions of 2020 – but the project is nearing completion. Nearly 200 people have participated as project managers, chapter team leaders and members, authors, editors, photographers, models, and subject matter experts, so it has truly been a collaborative effort. As this newsletter goes to print, the anticipated publication date is within the first quarter of 2022 – most likely in March. We eagerly await a release date from the publisher so we can celebrate our accomplishment.

As we "close the book", we "open the ITK", the next phase in the update process. We are eager to modernize the teaching materials and address many of the comments collected from evaluation forms about the content and structure of the Police, EMS, and Security Cyclist Courses. We are very aware that our materials need modernization and this is our opportunity to do so. Instructors take note: information will be forthcoming about what steps you will need to take to obtain the new materials and maintain your instructor status.

Finally, in keeping with the "reprint" theme, we are trying once again to schedule our 30th Conference in Dayton, Ohio. The tentative dates are June 20-25, 2022. Hopefully, as they say, the "third time's the charm."

The Circle of Life

by Allan Howard, PCI #001
Dayton (OH) Police Department (Retired)

I love cycling and the machines that make it possible; I always have. Consequently, much of my life in retirement revolves around being on two wheels. Lately, I've been riding a couple of times a week with a regular group from the cycling club in Dayton. It provides me with the opportunity to get more fit than I would by myself because of the spirit of healthy competition.

Sometimes I can remember someone better by the bike they ride than by their name or personal details. I generally don't know their religious or political beliefs or even what they do for a living. But I do know their strengths and weaknesses on the bicycle, as they do mine. We are all more focused on what we have in common, which is cycling, than all the things we don't.

As first responders, we are always a little more cognizant of ourselves when we're around the

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Hail & Farewell!



Hail and Farewell, Board Members!

When I was elected to the IPMBA Board in 2013, I knew only two board members: Bernie Hogancamp and Mike Wear. Bernie was my Police Cyclist Course instructor and had developed into my mentor and co-instructor. Mike

was my Instructor-Trainer and had also just been elected to the Board. Mike had no more real knowledge of board duties and responsibilities than I, and Bernie really couldn't fill me in on the ways of the board because he was very busy with his conference duties.

Along came Wren Nealy. He was friendly and welcoming and truly helped me with the on-board process. In addition to Maureen, he explained how the board meetings worked, what each position's tasks are, and encouraged me to think about the role I wanted to fill on the board. Interestingly enough, he asked me to consider the Secretary position, a position he currently held but was more than willing to turn over to me (or anyone who was willing to commit to paying attention at meetings and keeping accurate minutes of all the discussions and decisions.) Since I had admitted to being an English major in college, Wren obviously believed I was the perfect candidate for the job. And so I assumed the role of secretary and he was elected as EMS Coordinator, an excellent fit, since his agency, Cypress Creek EMS, has long been recognized as a leader in EMS innovations, including not only bike medics, but also bike medics integrated into Bicycle Response Teams. As he transitioned into a leadership role, he served two years as Vice President before being elected President in 2017.

As President, Wren set us on the path to reviving our committee structure and led the effort to formalize our committee policies and procedures. While it is still a work in progress, having been derailed by COVID-19, it is my hope that I can pick up where he left off and continue that process. Among his many other accomplishments was playing an integral role in developing the Bicycle Response Team Roundtable, which debuted at the 2017 IPMBA Conference, and collaborating with BRT practitioners from many different organizations. He also breathed new life into the EMS

Committee and encouraged communication among the bike medics so they could learn from each other's experiences. Unfortunately, vacancies in that position caused the committee to languish, but when Wren was unable to finish his Board career as President due to term limits, he willingly returned to the EMS Coordinator role to start rebuilding the foundation. His presence on the board will be sorely missed.

We also bid farewell to James Englert, who served nine years in various capacities, including Membership Coordinator, Industry Liaison, and Treasurer. James is one of those rare individuals who has the ability to make the countless hours of meetings quite enjoyable. James is a gregarious, goofy, and great guy to have involved in anything. Although he is acknowledged as a comedic presence, as topics grow in seriousness and tensions build during intense discussions, James is the one who relieves the stress with a joke, a funny expression, or an ice-breaker that makes everyone laugh and re-focus. While James likes to play the role of the "class clown" or the "cut-up", when the situation calls for it, he gets down to business, responsibly handles decisions and activities, and assumes a leadership role. It is easy to understand why he makes such a good School Resource Officer.

Among his significant contributions include his determination to develop a larger and more inclusive vendor hall, obtain a bigger selection of items open for the silent auction, and recruit more participants for the Product Purchase Program. He attended industry trade shows and both nurtured and established relationships among members of the industry.

James helped forge a relationship between IPMBA and the National Association of School Resource Officers (NASRO) and was instrumental in arranging for John-Michael Keyes of the "I Love U Guys" foundation to deliver

the keynote address at the 2016 IPMBA Conference. He became involved with the "I Love U Guys" Foundation after responding to an active shooter at his school in December 2013. In 2014, James was recognized with the Award of Valor from NASRO for "a single act of courage and valor, above and beyond that expected of the normal actions of a school resource officer or a school staff member." He also received IPMBA's first Award of Valor for his life-saving actions. The "class clown" became the school hero.

I am very proud to have served on the board with these two exemplary individuals as they represented themselves, their organizations, and the IPMBA membership with unwavering dedication and devotion. We regret that we were unable to thank them in person for their accomplishments because of the COVID-caused cancellation of the 2020 and 2021 conferences. I sincerely hope they are able to attend the conference in June 2022 so that they may get their proper due.



Wren Nealy



James Englert



Thomas Zermeno

As we bid farewell to Wren and James as board members, we hail our newest member – Thomas Zermeno of the Norman (OK) Police Department. Thomas is very ambitious and has steadily become more involved with IPMBA since being certified as a Police Cyclist in 2011. He subsequently has earned his Police Cyclist Instructor number, his EMS Cyclist Instructor number, his "B" (Bicycle Response Team instructor rating), and his "T". As an Instructor-Trainer, he will help shape the next generation of IPMBA Instructors. His commitment to continuous training and desire to share his knowledge will serve him well as he steps into the role of Education Coordinator.

Hail, Thomas, and Farewell, Wren and James!

Craig Lepkowski



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While we always strive for original content submitted by IPMBA members, we are also always on the lookout for articles and information from other public safety publications, as well as news outlets and social media. We also source still-relevant articles from our extensive archives. We hope you will find the articles interesting, enlightening, and informative — and be inspired to contribute to future IPMBA publications, in print or online. Enjoy! *Pages 5-12.*

Wyandotte bike patrol officer makes community connections while fighting crime

by **Jim Kasuba**
Wyandotte News-Herald

This article appeared in the June 25, 2021, issue of the *Wyandotte News-Herald*.

WYANDOTTE MI – For the first time ever, the Wyandotte Police Department has assigned an officer to bike patrol on a full-time basis and the officer chosen for the job appears to be the perfect fit.

Officer Daniel Cole's primary function is to patrol the downtown area. One of the goals of this new initiative is to allow the Police Department to enhance its collaboration with business owners and residents.

“Having a bike officer will help deter crime, promote safety and reduce the fear of crime”, said Deputy Police Chief Archie Hamilton. “It is our goal to make the city of Wyandotte a more inviting place for all who visit and patronize our city. Therefore, our department's preferred method of gaining compliance is education, not ticketing.”

Although restrictions related to the COVID-19 pandemic delayed the implementation of the Downtown Wyandotte Social District, it's now in full swing.

Social districts, created by state law, permit a local governing body to designate a district to create an area in which businesses may service the public beyond their licensed establishments.

Bars with liquor licenses may sell drinks on their own premises, to customers who are allowed to drink them within the common outdoor service area of the district.



One of officer Daniel Cole's duties is to patrol the city's downtown area, where he regularly checks on businesses. *Photo courtesy of Wyandotte Police Department.*

“Officer Cole's main objective regarding the social district is to ensure safety, provide assistance when necessary, and help educate citizens on the guidelines of the district,” Hamilton said. “We want everyone who visits our social district to feel safe, be informed, and, most importantly, to have fun! Officer Cole is committed to making sure those objectives are achieved.”

Hamilton described Cole as a community-minded officer who is approachable and understanding.

Cole, 32, is relatively new not only to the Police Department, but to the state of Michigan. Prior to moving here, he was hired as an officer with the

Carrollton Police Department in 2011 and worked there for about eight years. Carrollton is a city in northwest Georgia, about 45 miles west of Atlanta, near the Alabama state line.

The Carrollton Police Department had about 75 sworn officers. As a comparison, Wyandotte has about 35 sworn officers.

Cole and his wife, both Georgia natives, were looking for a change of scenery.

“My wife and I were looking for a new adventure in life, so we wanted to try something new and different,” Cole said.

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(Continued from page 5)

With so many jobs open in law enforcement these days, Cole said he had many options available to him, but he saw a job opening in Wyandotte as one of his best opportunities. He was hired by the department in August 2019. As for his wife, she landed a teaching position in the area.

Back in Carrollton, Cole was sergeant of the bicycle patrol, where he supervised several officers in that division.

He said that police administration in Wyandotte was aware of his background and skill set. Once he started working at the department, he noticed a couple of police bikes that weren't being used.

"I said that I didn't mind taking these out, and they were excited about it," Cole said. "The deputy chief said they wanted to move ahead with a full-time assignment, so I expressed interest."

Although the Wyandotte Police Department has utilized bicycle officers in the past, it was in a very limited capacity. Cole said that because the department had sufficient manpower, it allowed him to concentrate his efforts on the downtown area.

His first official day on bike patrol was May 24, but he'll be riding throughout the year, whenever it is safe to do so, depending on the weather conditions.

The very nature of a bike patrol officer makes it easier for him to interact with residents more frequently, and on a

personal level. He also makes frequent stops to downtown businesses.

"An officer on a bike is a lot more approachable than an officer in a car," he said.

He also has found that families with younger children enjoy introducing their kids to a police officer. "It's a great tool for education," he said.

His Cannondale bicycle is especially equipped for police, with a working siren and emergency lights. Hydration is important during the warm summer months, so water is always handy, as is a bicycle repair kit should quick repairs be required.

He also carries some pretty cool "swag," for lack of a better word, especially for children he encounters. In his interactions with kids, Cole said he often passes out items like small plastic badges and Wyandotte tattoos. And for children he notices who are wearing helmets, they can earn a token.

As for businesses, many probably have already received ink pens he has given away.

Because the social district is still so new, Cole gets questions about it from time to time, including when it's in effect (currently from 10 a.m. to 8 p.m.). Although some people have expressed concerns that the social district will encourage rowdy behavior, he said so far that hasn't been an issue.

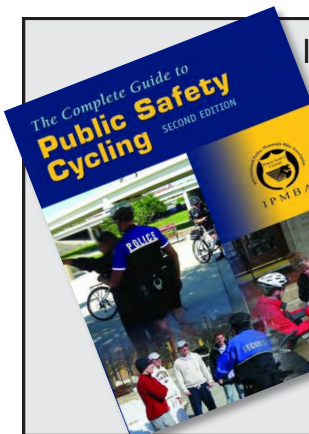
He also has found that families with younger children enjoy introducing their kids to a police officer.

"It's a great tool for education," he said.

Cole has all the equipment and resources available to officers in patrol vehicles, and when enforcement action needs to

be taken, he acts accordingly. However, his emphasis is on crime prevention, patrolling the downtown area and parks, and being available to assist those who need his help.

"I'm excited about this program," he said. "The city is going to benefit. I'm looking forward to making good community connections. We want to encourage people to come to Wyandotte, utilize the shops and to feel safe doing so."

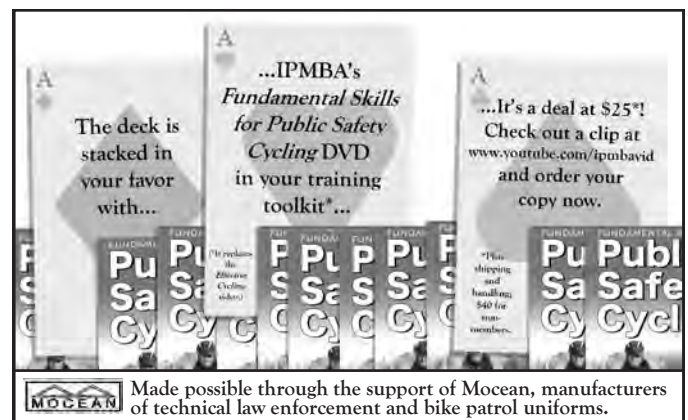


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Two-Wheeled Justice: Modern Bicycle Policing

by Greg Bogosian
Blauer

This article was posted on *The Blauer Dispatch* on April 15, 2014, but is still relevant today.

Most of us had a bike as kids, usually a Huffy or Schwinn bedecked with the popular accoutrements of the era (ranging from tassels on the handlebars, to baseball cards in the wheel spokes, all the way up to full-on “battle gear” from the likes of He-Man or She-Ra.) For a lot of us, we probably still think of bikes in much the same way as we did back then: a fun way to get around, with the additional benefits as adults of both exercise and the avoidance of traffic.

Over the last 20 years or so, however, bikes have taken on a new and significant role in the world of law enforcement, bringing a whole new suite of capabilities to our daily work while also reconnecting some of the old capabilities we had before the era of the patrol car. Today I’d like to highlight some of those benefits, and talk about some creative ways to integrate and gain from bike patrol in your own agency.

Beat Feet

One of the first casualties of the shift towards vehicle-based policing, and in later years, budget cuts, was the loss of the foot patrol. Speed came to be the priority when looking at how we go about patrol work, in the sense that faster is now better in many minds (look no further than the all-important response-time metric by which many agencies are now judged for proof), and “slowness” has now become the enemy.

Unfortunately, one thing which was lumped into that drive for efficiency was also a reduction in the perceived value of deliberate action, as we came to prioritize the high intensity of Bruce Lee over the strong foundational work of Tai Chi without realizing that Lee would never have been able to fire off that flurry of moves without building up to it first over a long period of practice.

The same is true of police work: sure, we can rapidly execute time and again on calls, banging them out one after another, but it’s only by slowing down and reconnecting to the fundamentals of the job that we become the most effective. That’s really where one of the primary benefits of officers on bikes

comes in: it blends some of the speed which society now demands with the deliberation and connectedness that help to build a strong foundation with the community by giving us the time to truly observe what’s going on around us. But there’s a lot more to it than just that.

Keep Those Wagons Rolling

There are a wide variety of scenarios to which bike patrol can be effectively applied. Let’s start with the most basic: everyday patrol. The results of a study conducted by Roger Williams University a few years back found that a couple of the perceived benefits of having patrolling officers on bikes were, in fact, true in reality – namely, increased contact with the public (the study found that it more than doubled when an officer was on a bike), and an enhanced ability to provide field observation without detection (from the tactical benefits standpoint).

On the latter point, one of the best ways to impact higher-crime areas may be to put out officers on bikes to provide higher visibility and presence while also still giving the officer a fairly quick means of egress if needed for their own safety. That’s not true only for those areas, of course – the same thinking can be applied to deployments in urban centers, shopping areas, school districts, and much more. By having those officers out and promoting increased positive contact by making them more approachable (it’s a lot easier to stop and talk to someone on a bike than in a car), new avenues of information are opened up from those who live and work in those areas every day, and who have the most objective observations available as a result – we all know that people’s attitudes change as soon as they see us, so having info from when we’re not around can be even more important than that which we gather in person.

Super Sneaky

To continue the metaphor of martial arts, however, we can also gain direct access to those objective observations by operating in stealth (or ninja mode, if you will) while out on bikes.



Think about the last time you did a traffic stop in your patrol car. Chances are, you were mainly focused on the occupants of the vehicle – but who was watching you, other than them? It’s pretty well established that drug dealers, for example, use spotters to warn them when we’re coming, but the opposite hasn’t traditionally been true, leaving us at a slight tactical disadvantage.

Now picture having one or two officers on bikes hiding in the shadows as you did that stop – or made any other suspect contact – different ballgame, right? The same strategy is even used by bike officers themselves making traffic stops, where the New York State Police utilize a four-officer configuration, with two serving as overwatch for safety.

By having the ability to move quickly, without detection (nobody expects the Inquisition, as the saying goes, meaning that offenders have also been conditioned to look for a lightbar when watching for us, and may not take a second glance at a bicyclist), we gain the ability to have multiple eyes, from multiple different points of view, unobtrusively observing an activity, meaning that there’s a better chance we’ll see the reality of what’s actually going on, as opposed to the reality we’re presented with once someone realizes we’re there.

Not So Sneaky

There are other times, however, such as during organized protests or large events, where the opposite is true, and we want to be not only noticed, but perceived to be in greater force than we actually are. Bikes are a terrific resource for these types of scenarios, for a lot of different reasons.

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REPRINT EDITION

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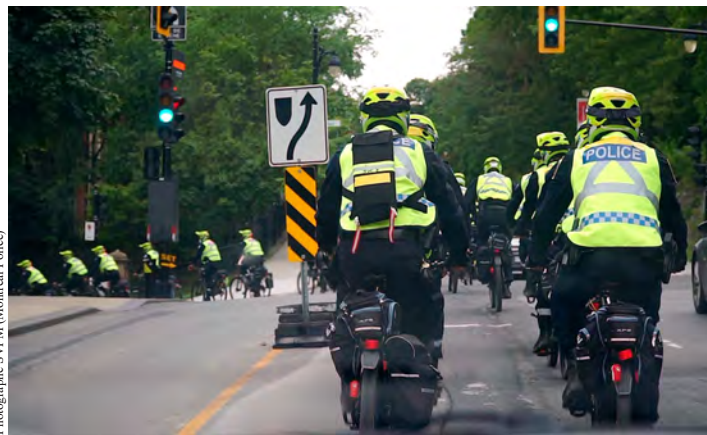
First, officers can deploy and redeploy rapidly to counter evolving threats or shifts in movement (really easy to coordinate now that protest groups are Tweeting our positions at each other), resulting in a perception of “man, they’re everywhere” on the part of the crowds we’re trying to control as well as the real ability to actually contain or disperse. Additionally, even having those officers out there on a regular basis means that the capability to respond to those incidents is always there and ready to go, even if they’re not known about beforehand – giving us the chance to be seen quickly, before things get ramped up and out of control.

Second, having a group of bike officers gathered together in a phalanx or other formation can serve a similar purpose as mounted units have in the past, in the sense of providing a perception of physical force to deter resistance on the part of offenders. The bike itself can be used to create a barrier once that phalanx stops, through placing one bike behind or in front of another at the wheels while turned sideways, further enhancing that effect and providing a standoff to help protect the officer.

Finally, believe it or not, chances are that even being an officer out on a bike, as opposed to a patrol vehicle, might in fact reduce the hostility of a crowd or the disruptiveness of a gathering – because most citizens, just like we talked about at the beginning of the article, tend to perceive bikes within the confines of the memory of their own childhood two-wheeler, and as a result tend to see it as much less threatening than, say, an armored vehicle.

But Wait, There’s More

Obviously, there are many more situations in which your agency can utilize bike officers, and we’re really just scratching the surface of what’s generally possible. The fact of the matter is, however, that it’s entirely possible to deploy a professional-looking, functionally – and comfortably – equipped police force on two wheels, and have them serve not only the role of community policing, which is probably what many of you associate with the concept, but also to augment, and serve as a force multiplier for, the core missions



Photographie SVPW (Montreal Police)

which we undertake every day to protect and serve our public to the best of our ability.

Greg Bogosian is certified as a Reserve/ Intermittent Police Officer by the Commonwealth of Massachusetts, and spent twelve years working as an EMT-Basic, including four years as a field EMT and dispatcher for the City of Boston EMS. He was additionally a member of a Federal medical disaster relief team for ten years, with experience responding to the aftermath of Hurricane Katrina, and the pre-deployment of resources for Hurricane Ike. Greg has a passion for educating public safety professionals about matters which impact their lives every day, and welcomes feedback and suggestions in the spirit of ensuring that best practices make it out there for all to benefit from.

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Eight investments worth every penny for bike officers

From quality and appropriate cycling shoes to upgrading your ballistic vest, here are some simple and essential items to add to your safety and comfort.

by **Clint Sandusky**
Riverside Community College (CA) Police
Department (retired)

This article appeared on Police1.com
(<https://www.police1.com/police-products/bicycles/articles/8-investments-worth-every-penny-for-bike-officers-8Wfy6sZBhP8g72tG/>)
on June 28, 2021.

During police bike patrol courses, instructors often say that if bike officers are not comfortable while riding their duty bicycles, especially in hot or inclement conditions, they probably won't want to ride or ride as much. Other factors that impact a cop's desire to ride include functionality, safety and even fashion. Here are some essential items to add to your gear bag if you are a bike cop.

1. Quality Helmet (You Only Have One Brain)

A common question we ask kids when conducting a bicycle rodeo or other youth bicycle safety education program is "What is the most important thing you need to wear when riding your bicycle?" The answer: "Yes, a helmet!"

When cyclists do go down – and everyone does at some point – we want the best protection and latest technology can offer. Helmets must meet the latest safety and impact standards (CPSC is the U.S. standard) and be comfortable, too. The non-profit Bicycle Helmet Safety Institute (www.bhsi.org) is a wonderful resource to start your helmet search.

2. Eyewear

Have you ever had an object fly into your eyes while riding? It sucks and can potentially be damaging. Quality and appropriate protection for your eyes from the sun/UV rays, flying objects and wind is a MUST.

Lenses should meet high-velocity impact resistance and optical clarity (ANSI Z-87.1 or standard or military specifications STD-662) standards. Lenses should filter UV-A, UV-B, UV-C rays, IR, and blue light; tinted gray is best for daytime use,



Courtesy Scott Parr

clear or amber lens for nighttime. Purchasing interchangeable lenses will offer big cost savings. Frames should be wrap-around and made of either nylon or high-tech plastic.

3. Cycling Gloves

I occasionally see bike officers out in the field not wearing cycling gloves. Quality and appropriate cycling gloves provide many benefits. They offer some hand protection during a fall; absorb sweat; reduce pressure on the ulnar nerve and help prevent wrists/hands from going numb/sore; and act as shock absorption to help relieve tension in the arms, shoulders, and neck area to keep the rider relaxed and better able to respond to the environment.

Selecting the appropriate amount of padding in the glove is critical for trigger control while shooting. Too much padding could adversely affect your grip on the gun and trigger control. Officers assigned to bike patrol should ALWAYS practice shooting with the gear they wear!

4. Cycling Shoes

Perhaps the most important item a bike officer should carefully consider after PPE (helmets, eyewear, gloves and ballistic protection) is footwear. Footwear needs to be high quality, functional, comfortable and meet the needs of a bike officer. We all need to keep our feet happy and protected, especially as we get older or when working long shifts. And yes, there are bike patrol-specific shoes.

5. Personalize Your Bicycle Saddle (Seat)

If you are lucky, you do not have to share a duty bicycle with another officer. Either way, having a saddle that meets your needs, comfort and health is important.

Saddles come in many styles, including models for both men and women. Most now have cut-out features to reduce perineal pressure – especially important for us older types. My rule of thumb is to select a saddle with the least amount of padding you can handle and stay away from wide saddles and gel-filled seat

covers. These wider saddles and covers can hinder you during dismounts and mounts and cause you to never find a consistent riding position on the saddle.

Lastly, if you do share a duty bicycle with another officer, attach your personalized saddle to a compatible seat post so you can quickly install your saddle onto the shared duty bicycle.

6. Upgrade Your Ballistic Protection

If your agency's budget is limited, especially for specialty units, simply upgrade items yourself (with supervision's approval). Ballistic protection is a great example of this. As bike officers, we are not surrounded by 4,000 to 5,000 pounds [1814-2263 kg] of metal and do not have 0-60 mph [0-96 kph] in under 10 seconds. Therefore, we need more ballistic protection than on normal patrol.

When I was working, my department would only provide me with a Level II vest. So, when I went to our local Galls store to order my new duty vest, Galls routinely let me pay the difference to upgrade to a Level IIIA. If not included with the Level IIIA purchase, make sure to upgrade to a breathable fabric carrier. Money well spent for both! I would also suggest wearing an anti-microbial and moisture-wicking undershirt for even more comfort.

7. Sunscreen

Are you new to bike patrol and/or just rotated off swing or graveyard shift? If so, you may not have given much thought to protecting yourself from the sun and its UV rays. Years ago, one of my fellow bike instructors was diagnosed with a pre-cancerous lesion on his face. Thankfully, it was removed with no further issues. After that, we all took using sunscreen and other UV protection to heart.

I am not a dermatologist, but I occasionally go to one. Use at least SPF



Courtesy Raymond Cervantes/Fort Worth PD

(Continued on page 11)



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Shifting into the Summer: The Advantages of Bike Patrol for Law Enforcement Officers

Bicycles offer officers a variety of advantages when it comes to patrolling streets and interacting with members of their communities.

by Paul Peluso
Officer.com

This article appeared in the June 2021 issue of *Officer* magazine and at Officer.com.

Summer is here and amid the warmer temperatures, many law enforcement agencies across the country are deploying bike officers to perform vital roles in patrolling areas that cannot be safely reached by other vehicles. At parks, outdoor events and on congested downtown streets, bicycles allow officers to maneuver around obstacles while also interacting with civilians in their communities.

While almost everyone knows how to ride a bicycle, and biking in general continues to grow in popularity – it has become a social-distancing favorite during the COVID-19 pandemic – International Police Mountain Bike Association Executive Director Maureen Becker notes that operating a police bicycle is “not just like riding a bike.” Training is essential and a lot has to be taken into account by the officer and the department.

“There are still some situations where there is a little bit of an attitude where ‘It’s just a bicycle. Everybody knows how to ride a bicycle. Here’s your bike, go ride it,’” she says. “This isn’t a responsible decision because it’s an emergency vehicle. When a police officer is riding a

bicycle, it’s an emergency vehicle and the agency is responsible for training the person how to operate it safely and effectively for the rider’s safety as well as the safety of everyone that they will be operating the bicycle around.”

Importance of Training

Last year presented many challenges when it came to access to training, and that included bicycle training courses offered by IPMBA. So far this year, there’s been an increase in demand for training. “It’s really a good thing that departments are trying to make up for lost time and get their officers back out on bicycles,” says Becker.

There haven’t been too many dramatic changes to the fundamental policing and security cyclist courses offered by IPMBA because even though the bicycle technology changes and evolves, Becker says “there’s still only really one way to ride a bicycle.” The training focuses on bicycle handling skills, including obstacle avoidance and obstacle clearing, as well as vehicular cycling – how to ride the bicycle safely in various traffic situations. It also involves procedures and tactics such as how to position a bike when contacting a suspect, pursuits, and dynamic dismounts.



Courtesy: Alyssa McCorral/Grand Rapids Police Department

Becker says one of the biggest changes to IPMBA’s training has been the emergence of electric bicycles. “With more agencies adopting e-Bikes or considering adopting e-Bikes, we’ve developed an add-on training module that is designed to take the skills that the officer has acquired during the class on a conventional bicycle and transfer the skills to the e-Bike.”

Starting a Bike Patrol Unit

When considering starting a bike patrol unit or expanding an existing one, Becker stresses that it is important to make sure that the uniforms and equipment are appropriate. This means uniforms must be wickable and breathable and move with the body when in motion. When it comes

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15 on your legs and an SPF 30 on your face, ears, neck and arms. SPF 15 blocks 94% and SPF 30 blocks 97% of the sun’s damaging ultraviolet rays. Select a sunscreen that does not clog pores (sweating helps regulate your body’s temperature), which is especially important in hot temperatures or if you sweat a lot.

Don’t forget to protect the top of your head, especially those of you with short hair or a shaved head! A moisture-wicking skull cap with UPF 50+ (Ultraviolet Protection Factor) is an excellent option, as UPF 50+ fabrics block 98 percent of the sun’s rays.

8. Buy Yourself a Quality Bicycle for Off-Duty Use

We all know the importance of being physically fit as police officers, as well as for retirement! Obviously, this is even more important for officers assigned to bike patrol. If you cannot get there in time to that close-by “officer needs immediate assistance” call or when you do, you are gassed; terrible!

Buy yourself (and your family, too) some quality bicycles to ride off-duty as you simply do not get any real aerobic fitness improvement while riding on-duty.

One Final Note

For more information on police bike patrol, I encourage you to read the IACP National Law Enforcement Policy Center’s Model Policy on Bicycle Patrol document produced in cooperation with the International Police Mountain Bike Association (IPMBA) and the American College of Sports Medicine (ACSM). This document is available on the Law Enforcement Operations resource page at www.ipmba.org.

Clint Sandusky retired in 2016 after a 24-year law enforcement career, with both the Los Angeles County Sheriff’s Department and Riverside Community College District Police Departments (RCCDPD). While at RCCDPD, he was a bike officer for 23 years. He is a 26-year active CA POST-certified Bike Patrol Instructor and currently instructs Bike Patrol Courses for Riverside County Sheriff’s Department. He has been an International Police Bike Association (IPMBA) member since 1994 and is a former instructor. In retirement, Clint presents and instructs on electric bicycle (e-Bike) use to law enforcement (including on the national-level with IPMBA) and the community. He has authored many articles on bike patrol topics, e-Bike use and safety, and cycling in traffic. He can be reached at clint.sandusky@gmail.com.

(Continued from page 11)

to purchasing bicycles, IPMBA tries to steer agencies to models that are built specifically for public safety. “They tend to be heavy duty, and use heavier duty components because they are going to have to withstand maybe more equipment on the bicycle itself and definitely more equipment on the rider,” says Becker. “Our classes teach them how to ride up and down stairs and over curbs, so they are going to be taking the bike up and over obstacles.”

IPMBA has a start-up packet and a book called *The Complete Guide to Public Safety Cycling* as well as countless resources and articles on its website about how to purchase bicycles and start a patrol unit. “It’s important to look at why you want a bike unit and how you’re going to use it. That will direct a lot of other decisions,” says Becker. “How are you going to ride your bike? Where are you going to ride your bike? It will help you buy the right equipment, and picking the right personnel is also important. Not necessarily people who are cyclists, though that helps. They have to be community-oriented and interested in talking to people and engaging with the public because that’s what they do. It’s important to get people who are passionate about the service to their community.”

She also stressed the importance of networking with other agencies. “Talk to other agencies in the same regional area and find out what they are using, what challenges they have faced.”

Selecting the Right Bikes

Michael Espejo, owner of the Police Bike Store and C3Sports, recently developed a house brand called Code Bikes based on feedback from customers on what they were looking for in a bike. The bikes are manufactured in a factory in Taiwan that also makes bike for brands like Trek, Specialized and Fuji.

“We wanted to have that focus where we could make a line of bikes that is specifically focused on police use. We found that with our lights and the different things we do that the more focused we are, the more successful it’s been,” he says. “We’re not worried about making something for the regular consumer; rather we can focus solely on police, security, and EMS as the consumer and what they are looking for in a bike.”

Among the things that separate a police bike from a consumer model are the components on the bike itself. “Police need something that is going to be good and is going to be reliable,” says Espejo, noting that while consumer models may include some components that meet a high standard, like Shimano XT, they will also include other, cheaper parts that will break down under the stress of police use. This includes the rear derailleur, front derailleur, and shifters.

Police bikes also usually include a rear-mounted kickstand, rear rack, toe clips on the pedals and suspension forks. The types of tires used typically include treads that are street-friendly, yet are still able to go over rougher terrain if needed. Good seats or saddles that will be comfortable when the officer is on it for long periods of time also are a necessity.

Reliability is key, and Espejo says that departments can’t cut corners when purchasing bikes for their fleet. “If they see something that is say \$300 or \$400 dollars, that’s probably not the kind of bike you’re going to want to have for police use. I’ve seen instances where department have gone out to even say Walmart or just a regular department store, bought bikes and then

they give up on the program because the bikes didn’t hold up.” According to Espejo, a decent entry-level police bike runs in the \$700 range.

The Advantages of Police Bikes

A bicycle offers officers different advantages that traditional patrol vehicles lack. “They are really aware of their surroundings, because when you are on a bicycle you’re going more slowly and you’re listening, and you see things and you smell things that you may not be able to pick up when you’re in a patrol car,” says Becker.

A bicycle officer who knows their patrol area can get places faster because they do things that patrol cars cannot. A bicycle responding in an emergency can ride on the sidewalk or cut across a parking lot or ride through a wooded area or use a mountain bike trail to get from point A to point B. Bicycles can also prove to be very stealthy. An officer can approach a crime in progress from an unexpected angle or direction almost silently while potentially not being recognized as being an officer. Officers on bicycle are also a lot more approachable. “They can really engage with the citizens they serve much more effectively,” says Becker. “It’s not the average person who goes and knocks on the window of a patrol car, but people will go up and talk to an officer on a bicycle.”

A bicycle officer who knows their patrol area can get places faster because they do things that patrol cars cannot.

Becker notes that bicycles won’t work in every situation. “It’s not supposed to replace other modes of transportation and vehicles within the fleet. It really enhances and supplements it. It’s really great for certain applications. Where it would not be practical would be some place that is really rural. You go to a lot of places out west where the towns are hundreds of miles apart and people live on hundreds of acres of land. A bicycle really wouldn’t be a practical mode of transportation.” She added

that bicycles work the best in urban centers and some suburban areas. Many towns and villages with downtown cores and residential neighborhoods really benefit from them. Almost every place – even small towns – has at least one event where they are going to close streets or have a parade or fair or festival. “It’s going to get congested and they are going to need to have their personnel getting around quickly. Or maybe a university town that has a football team; during games you just have traffic and people, and bicycles are very maneuverable. They can get through traffic congestion.”

Weather also can be concern, as Becker notes that the majority of public safety cyclists are like the majority of bicyclists in that they tend to ride in temperatures that are not on the extreme end of the spectrum. “In our model policies that we have developed in conjunction with the IACP, we roughly outline the temperature span from 40 to 90 (degrees) [4-32 Celsius]. However, there are a lot of different factors that can also affect the temperature. Obviously, things like humidity and wind chill, also the personality of the rider and the equipment that the rider has been provided.”

There are severe weather situations in which being out on a bike would be dangerous, like sleet, ice storms, high winds, heavy rain or lightning storms, but Becker says that normal hot and cold temperatures can’t keep bike officers off the road in some areas. “We have members who ride all summer in Arizona and who ride all winter in places like the Twin Cities, Edmonton, and Montreal.”

Corporate Members

INDUSTRY



IPMBA thanks **Benelli e-Bikes, ISM Saddles, MOCEAN Tactical, RZ Mask, Sound Uniform Solutions, and Volcanic Bicycles** for their continued participation in the IPMBA Corporate Member Program.

IPMBA welcomes new Corporate Member **PWR Bike!**

PWR Bike was created to provide unique, powerful, and dependable e-mobility solutions that empower people in their everyday lives. Our flagship model, Dually, is an All-Wheel Drive fat bike with the added benefit of traction control. Dually has two 500w hub motors, one in the front wheel, one in the rear and can reach a top speed of 28 mph using the throttle only or while assisting your pedaling efforts. Although PWR is a new brand it is backed by one of the largest bicycle parts distributors in North America. We look forward to the opportunity to introduce our bikes to first responders and public service worker across the country. For product or sales questions, contact Brian McKinney, 609-828-5918 or brian@pwrbike.com.



Benelli

Product: E-Bikes Developed Specifically for Public Service Use
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Website: mailchi.mp/4616d08c5aa7/benelli-public-service-bike



Bicycle Patrol Outfitters

Product: Bike Patrol Products
Phone: 951-318-7341
Website: www.police-bikes.com



Cera Products

Product: Rice-Based Hydration Products
Phone: 706-221-1542
Website: www.ceraproductsinc.com



Cygotite Bicycle Lighting Systems

Product: High-Intensity Lighting Systems, Designed and Built in the USA
Phone: 949-297-4972
Website: www.cygotite.com



EMS World

Product: Leading EMS Magazine, Website, and Expo
Phone: 800-547-7377
Website: www.emsworld.com



GeoOrbital

Product: GeoOrbital Public Safety Electric Wheel
Phone: 781-248-5594
Website: www.geoo.com/pages/public_safety



ISM Saddles

Product: ISM Bike Seats
Phone: 813-909-1441
Website: www.ismseat.com



Jones & Bartlett Public Safety Group

Product: Educational Materials, Complete Guide to Public Safety Cycling
Phone: 800-832-0034
Website: www.psglearning.com



MOCEAN Tactical

Product: Technical Bike Patrol Uniforms
Phone: 336-582-0757
Website: www.moceantactical.com



NAEMT

Product: Association of EMS Practitioners
Phone: 601-924-7744
Website: www.naemt.org



PWR

Product: E-Mobility Solutions
Phone: 609-828-5918
Website: www.pwrbike.com



Police Bike Store

Product: Complete Line of Public Safety Bikes & Accessories
Phone: 973-366-5868
Website: www.policebikestore.com



RECON

Product: Law Enforcement E-Bikes
Phone: 888-485-2589
Website: www.policepowerbikes.com



R & B Fabrications

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Phone: 800-553-1911
Website: www.rbfab.com



RZ Mask, LLC

Product: The World's Most Comfortable Air Filtration Mask
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Website: <https://rzmask.com/pages/public-safety-1>



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Website: <https://setina.com>



Sound Uniform Solutions

Product/Service: Bratwear and Olympic Uniforms
Phone: 253-625-7420
Website: www.sounduniforms.com



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How the IPMBA Product Purchase Program Can Support Your Cycling Habit

by Greg Bowen, PCI# 1227T
Tarrant County College (TX) Police Department
IPMBA Industry Liaison

Who likes showing up for a local group ride or meeting your mountain bike friends at your favorite trail sporting the latest-and-greatest gear? I know I do. But unless you have an endless supply of money, that cool helmet, upgraded component, new saddle, etc., that you were eying at your local bike shop may be a bit out of your budget.

Did you know that as an IPMBA member, you have access to the IPMBA Product Purchase Program (PPP), through which companies in the cycling industry offer IPMBA members discounts? Now, I am all about supporting your local bike shop. They are the core of the cycling community and supply an inventory to serve an immediate need for a product or service. Give them your business when you can. At the same time, do not forget about the companies that participate in the IPMBA PPP. They support IPMBA by becoming IPMBA Corporate Members, participating in the IPMBA Annual Conference Product Expo, and offering IPMBA members discounts on their products. Without their generous discounts, support, and donations to IPMBA, we may not be as successful. In turn, public safety bike personnel might not have access to the high-quality products that they need to best serve their communities.

Readers who have been around for more than a few years may recall a couple of articles titled *Dream Bike*, which highlighted the savings you can realize by shopping the PPP. It was overdue for an update, so here it is.

Your annual IPMBA dues are \$60.00 US. The money you save on just one purchase from the PPP can more than pay for those dues. Let's say you covet an item that retails for \$120.00 at your local bike shop; as an IPMBA member, you may be eligible to purchase that same item for 60% off retail. There you go. You have more than covered your IPMBA dues!

Let's visit some of the companies listed in the PPP and make a purchase to see how much you can save to support your cycling habit. This is just an example of one product offered by each company.

ISM Saddles: 50% off retail; ISM Saddle PL1.0: Retail **\$239.88**/Member Price **\$119.94**

Volcanic Bicycles: 20% off MSRP; SERFAS Pump: Retail **\$70.00**/Member Price **\$56.00**

Arkel: 20% off MSRP; Seatpacer 15 Seat Bag: Retail **\$234.99**/Member Price **\$188.00**

Bar Mitts: 20% off MSRP; MTB/Pogies/Flat Bar: Retail **\$74.95**/Member Price **\$49.96**

Cane Creek: 20% off non-sale merchandise; 110 Series Headset: Retail **\$160.00**/Member Price **\$128.00**

Fidlock USA: 25% off retail; VACUUM Phone Mount: Retail **\$34.99**/Member Price **\$26.25**

Hero Kit: 40% off MSRP; EXTREEM MTB Repair Kit: Retail **\$74.99**/Member Price **\$45.00**

Kenda USA: 40% off MSRP; Regolith MTB Tire: Retail **\$64.95**/Member Price **\$38.97**

Pedaling Innovations: 30% off MSRP; Catalyst Pedals: Retail **\$129.00**/Member Price **\$90.30**

ProNetCycling: 30% off MSRP; GUTR Sweatband: Retail **\$16.99**/Member Price **\$11.90**

Rock Bar Cycling: 20% off MSRP; Gear Storage Case: Retail **\$19.95**/Member Price **\$15.96**

Serfas: 10% off retail; MTB Lock-On Grips: Retail **\$22.00**/Member Price **\$19.78**

SKS USA: 20% off retail; Explorer Seat Rail Bag: Retail **\$39.99**/Member Price **\$32.00**

SQLab Ergo Products: 20% off retail; 712 Handlebar Tape: Retail **\$29.99**/Member Price **\$24.00**

Team Cycling Fitness: 15% off MSRP; Lizard Skins Monitor SL Gloves: Retail **\$29.99**/Member Price **\$24.00**

Tiger Eye: 10% MSRP; Carbon Fiber Look Helmet Mirror: Retail **\$24.99**/Member Price **\$22.00**

TOGS: 30% off MSRP; FLEX MTB TOGS: Retail **\$25.00**/Member Price **\$17.50**

WTB: 30% off MSRP; MUD GUARD: Retail **\$14.95**/Member Price **\$10.47**

Cateye Bicycle Electronics: 60% off website prices; Quick Cyclocomputer: Retail **\$59.95**/Member Price **\$23.98**

Rudy Project USA: 35% off retail; Tralyx Sunglasses: Retail **\$244.99**/Member Price **\$159.25**

XX2i Optics: 60% off retail; US1 Performance Sunglasses: Retail **\$59.99**/Member Price **\$24.00**

GQ-6: 35% off online orders; RE-FUL ENERGY: Online price **\$20.00**/Member Price **\$13.00** (currently unavailable due to stock)

NuGo Nutrition: 20% off MSRP; 12-count box Chocolate Protein Pretzels: Retail **\$19.00**/Member Price **\$15.12**

I will stop my shopping there. Before I get into other vendors on the IPMBA Product Purchase Program, let us look at how much we would have spent as a non-IPMBA member vs. a member.

Non-Member:	\$1711.53
IPMBA Member:	<u>\$1161.37</u>
Member Savings:	\$ 550.16

I know we are not going to go on a crazy shopping spree like this on the IPMBA Product Purchase Program. If I did, I think my wife would tell me and my bikes that we need to find a new place to live. Although, it is good to know that if I need a new pair of sunglasses, tires, saddle, etc., as an IPMBA Member, I can save a generous amount of money compared to my cycling friends.

Not only is there a personal benefit in receiving discounts from these vendors, there is also a benefit to your public safety organization. Do not forget the vendors on the PPP when outfitting, supplying or updating your bike unit. In addition to the previously mentioned vendors, the following vendors are available to support your bike unit:

Bikes and Patrol Supply Companies

Bicycle Patrol Outfitters: 5% off web prices

Police Bike Store: 5-10% off web prices

4Bike-Police.com: 10% or more off MSRP

American Bike Patrol Services: 10% off products; 5% off bicycles

Patrol Bike Systems: Contact for pricing

Clothing and Accessories

ARMORPUR: 10% off Retail

ArroWhere: 20% off Retail

(Continued on page 16)

Product Purchase Program

The IPMBA Product Purchase Program is going strong. As the retail environment continues to evolve, online shopping has made it increasingly easier to take advantage of the discounts offered by the below-listed companies. Many of them now offer a coupon code entered at checkout that automatically applies the discount. We know you have many choices when you shop, but we urge you to support those who support you. Please see below for our new Program members! Visit <https://ipmba.org/product-purchase-program> and start shopping today!

New Listings:

Earmolds Direct

Product: Custom Earmolds
Discount/Cost to Members: 3.5 mm transducer cord (connects to shoulder mic, \$25 value) at no additional charge for each custom earmold purchased.
Contact Name: Charles Breitbart
Phone: 866-376-4685
Email: Tactical@EarmoldsDirect.net
Website: www.Earmoldsdirect.net
Notes: Proof of membership in good standing (e.g., membership number) is required via email.

Skratch Labs

Product: All-Natural Sports Nutrition (Hydration Mixes, Energy Bars, etc.)
Discount/Cost to Members: 20%-40% off MSRP
Contact Name: Annie Dwyer
Phone: 800-735-8904
Email: info@skratchlabs.com
Website: www.skratchlabs.com
Notes: Visit <https://www.skratchlabs.com/pages/skratch-industry-pro-application> to apply for an account.

SMITH Optics

Product: Helmets (regular and full-face); Protective Eyewear (goggles, shields, sunglasses)
Discount/Cost to Members: 40% off retail/MSRP
Contact Name: Willy Breen
Phone: 800-635-4401
Email: willybreen@gmail.com
Website: www.smithoptics.com
Notes: Contact Willy via email to obtain discount.

Updated Listings:

Bern Helmets

Product: Helmets and Lights
Discount/Cost to Members: 30% off MSRP
Contact Name: Brendan Donarum
Phone: 781-582-8125
Email: bdonarum@bernhelmets.com
Website: www.bernhelmets.com
Notes: Order online at www.bernhelmets.com using promo code IPMBA30 at checkout.

Kenda USA

Product: Premium Bicycle Tires & Tubes
Discount/Cost to Members: 40% off MSRP
Contact Name: Bicycle Customer Service
Phone: 614-866-9803
Email: bicycle@kendausa.com
Website: <http://shop.kendatire.com>
Notes: Available through Kenda's consumer direct platform using the discount code IPMBA2021.

RZ Mask, LLC

Product: Air Filtration Masks
Discount/Cost to Members: 25% off
Contact Name: Jim Hatzenbuhler
Phone: 952-324-5474
Email: jimh@rzmask.com
Website: <https://rzmask.com/pages/public-safety-1>
Notes: Contact Jim via phone or email to place your order.

(Continued from page 15)

Bern Helmets: 40% off MSRP

Bike Rags Apparel: 10% off order; free design (limits apply)

Maxit Designs: 35% off Retail

Duty Gear

R & B Fabrications: 15% off Retail

RZ Mask, LLC: 25% off online orders

Electronics and Lighting

Cygolite: 35% off Retail

C3Sports Bike Patrol Solutions: 10% off online prices

Lights & Motion: 40% off non-sale items

Night Provision: 15% off MSRP

EMS

EMS World Magazine: FREE

Stat Packs: 35% off MSRP

Maintenance & Tools

Blimp City Bike and Hike: Minimum 10% off MSRP

HGNR/Dumonde Tech: 10% off dealer pricing (customer pays shipping)

United Bicycle Supply: Wholesale Pricing to Departments

Specialty Suppliers

Earmolds Direct: 3.5 mm transducer cord (connects to shoulder mic, \$25 value) at no additional charge for each custom earmold purchased.

Expert Voice: Promotional Pricing (apply to join the IPMBA team at <https://www.expertvoice.com/ipmba/>)

Training

American Bicycling Education Association (ABEA): 50% off case purchases of *Bicycling Street Smarts* booklets.

Street Crimes Training: \$299 for members

Uniforms

Sound Uniform Solutions: 10% off standard list price

Bellwether: 30% off MSRP

Visit the IPMBA website at www.ipmba.org. Under MEMBERSHIP, you will find the Product Purchase Program (<https://ipmba.org/membership/product-purchase-program>). Take a look at all the products and services that are offered to IPMBA members by the vendors that support us. You will probably find something that you cannot live without. Happy Shopping!

Greg is a police captain for the Tarrant County College Police Department in Central Texas. He attended the IPMBA Police Cyclist Course in 2001 and started the bike unit for his department. In 2011, he attended the IPMBA Instructor Course in Richmond, Virginia. In 2019, his department and Fort Worth Police Department hosted the IPMBA Conference in downtown Fort Worth, TX. In 2020, he was elected to the IPMBA Board of Directors and appointed to the position of Industry Liaison. He can be reached at industry@ipmba.org.

CABDA 2021: A Virtual Experience

INDUSTRY

by Greg Bowen, PCI #1227T
Tarrant County College (TX) Police Department
IPMBA Industry Liaison

On February 9-10, 2021, I attended my first CABDA Expo as an IPMBA representative, in my role as Industry Liaison. Not only was this my first CABDA event, it was also the first CABDA Expo to be held virtually, due to COVID precautions. I enjoy any event involving bikes and was a bit disappointed that it could not be attended in person, but I am thankful that there are ways to overcome the situation COVID has created. Overall, I would say it was a productive experience.

The Expo is a trade event that offers members of the bicycle industry, such as bicycle manufacturers, frame makers, shop owners, apparel suppliers, cycling advocates, etc., an opportunity to get together and meet with others in the industry. They learn about new products, exchange ideas, and work together to advance and promote the cycling industry.

Instead of an in-person event, attendees interacted at the virtual trade expo, sales/technical training sessions, a job fair, and topic-specific “lounges” designed to encourage discussion. There was even a networking happy hour. Before attending, I was wondering how they were going to pull off a virtual happy hour. It seemed to work. Attendees entered a virtual lounge. Every 30 seconds, a person would show on your screen. You then had a short time to introduce yourself, explain your role in the bike industry, and exchange contact information for a more productive conversation later.

The Sales and Technical Training sessions included topics that would benefit shop owners, mechanics and marketing staff. There were also a few component technical training opportunities presented by SRAM and ROCKSHOX.

Our own IPMBA member, retired police officer Clint Sandusky, presented two seminars on the topic of e-Bikes: *Selling E-Bikes to Law Enforcement* and *E-Bike Safety: How IBD's are the First Line of Defense*. IPMBA's Executive Director, Maureen Becker, and I were in attendance to answer questions and give comments related to IPMBA's position on the topics of discussion.

After each of Clint's presentations, interested attendees entered a virtual lounge for a more personal Q & A session and an opportunity to share their perspectives on the topics. On the topic of e-Bike safety, it seemed that the consensus was, as Clint stated, “I believe it is going to take all of us working together (public safety personnel, bicycle retailers and manufacturers, cycling educators, advocates, and organizations; parents and schools; the media, and more) to encourage safe, legal, and responsible e-Bike use as more people discover the fun and freedom an e-Bike can provide.”

On the topic of selling e-Bikes to law enforcement, bike retailers, manufacturers, and public safety e-bike customers all benefited from the conversation. Members of the bike industry learned about the unique needs of public safety cyclists and what they are looking for in e-Bikes. This conversation has the potential to spur improvements in e-Bikes and future developments to better fit the needs of public safety bike personnel.

Aside from supporting Clint and being available to answer questions about IPMBA, part of my mission was to nurture relationships with companies that serve – or have the potential to serve – public safety cyclists. Many of these companies participate in our Product Purchase Program (PPP), through which you, as a member, have access to discounted merchandise

for your professional and recreational riding. Many of the items available in the PPP are the result of relationships developed during events such as the CABDA Expo. The discount you receive on even just one item on the PPP can offset the cost of your annual IPMBA Membership.

During the expo, I made it a point to contact vendors who currently participate in the IPMBA PPP and others with whom IPMBA would like to develop relationships. These vendors play an important role in supporting IPMBA, not just by offering member discounts, but also by donating items for our silent auction, providing samples, purchasing advertising space, and participating as Corporate Members. Here are a few that attended the virtual CABDA.

ABUS: Market leaders in bicycle security and safety products such as locks and helmets. They are one of the largest helmet manufacturers in the world.

Albatici: A company founded by Italians that markets Italian goods and services to European and U.S. markets, including frames, eyewear, helmets, apparel, components and much more.

Bike Rags: “Screen printers with a passion for bikes”. They design jerseys, shirts, banners, patches and more. They participate in the IPMBA Product Purchase Program and offer members free design and a 10% discount off their total order.

Muc-Off: Sells chain lube, degreaser, tubeless sealant, tubeless kits and cleaners, just to name a few. They now offer a chain lube developed specifically for e-Bikes.

Squirt: Sells chain lube, cleaner, tubeless sealant, and more. What makes them unique is that their products are biodegradable.

Skratch Labs: Manufactures sport nutrition products designed to improve performance that are made from real food. Discounts are available through ExpertVoice as well as the IPMBA Product Purchase Program.

LEATT: Sells helmets, body armor, braces, guards, hydration systems, apparel, and more. Some of their products may be of particular interest to members of Bicycle Response Teams. Discounts are available on ExpertVoice.

IPMBA actively seeks out and tests products in the bike industry. The CABDA Expo gives IPMBA the opportunity to develop relationships with members of the bike industry and to discover products that public safety cyclists can use to increase their safety and performance in the field. We are grateful for the support that vendors in the bike industry provide to our professional organization and its members. We look forward to seeing what is in store at the future CABDA Expos!

Greg is a police captain for the Tarrant County College Police Department in Central Texas. He attended the IPMBA Police Cyclist Course in 2001, hosted by Denton Police Department, and started the bike unit for his department. In 2011, he attended the IPMBA Police Cyclist Instructor Course in Richmond, Virginia. He was fortunate to attend several IPMBA Conferences. He always thought that Fort Worth, Texas, would be an outstanding location to host a conference. After building a relationship with the Fort Worth Police Department, he was asked by their bike unit commander about co-hosting a conference. Of course, he said “yes”. After over a year of planning, Tarrant County College Police Department and Fort Worth Police Department were co-hosts to the 2019 IPMBA Conference. After having such a positive experience working with the leaders of IPMBA, Greg decided in 2020 year to run for a position on the IPMBA Board of Directors. He was elected and appointed to the position of Industry Liaison. He can be reached at industry@ipmba.org.



CABDA 2021: A Presenter's Perspective

by Clint Sandusky, PCI #849/
EMSCI #159 (former)

Riverside (CA) Community College District Police
Dept. (ret.)

As this devastating COVID-19 pandemic continued across our country and the world, yet another event decided to go virtual – the CABDA Expo – the bike industry trade show.

As they stated on their website, “Just because we cannot meet in person, doesn’t mean we give up! Our industry adapts, improvises, and overcomes! Talk with our exhibitors, get the latest production news, attend some great virtual training. Keep the Bike Boom Alive!”

available to answer any questions I had, before and during the Expo.

This virtual format allowed presenters to reach far more attendees from across the country than an in-person seminar would have.

I would like to thank Maureen Becker (IPMBA Executive Director) and Greg Bowen (IPMBA Board Member & Industry Liaison) for supporting me, by attending both my seminars and the virtual “Lounge” discussions which followed each one.

I bet your agency, to varying degrees, has already received concerns and/or complaints from your citizens of unsafe, illegal, and/or irresponsible use of e-Bikes – including by our youth. E-Bikes are fun and cool, and they get more people out on bikes. However, “with great speed comes great responsibility.”

My seminar, *Selling e-Bikes to Law Enforcement: Understanding their Unique Needs* provided an opportunity to educate retailers about what law enforcement and other public safety agencies generally look for in e-Bikes.

Despite the negative press about some agencies’ use of bicycles during the protests, few addressed the topic. In fact, there were mostly positive, constructive comments and a “thank you” from at least one attendee.


An Encouragement

Although it was somewhat intimidating at first, I would encourage anyone reading this article to seek out and/or accept opportunities to present at events like this, whether virtually or in-person. It may not be a classic community-oriented policing platform, but it will open

dialogues and yield fruit!

For more information on CABDA and its future expos, visit <https://www.cabda.com>.

Clint joined IPMBA in 1994. He completed the Advanced Police Cyclist Course in 2000 and the IPMBA Instructor Course in 2005. He has conducted workshops at the 2006, 2007, 2018, and 2019 IPMBA Conferences. He serves as a member of IPMBA’s E-Bike Task Force and has presented e-Bike workshops at the last two conferences. Clint remains an active CA POST Bike Patrol Instructor, 26 years and counting. He writes and presents about all things e-Bike to the cycling industry and community, law enforcement, and beyond. He can be reached at clint.sandusky@gmail.com.



CABDA ONLINE SEMINAR SPOTLIGHT

CLINT SANDUSKY
INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION

“Selling E-Bikes to Law Enforcement”

“E-Bike Safety: How IBDs are the First Line of Defense”



As of February 14, 2021, attendance was at 951 (attended “live” or later viewed). Registered attendees had access to view all recorded seminars for a month, following the Expo.

I had the honor of presenting in person at the 2020 CABDA West Expo/California. That was a new and rewarding experience, but the virtual event platform was a whole new ball game!

My topics were *Selling E-Bikes to Law Enforcement: Understanding their Unique Needs*, and *E-Bike Safety: How IBDs are the First Line of Defense*.

As it turned out, my two scheduled seminars went very well, were well-attended, and, thankfully, problem-free.

Jim Kersten (Show Director) and Tylor Robertson (Communications Director) were extremely helpful and always

Within these “Lounges,” Greg, Maureen, and I had the opportunity to speak with attendees, provide information, and direct them to resources specific to serving the public safety sector.

Confirmations and Achievements

During the lounge discussions, attendees (mostly retailers) confirmed that e-Bike safety – or the lack of it – is a topic of concern as the cycling landscape continues to evolve. I believe it is going to take all of us working together (public safety personnel, bicycle retailers and manufacturers, cycling educators, advocates, and organizations; parents and schools; the media, and more) to encourage safe, legal, and responsible e-Bike use as more people discover the fun and freedom an e-Bike can provide.

Going "Code": A Police Bike Manufactured During Uncertain Times

by Joel Altman
Ranger

The year 2020 was unlike anything any of us have seen in our lifetimes. A pandemic, massive civil unrest, shortages of all sorts of goods and equipment, a contentious presidential election, and violence and anger towards police officers the likes of which most of us could never have imagined.

It was during this time that, as a peace officer/park ranger in my home state of Ohio, I fell back in love with cycling while working at my current department after a career mostly in the



K-9 realm. Officers who are not on bicycle duty are missing out on an opportunity to get out amongst the public whom they serve. Being on a bike enables us to interact at a level that makes us seem more human and not the "bad guys" that the media and politicians portray. I served as a K-9 handler for many years and, after having a dog act as a tool to interact with the public, I found that getting back out on the bike helped me to connect with people and interact on a positive and personal level.

Due to the pandemic, average people also fell

back in love with cycling, and bikes and accessories flew off the shelves. Between the increased demand and the supply chain shortages, retailers ran out of products to sell. My sources in the market tell me that things are going to get worse before they get any better. Not only is there a shortage of bikes and equipment for the general public, but also police departments cannot get bikes from manufacturers who have built them for law enforcement for decades. Just as I realized that some of the bikes at my current department were 25 years old, I could not get major bike manufacturers to even respond to my requests.

However, one company, Police Bike Store, out of Rockaway, New Jersey, stepped up and designed the new Code Bikes Code 3 Police Mountain Bike to help get police officers back out on the road. The aluminum-framed, matte black Code 3 is built specifically for police officers and I was able to test one out over the course of the spring and summer of 2021. It does not disappoint.

After leaving federal law enforcement in the Washington, DC, area, I returned home to Ohio and now work at a suburban park ranger department outside of Cincinnati. The district where I work has thick woods, paved and gravel trails, and roads. My district and the surrounding areas were formed during the last glacial ice age and the terrain ranges from flat to ravines and from prairies to creeks. You never know what type of terrain you will encounter, but the Code 3 mastered them all.

The Code 3 was the first bike I have ever ridden that has a single chain ring in front. I found it easy to use and shift gears using the Shimano XT-Rapid Fire system. Changing gears was

smoother and simpler than on any of the previous police mountain bikes I had ridden, including ones that were double the price of a new Code 3.

The Code 3 has a 1 x 11 Shimano XT drivetrain, which eliminates the front derailleur on the bicycle, and the shifter controls the rear derailleur through 11 speeds. Despite having fewer gears, the range is very broad, which enabled me to tackle all types of terrain as well as steep climbs. Shimano added a feature to their XT level shifter that allows you to hold it down and shift more than one gear at once in case you need to change gears quickly, rather than having to click through each gear to down or up shift. It came in handy when trying to negotiate through forested terrain or up the slopes of the glacier-carved Gorge Trail.

With the lockout on the RockShox Recon RL front fork, I could seamlessly transition from off-road trail to pavement with no problem, and I did not have to reach down to the fork to do it. The lockout is right there on the handlebar and activates with a simple push of a lever.

The bike is light and agile. Having 27.5-inch Kenda tires allowed for fast acceleration in any terrain. Braking power was excellent with the Shimano Deore brake levers and disc brakes. The Velo Kraton ergonomic grips took some getting used to as I have always had bikes with straight tube grip, whereas the Kraton grips are flared out at the end. But over the course of a month or so, I became accustomed to them.

One feature of the bike I tested that completely blew me away was the C3Sports Max Patrol-600 DLX headlight and integrated taillight with pursuit lights. These lights were unlike anything I had experienced on my previous patrol bikes. My current department did not have any type of lighting system on their bikes and the Max Patrol, once installed, was outrageously bright and the units that house the LED bulbs are built like a tank. The Max Patrol has multiple modes and the battery pack easily

disconnects and charges using a standard USB adapter. Switching modes was easy with the two-button activation system. With its 600 lumen LED front light and 400 lumen side lights, the Max Patrol should last a lifetime. I generally kept the lights on during my bike patrols around my district so that people would know that I was out and about, be able to see me coming, and recognize me as a police officer. I like to be visible and let folks know I am out there and keeping an eye out for them; the Max Patrol definitely helped in that regard. Even in daylight, you can spot the lights easily on the road and on the wooded trails.

One night in late spring, our neighboring police department was in search of a missing person who they thought could possibly be in my jurisdiction. It was your typical cold, miserable, and rainy late spring night in Ohio, and before a tracking K-9 could make it out to assist, I mounted the Code 3 and took off through the



(Continued on page 20)

(Continued from page 19)

heart of my park. It was pitch black, but between the bike and the Max Patrol lights, I was able to cover a lot of ground, making a sweep of about 730 acres without any issues at all. Luckily, the missing person returned home later that night, but it was good to have a high-quality bike to search for a critical missing and go places that no cruiser could go. Other than being covered in mud and dirt, the bike performed like a champion.

I did find the clicking of the freewheel when coasting to be a little on the loud side when I was not pedaling, which might be a consideration if you are trying to be stealthy. However, from talking to industry representatives, the Shimano XT Cassette is a top-of-the-line component and the sound you hear when coasting comes from the high-end pawls and engagement points. With more pawls and engagement points, you get faster engagement when you begin pedaling. To quiet this down, you can simply pedal forward very lightly if you need to be stealthier for a few moments. Other than that, there are no complaints about the Code 3 from this police cyclist. I wish my department had an entire fleet of Code 3's. Maybe one day, we will.

Overall, the Code 3 is an excellent example of what a police mountain bike should be. With so many companies unable to meet the demand of the public, let alone the needs of police departments, the folks at the Police Bike Store have stepped up to keep law enforcement on the road. We need good public relations now more than ever, and being on the bike is one way to help us reach out to make our communities not only safer, but better for everyone. I hope to see you out there on the trail on a new Code 3!

As always...if you encounter members of the public riding without helmets, remind them: IT'S NOT GOOD FOR CYCLING!

For more on the Code 3 Police Mountain Bike, visit www.policebikestore.com. Police Bike Store is an IPMBA Corporate Member and participates in the Product Purchase Program.

Joel became a certified IPMBA officer in 2006 when he was a federal police officer in Washington, DC. After working for two federal agencies, mostly as a K-9 handler, he returned home and works part-time as a peace officer/park ranger in southwestern Ohio. He also works for K2 Solutions, which provides explosives detection K-9s to major league sports organizations, police departments and private industry. He has won as many Tour de France victories as Lance Armstrong and he can be reached at joelpaltman@fop.net.

Photos courtesy Joel Altman.

Full Specs of the Code 3 Police Mountain Bike:

- **Frame:** 6061 Lightweight Aluminum Butted Tig Welded with Forged Dropouts
- **Fork:** RockShox Recon RL 27.5 100mm of Travel with Remote Lockout Switch on Handlebars
- **Fork Lockout:** RockShox OneLoc Sprint Tall Remote Left Side Mount
- **Front Derailleur:** None
- **Rear Derailleur:** Shimano XT SGS 11-Speed Shadow Plus
- **Shifters:** Shimano XT Rapid Fire 11 Speed
- **Crankset:** Shimano XT - FC-M8000 11Speed Hollowtech 15/17" /170mm arms 19/21" / 175mm 32 Tooth
- **Cassette:** Shimano XT 11-46T
- **Bottom Bracket:** Shimano XT BB-MT800 with Sealed Bearings
- **Chain:** KMC X11-1 / 1/2" x 11/128" x 108 Links 11-Speed
- **Brakes:** Shimano Disc - 6 Bolt 160mm with Resin Pads
- **Brake Levers:** Shimano Deore Mechanical 2-Finger
- **Wheelset:** Oval Concepts 200 32H 27.5 Double Wall MTB
- **Tires:** Kenda Kwick Seven.5 Sport 27.5 x 2.0"
- **Pedals:** Alloy Body with Black Steel Cage with Toe Clips
- **Headset:** H115 1-1/8" Semi-Integrated
- **Handlebar:** Kalloy 6061 alloy, flat, 31.8mm, 5degree sweep, 620mm wide
- **Stem:** Dragon 09 alloy, 31.8mm, adjustable rise 90 -110mm
- **Grips:** Velo Kraton Black / Gell Ergonomic with integrated bar end
- **Saddle:** WTB Speed V Comp
- **Seat Post:** Kalloy 27.2 x 350mm
- **Seat Binder:** XC-72 Alloy 31.8mm Quick Release
- **Color:** Matte Black with Code Logo
- **Frame Sizes:** SM-15", MD-17", LG-19", XL-21"
- **Included Extras:** Rear Rack, Rear Mounted Kickstand, Water Bottle Cage

C3Sports MaxPatrol-600 DLX Specifics:

- **Output Center Low Beam:** 240 Lumens
- **Output Center High Beam:** 600 Lumens
- **Output Side Lights:** 400 Lumens
- **Weight:** 230g front light, 140g taillight (optional)
- **Center Headlight/Taillight Modes:** Center High Beam/ Low Beam with Center Red Taillight flashing High/Low (optional). Taillight only on, front light only on.
- **Side Pursuit Light Modes:** Wig-Wag: red/blue, red/blue (or other ordered pursuit color), Rapid Pursuit Strobe: red/red/red/blue/blue/blue (per second). Optional taillight will flash in sync with the front light.
- **Taillight Off Mode:** Hold down both control buttons for two second and the optional taillight will turn off.
- **LED Brand:** CREE LEDs
- **Battery Type:** Lithium Ion Rechargeable 8.4V 7800mAh
- **Runtime High Beam Center with flashing center taillight:** 6:00 Hours
- **Runtime Low Beam Center/ Flashing center taillight:** 15:00 Hours
- **Runtime Pursuit Lights in Wig-Wag mode front and taillight:** 13:00 Hours
- **Runtime Rapid Pursuit Strobe in front and taillight:** 28:00 Hours
- **Battery Charge Time:** Approximately 5:30 Hours
- **Waterproof Level:** IPX6
- **Color:** Black
- **Warranty:** One year for the light and six months for the battery



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Duty of the Helmet

by Mark Brownell, PCI #1938
Spokane (WA) Police Department

The greatest liability to any bicycle rider – mountain, road, or hybrid – is to neglect the brain bucket. As a bike officer, wearing a helmet is required; it's just like wearing body armor.

A bike helmet is designed to protect the head from the impact caused by a bike crash (inevitable) or a vehicle collision.

A bike crash is simply when a rider crashes, whether it be a fall, flip, or blunt force crash.

The “easiest” of these three crashes would be a fall. When you experience a fall, there are usually just two opponents:

- The Rider
- Gravity

There are numerous obstacles that could cause a fall: pedestrians, dogs, motor vehicle traffic, a quick maneuver/rock/obstacle dodge, curbs, grates, debris, and more. When you have a crash like this, speed is generally the determining factor as to the extent of injuries. For this type of crash, a trail helmet would be just fine and likely help reduce any injuries to the head.



Keeping in mind that a fall crash is most ideal when (not if) you have one, the next more serious crash would be a flip. This is self-explanatory. Just envision someone flipping forward over the front wheel of the bike; this is also known as an endo.

For this type of crash, you would want added rear and side length to a helmet. Reference the examples shown below:



Less Side and Rear Protection



More Side and Rear Protection

The reason it is important to add the extra side and rear protection is because, on a flip, potential energy forces (i.e., gravity) will win. Potential energy is energy stored in an object based on its distance from the earth.

The average human head (potential energy) weighs 11 pounds (4.9kg). According to a 2016 *Consumer Reports* study, if a human head was dropped without any outside forces stopping it, it would strike the ground between 9.5 to 13.4 mph (15.3 to 21.6 kph), depending on the height of the rider.

The simple conclusion and answer to any sort of liability would be...du du duh...*the more protection around the rider's head, the better off the rider is.*

There is no stopping a flip. It just something that the cyclist has to endure until the end of that 9.5 to 13.4 mph (15.3 to 21.6 kph) impact, not including rotational forces, which bring additional force to the cyclist's head.

The crash no cyclist wants is the blunt force crash. In most instances, this is a motor vehicle vs. rider collision. Per the IPMBA *Complete Guide to Public Safety Cycling*, bike/motor vehicle crashes account for 33% of all bike crashes resulting in injury and/or death. The *Complete Guide* also reports that 80% of all fatal bicycle crashes are the result of injuries to the cranial area. This is why public safety cyclists need additional side and rear protection on their helmets. In my opinion, that additional rear and side support should be extended past the ears and down the back of the head.

For that, I recommend a helmet with MIPS Spherical Technology. Bell states this about this technology: “Our ball-and-socket design, powered by MIPS, helps redirect impact forces away from the brain by allowing the outer liner to rotate around the inner liner during a crash.”

The Spokane Police Department Tac Team purchased Bell Super R helmets, which have MIPS technology. These helmets are a great choice. They also come with chin guards in case there is a need for additional protection, such as during Bicycle Response Team operations.

It is also important to know that helmet manufacturers recommend replacing your helmet every three to five years (check the manufacturer's specs). After researching online, I have found no evidence that a helmet's EPS liner will deteriorate from age; however, there are other things that will cause it to deteriorate, including solvents, chemicals, and environmental exposure. These can degrade the helmet's performance and ability to do its job.

Helmets are a dime a dozen. They are mass-produced because the market is thriving and cycling safety is brought more on the forefront in these times. They can range in cost from very affordable to extremely expensive.

Always make sure that when you purchase a helmet, it is from a reputable company and that it has met the applicable helmet safety standards. Do your research by reading reviews online, talking to peers, and contacting other departments who have subject matter experts. Consult the Bicycle Helmet Safety Institute (BHSI.org) for unbiased, commercial-free information and advice.

Mark is a police officer in the City of Spokane, in Washington State. He is assigned to an undercover street crimes team. He is also a Tactical Flight Officer (TFO) with the United States Marshal's Office. Mark has been an IPMBA instructor since 2019 and is the lead mechanic and instructor for the Spokane Police Bicycle Team. In his free time, you can find Mark jumping off 6' rocks on his mountain bike and either landing it or landing in the hospital. He can be reached at mbrownell@spokane.police.org.

Photos courtesy Mark Brownell.

Küat NV Base 2.0 Receiver Mount Bike Rack: The Safe Solution for Transporting Your Public Safety E-Bike

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

Last year I “bit the bullet” and bought an e-Bike – a Giant Stance E+ 2 Power, if you’re curious. For the record, I love it. The full suspension bike is heavy, with a full-size Li-ion battery taking up the down tube, and the mid-drive Yamaha motor replacing the bottom bracket. As I was getting ready to bring it home the dealer looked at the bike rack on my car and warned me that, due to the extra weight of an e-Bike, many bike rack manufacturers don’t recommend transporting an e-Bike on them. My rack was a good quality, name brand, receiver hitch mount unit, but the portion that held the bikes could be folded down when not in use. It folded down in the same direction it would fail if it had too heavy a load. When I got home, I contacted the rack manufacturer to get their opinion on the weight issue. It was pretty clear they didn’t recommend using it with a heavy e-Bike. That rack had to go.

A few years ago, I was intrigued by a hitch mount bike rack I’d seen in an article. It was made by a new company called Küat. It looked like a sturdy hitch mount rack that secured the wheels/tires and didn’t touch the paint, the frame, or the bike itself. I immediately thought it would be dandy rack for the back of a patrol vehicle. It seemed easy to use, secure, and quick to mount and remove the bikes. I kept that Küat rack in the back of my mind, and I have seen some in use since then.

Realizing my rack had to go, I checked out Küat racks on their website (www.kuat.com). I saw two similar racks: the top end NV 2.0 and the NV Base 2.0. The specs on the less expensive NV Base 2.0 said that it could handle two bikes of up to 60 pounds (27.2 kg) each. That was well within the specs of my e-Bike. When comparing and contrasting the NV 2.0 and the NV Base 2.0, it appears the three biggest differences are 1) the NV Base 2.0

is all matte black, while the NV 2.0 offers the option of black and copper in addition to all-black; 2) the NV 2.0 has a built-in bicycle workstand for on-the-go repairs; and 3) the NV 2.0 is slightly more expensive. Neither is inexpensive, but quality IS worth it, after all, particularly when it comes to protecting an expensive bicycle. And both are high quality bike racks.

I purchased a Küat NV Base 2.0 online because local dealers were out of stock. It arrived in a large, heavy cardboard box.

There was, as they say, “some assembly required.” Due to the heft of some of the parts, it required a second set of hands to hold things in place while the fasteners were inserted, but even I was able to get it put together and working. It was substantial, hefty, and built like it could be used on the back of a M1A1 tank!

When I mounted the rack on my SUV, I was immediately impressed with the feature that uses a hand-tightened cam to tighten the tongue that is inserted into the receiver. With that feature, there is virtually no wiggle and no annoying rattling noise like the one I experience with my trailer hitch. I can keep it on the car when not in use, and it’s so quiet I forget it’s there. The rack is secured with a lock on the pin that secures the tongue in the receiver. Both features are advantageous on emergency vehicles too.

I have found that once I set the front tire in the tire cradle, it only takes seconds to secure the bike, both front and back, with the securing arm and the rear tire strap. Releasing the bike and removing it is just as fast, assuming you haven’t used the cable lock that is built into the rack. In the Küat materials, I read that the standard and adjustable front wheel/tire cradle doesn’t accommodate “fat tires,” but Küat will provide the appropriately sized cradle if it is requested.

When transporting my bike at highway speeds, it seems as secure as can be. I remember once participating in a high-speed chase in a squad car with my police bike riding on a trunk-mounted bike rack attached with straps and the bike attached with big “rubber bands.” I kept waiting for the bike to go flying off mid-chase. I was already formulating the “Dear Chief” letter in my head! I wouldn’t have any such worries with a Küat rack. The bike seems as secure as if it was welded to the bumper.

I was also reminded that Adam Gaby, an IPMBA Instructor and Community Resource Officer with the Five Rivers MetroParks Ranger Division in Dayton, Ohio, did a review and critique of the Küat NV Base 2.0 Rack in the *IPMBA News* 2021 Product Guide. After reading Adam’s review, I concur with everything he wrote. The only negative I have discovered is that it is rather awkward to store when not in use, due to its weight and shape. I haven’t figured out a good way to hang it up or store it where it is out of the way but still readily accessible.

One thing that Adam didn’t mention: if your department is using e-Bikes, or thinking about using them, and you transport them on department vehicles, be aware that your current bike rack may not be rated for the additional weight of an e-Bike. The Küat NV Base 2.0 is rated to handle two bikes up to 60 pounds (27.2 kg) each, which is more than adequate for most fully-equipped public safety bikes, including an e-Bike. I think you would be hard pressed to find a better, more convenient rack to safely haul your public safety bikes, e-Bikes or not. There are a number of good reviews and videos on the Küat NV Base 2.0 available on *YouTube* if you’re interested.

Küat isn’t currently a participant in IPMBA’s Product Purchase Program. I’m hoping that with enough interest and requests from public safety agencies and IPMBA members, they might change that status.

Kirby retired after 28 years with Coon Rapids (MN) Police Department. He has 14 years of police bike patrol experience. A founding member and past President of IPMBA, he was co-creator of the IPMBA Police Cyclist Course and Instructor Course. He contributed to both the Complete Guide to Police Cycling and the Complete Guide to Public Safety Cycling. He can be reached at kirby@kbeckconsulting.com.

Photos courtesy Kirby Beck.



EarMolds Direct Custom EarMold: Comfortable and Clear

by *Nelson Dozier*
San Antonio (TX) Police Department

The custom earmold, from EarMoldDirect, is a great product. They are custom in that they are made from an impression taken of the inside of the ear. After you place your order, they send you a kit so you can create the impression.

The instructions and video for making the ear mold are easy to follow. Each Earmold kit contains two parts, like a silicone putty. Both are removed from the container and melded by kneading together. A small foam cushion is placed in the ear, followed by the blended mixture. After approximately eight minutes, it has hardened enough to remove and place in the return envelope.

The return envelope is convenient and ensures a quick turnaround time. The customer support was superb, providing updates when the impression was received and when the custom earmold was mailed, along with a follow up call to ensure that the earmolds fit properly.

Other earmolds I have tried were uncomfortable, wouldn't stay in the ear due to sweat, or didn't allow me to hear ambient surrounding noises. The custom earmold addresses all these issues. It doesn't fall out of my ear, it allows for ambient noises to be easily heard, and even in very loud situations, the radio traffic is clear.

According to the manufacturer, this is because the custom earmold aligns with the eardrum. This provides comfort, privacy, and the ability to adjust the radio volume. The earmold uses existing cord configurations.

From the manufacturer:

A variety of accessory cords (sold separately) are available for direct connectivity to the radio. Specific to bike safety is a Stealth 3-Wire Kit with ring-finger PTT (adjustable Velcro band) and omni directional mic. The Custom Earmold seamlessly connects to this. Utilizing the kit keeps both hands on the handlebars during radio communication.

Members that are current and in good standing with IPMBA receive a cord at no charge, with their Custom Earmold, that connects to their shoulder mic (3.5mm connector).

Purchasing is available online by credit card, PayPal, or agency purchase order for multiple units. An online instructional video is utilized for DIY impression purposes and a postage paid self-mailer is included for the lab to receive the impression for fabrication. The turnaround time is approximately 10-14 days once received.

Visit EarMoldsDirect.net or contact Charles at 704-237-0561 or charles@earmoldsdirect.com for more information.

Nelson is a downtown bike patrol officer with the San Antonio Bike Patrol Unit for the past seven years and enjoys biking in the desert southwest. He can be reached at nelson.dozier@sanantonio.gov.

Photos courtesy Nelson Dozier.



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by Sally Swanson

CEO and Founder, BRATWEAR

Co-Founder, Sound Uniform Solutions

This article appeared in *IPMBA News*, Volume 19, Number 2, Spring 2010.

Editor's Note: This article is being reprinted on the occasion of Sally Swanson's retirement and in the hope that now that she has some spare time, she will write a sequel about the next ten years.

Cops on bikes? What the heck? How did I get myself mixed up with this? I'll answer those questions – and more – while I tell you a little story about my life these past 20 years.

It was 1989, and as the founder of FLASHWEAR, innovative workout wear for the sports enthusiast, Spandex® had become my passion, then my livelihood. It didn't take long for word to spread around town about the lady who had experience with making clothing for active individuals. The cops must have done their detective work, because the first group to contact me was the Puyallup Police Department. Their bike team was getting ready to patrol the well-known Western Washington State Fair, and the uniforms they had been wearing just didn't work. They tried clothing from Nashbar, Performance, and other suppliers of cycling attire, but it really didn't come close to what they needed. Civilian cycling gear was fashionable, but everything had to be modified in some way to make it practical for patrol use, such as adding belt loops/keepers, pockets, etc.

The Puyallup guys had been wearing wool uniform duty shirts and baggy winter pants, because their chief required them to wear uniforms that closely matched their regular patrol uniform. Finding a bike shop that carried "French blue" shorts with a stripe down the leg was, well, you guessed it, impossible. As I think back to 1992,

the only available fabric that matched their color scheme, I would now call "rubber pants" fabric. Only, it was for their shorts. Sorry, guys, it was the best available at the time.

High quality and good fit didn't come cheap. Before high-performance fabrics were the "norm", the prices were high, making the retail cost high, too. But compared to buying a wool shirt and pants to cut up into shorts, it soon proved cost effective to purchase good bike gear.

High quality and good fit didn't come cheap. Before high-performance fabrics were the "norm", the prices were high, making the retail cost high, too. But compared to buying a wool shirt and pants to cut up into shorts, it soon proved cost effective to purchase good bike gear.



So, doing what I do best, I "sized" up the situation (and the guys, too). I watched how they performed their duties, measured their bodies, and developed the first-generation uniforms: padded under-liner, outer shorts, and a vented shirt using Lycra mesh panels. One of the first things I had noticed was that they had to remove their duty gear, and practically their entire uniform, just to use the restroom. There wasn't a front fly in anything! Thank goodness I made them some great Lycra mesh, padded undershorts...with a front fly.

So, they were all set in their new gear, and my parting words were, "don't tell anyone where you got this stuff – I'm really busy doing my FLASHWEAR..." Well, they weren't so good at keeping secrets. It couldn't have been more than a week later when Stu Bracken and Gene Miller from Tacoma Police Department entered my shop. They said, "Hey, we see you can make stuff for our bike team. We're desperate for new shorts". Ok, here we go. Shorts. (At that time, they were pretty "short" shorts, 6" inseam or less, for the "average" guy.) How could I refuse? They returned shortly thereafter, saying, "if you can make these shorts, why can't you make jackets and other things?" So I did. I made Gore-tex® seat covers, helmet covers, and hi-tech underwear for winter cycling.

Fast forward a few months. "Beat the Streets" needs vendor attendance. What could be better than strolling along the West Seattle waterfront, watching cops on bikes show off their skills? I still didn't realize just how much of a need there was for good uniforms and gear. Again, I saw uniform pants cut off into shorts with no pads, wool shirts, heavy body armor with cotton canvas covers, cotton socks. I'm sure that's where *Reno 911* got their ideas! And who can forget the "look" on *Pacific Blue*?

I heard it over and over again; no-one was listening to what they really needed. The more I listened, the more excited I became to make very high-tech gear that fit well, with lasting quality.

Then: "Viva Las Vegas-1992". Some conference called IPMBA. I knew this would be the deciding factor about the cops on bikes uniform business. I gathered all I had, and headed east for an experience I will never forget. One of the most memorable moments was meeting Tom Woods, then a sergeant from Denton Police Department, and to this day, one very good friend.

(Continued on page 27)

(Continued from page 26)

“Would you be able to modify some expensive uniforms we’ve already purchased” he asked. I replied, “Well, let me have a look. If I can do it at a price you can live with, I will”. I guess no one else offered ...and that was the start of a true relationship. I have attended every IPMBA conference since Las Vegas, and each year, I have met new attendees and new challenges.

Soon, FLASHWEAR became BRATWEAR, which stands for **B**icycling **R**egulator **a**nd **T**actician. Clever, huh? I was hooked.

In 1994, we were part of “Project Harmony”, sending bright red and black uniforms to Russia while IPMBA instructors did the training.

Later, with the mid-‘90’s influx of federal grant monies, we got to “design” uniforms for some special Community Oriented Policing program groups. They didn’t all have to follow the strict uniform colors/specifications, so we found ourselves making black-and-teal, black-and-fuchsia, and some great black-and-purple. (Of course, we labeled all of the colors “Police Purple”, “Police Teal”, etc.). For some departments, we color-matched their jackets to their police bikes. What fun we had.

Then came 1998, and the IPMBA Conference. What better place to have a conference than in your own hometown? As I recall, that was the year a medic from Olympia kicked butt up our hilly Tacoma streets. I was proud that several of the guys rode over to Bratwear during their training to have lunch, tour the plant, and meet all of our employees. Having my crew put faces to the names of those we made uniforms for was quite a treat.

The entire city was abuzz with all of these cops and medics. Sponsoring some of the hospitality events was most memorable! I’m sure those of you attending will recall your last night at the Swiss tavern, huh? I know Mike Goetz would!

The EMS groups coming on the scene opened up more color combinations, as well as slightly different uniform requirements. They needed some special pockets. They didn’t need the extra reinforcement areas for guns and other equipment that the cops needed. They weren’t concerned with stealth. Visibility was the name of the game for them. The brighter and more visible, the better.

But those white cotton tube socks were still around. A pack of 20 at Kmart, and the guys were good to go! Thankfully, that has changed, and high-performance, ankle-height socks are now the norm.

What has evolved over the years, or come full circle in some cases, is the question whether to be highly visible, or more stealthy. The debate weighs the concern for officer safety/visibility from motorists against the importance of NOT being

visible to the bad guys. These days, we’re seeing a greater demand for reflective prints and trims on all uniform pieces.

Today, we see about a 50/50 mix of two-toned shirts, either in polo style, or the traditional uniform-style shirt. The uniforms have great eye-appeal, and the fabrics function to keep the wearer comfortable.

To keep up with current “styles”, shorts inseams are getting longer, and a little baggier all over. Keep in mind, though, that

maneuvering on a bike is easier when your clothing has stretch, and fits your body well. If you want the “baggy” look, take care to wear a good, padded compression bike short underneath. Longer lengths may be stylish, but avoid having them so long that the fabric gets caught on the bike seat. Cotton should be replaced with hi-tech fabrics with good moisture-management, from your feet to your fingers, and all the way to your head. Your body will appreciate the extra care.

Over the years, I have enjoyed educating both new and seasoned bike cops about technical fabrics and functional uniforms. I do it not just to sell a product, but also to provide information that will help you select the right gear.

What hasn’t changed since I started this business? Bike cops and bike medics still want to look good. They want to be comfortable in their uniform, no matter what the

weather conditions. They still enjoy being measured for their uniforms (we joke that they pay extra for me to measure them)! I’m honored to have been a part of IPMBA since the “early” days, and I still get a rush putting you guys and gals into Bratwear. You all wear it well!

Trying to capture 1/10th of my experiences with IPMBA would take pages, and ages. And since that space isn’t available (and I still need time to make uniforms), I’ll just say to all of you: thank you for sharing your friendship and your biking experiences since I first joined you in Las Vegas!

Bratwear will continue to make the best uniforms by listening to you. We help you perform your jobs better, and that makes us perform our job better.

Happy 20th, IPMBA! Here’s to all of us having incredible memories of those times, with hopes of many more to come.

In 2015, Bratwear and Olympic Uniforms merged to form Sound Uniform Solutions. As of this newsletter, they have two factories working to keep public safety personnel outfitted in style. Visit www.sounduniforms.com for more information.

To be continued...

Photos courtesy Sally Swanson.





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Gears & Gadgets: Get Some Leverage!

by David Cohen

Maryland National Capital Park Police Reserve Unit

They say in this world only three things are certain: death, taxes, and flat tires. Given the number of miles and the type of terrain most public safety cyclists cover, the question is not so much as, “Will you get a flat?” as it is, “When will you get a flat?” or “How frequently will you get flats?”

Changing a flat tire is a fairly straightforward operation that is taught in every IPMBA Cyclist Course. The ease with which the flat tire can be changed is affected by two factors (in addition to rider skill and amount of practice): the type of tire and the type of tire lever. As someone who rides a variety of bicycles, I’ve encountered everything from tires that I can remove without the use of tire levers to tires that just didn’t want to come off the rim with anything short of a pry bar.

In December 2020, I had the opportunity to observe the maintenance section of an IPMBA Instructor Course. One of the topics covered was, of course, changing a flat tire. Almost all the officers were

equipped with basic tire levers, either the Park Tool TL-1.2 or various other cheap knock-offs. The predominant tire choice among the bikes was the Continental Town & Country (T&C). The T&C is a good tire that checks off all the boxes for public safety riding: long tread life, good traction, and a fairly reasonable price point. The T&C’s weak spot is that it is an absolute bear to remove and reinstall. When it came to the low-budget tire levers versus the T&C, the T&C invariably won, and the training area was littered with bent or broken tire levers.

For years, my tire lever of choice has been the Park Tool TL-2.0. It is twice as wide as the typical tire lever and is made from a much stiffer plastic. The wider lever gives you more leverage to remove more stubborn tires. I have also bought much cheaper sets. I still have the 2.0s, but all the knock-offs have broken. When it comes to bike tools, it is definitely worth the extra dollars to go for high-quality. It saves you time, aggravation, and money in the long run.

The latest version of the wider tire lever is the Park Tool TL-4.2. The 4.2 is a greatly improved version of the 2.0. It still has the wider tip and is still made from the harder plastic. The truly neat improvement to the 4.2 is that it also has a spoke hook. That means you can break the bead with one lever, then lock it to a spoke as you go around the tire, continuing to break the bead. No more “bead chasing” that happens with some tires. The best part is the TL-4.2 retails at US \$4.49, which is the same price as the entry level TL 1.2. At that price, there is absolutely no reason that this lever shouldn’t be part of every public safety cyclist’s tool kit.



I ordered a set of 4.2s and immediately put them through their paces. Like most Park Tool offerings, they work as advertised. The TL 4.2 made short work out of just about every tire/rim combination sitting in my garage. The greater width gives you a considerable advantage over standard tire levers.

If you are so inclined, there is even an upgrade to the 4.2. The TL-6.2 is a metal tire lever coated in plastic so that it won’t scratch or nick the rims. The 6.2 doesn’t have the spoke hook, but at five inches (12.7 cm) in length, it probably doesn’t need it. However, the 6.2 carries a US \$18.95 retail price. One could purchase four sets of the TL-4.2 for the cost of one single set of the TL-6.2

The “Mother of All Tire Levers” is the Park Tool TL-5. This is a full steel tire lever. The levers are eight inches (20.32 cm) long and have more than enough leverage to pop any tire off the rim. Care must be taken, however, as the metal levers can damage the wheels if not used properly. The TL-5 is really not a practical choice as part of the portable repair kit each public safety cyclist carries. It is better used as part of a maintenance

officer’s tool kit for when all other levers fail to remove a tire from the rim. The TL-5 retails at US \$25.95, or nearly six sets of the TL-4.2.

Tire levers are one of those things you really don’t think much about until you need them. When you do need them, though, the difference between a good tire lever and a poor one can mean the difference between getting back on the road after a quick fix or an exercise in frustration. The beauty

of the TL-4.2 is that it does the job better than standard tire levers at the same price point. There’s absolutely no reason these levers shouldn’t be part of every public safety cyclist’s tool kit.

Gears & Gadgets is a blog written by David Cohen #1116. It features various repair tips and tricks that David has picked up in nearly 25 years of cycling, including 12 years of public safety cycling. Gears & Gadgets will also periodically review some of the latest “gadget” items of potential interest to public safety cyclists. The advice and opinions in this column are solely the author’s and should not be interpreted as IPMBA mandates or recommendations unless explicitly stated.

About the author: David Cohen is a 12-year volunteer with the Maryland-National Capital Park Police. When he isn’t riding or tinkering with bicycles, David can be found tinkering with vintage cars or World War II airplanes. An avid historian, David enjoys researching and writing as well. He can be reached at onyx@sax@aol.com.

Photo courtesy David Cohen.

Congratulations, New Instructors!



Courtesy/Rance Okada

IPMBA Instructor Course

April 26-30, 2021 – Dunedin, Florida

Curtis Adams, Atlanta Public Schools PD, Atlanta GA; **Timothy Akins**, Peachtree City PD, Peachtree City GA; **Christopher Alarcon**, Fort Worth PD, Fort Worth TX; **Richard Carpenter**, Fort Myers PD, Fort Myers FL; **William Drake**, Roanoke PD, Roanoke VA; **Nathan Hounsel**, Fort Worth PD, Fort Worth TX; **Keith Isaac**, Peachtree City PD, Peachtree City GA; **Mark Johns**, Belleville PD, Belleville NJ; **Clifford Labbe**, Indian River County Sheriff's Office, Vero Beach FL; **John McAloon**, Belleville PD, Belleville NJ; **David O'Brien**, Boston Medical Center Public Safety, Boston MA; **Alvin Ortiz**, Pinellas County Sheriff's Office, Largo FL; **Luis Ortiz**, Pinellas County Sheriff's Office, Largo FL; **Rafael Reyes**, Belleville PD, Belleville NJ; **Joshua Short**, Pinellas County Sheriff's Office, Largo FL; **Cory Snyder**, Pinellas County Sheriff's Office, Largo FL; **Christopher Whitt**, Fort Worth PD, Fort Worth TX; **Edward Winters**, Berks County Sheriff's Office, Reading PA.

IPMBA Instructor Course June 7-11, 2021 – La Canada, California

Daniel Altruz, Los Angeles County Fire Department, Los Angeles CA; **James Cermak**, Los Angeles County Fire Department, Los Angeles CA; **Sean Conerty**, Los Angeles County Fire Department, Bell Gardens CA; **Alex Gorme**, Los Angeles Fire Department, Los Angeles CA; **David Laub**, Los Angeles County Fire Department, Los Angeles CA; **Rich Sherlock**, Los Angeles County Fire Department, Los Angeles CA; **Glen Trotto**, Los Angeles County Fire Department, Los Angeles CA.



Courtesy/ David Laub



Courtesy/Denton Police Department

IPMBA Instructor Course

August 9-13, 2021 – Denton, Texas

Christopher Basye, Pearland PD, Pearland TX; **Hugo Blanco**, Amarillo PD, Amarillo TX; **Leroy Carter**, Middle Tennessee State Univ. PD, Murfreesboro TN; **Ross Gaston**, MedStar Mobile Healthcare, Fort Worth TX; **Kaitlyn Hart**, Mansfield PD, Mansfield TX; **John Herrera**, San Antonio PD, San Antonio TX; **Matthew Johnson**, Amarillo PD, Amarillo TX; **Scott Jones**, Bryan PD, Bryan TX; **Jonathan Losawyer**, McKinney PD, McKinney TX; **Borislav Manchev**, Dallas-Fort Worth Airport Police, DFW Airport TX; **Christopher Masters**, San Antonio PD, San Antonio TX; **Cameron Newton**, Denton PD, Denton TX; **Gerome Pruitt**, Dallas-Fort Worth Airport Police, DFW Airport TX; **Oscar Ramos**, San Antonio PD, San Antonio TX; **John Ricasio**, Fort Bend County EMS, Rosenberg TX; **Cameron Schafer**, Denton PD, Denton TX; **Bruno Siqueira**, McKinney PD, McKinney TX; **Amanda Williams**, Amarillo PD, Amarillo TX.

IPMBA Instructor Course August 17-21, 2021 – Cheltenham MD

Emily Cook, US Capitol Police; **Brett Jordan**, US Capitol Police; **Angel Mencia**, US Capitol Police; **Preston Nutwell**, US Capitol Police; **Glenn Quick**, US Capitol Police; **Federico Ruiz**, US Capitol Police; **Jimmy Santana**, US Capitol Police; **Timothy Shaver**, US Capitol Police.



Courtesy/ Michael Wear

Welcome, New Instructor-Trainers!

IPMBA congratulates **Adam Gaby** of the Five Rivers MetroParks (OH) Ranger Division and **Greg Bowen** of the Tarrant County College (TX) Police Department on having attained the status of Instructor-Trainer.

Adam completed his student teach during the Instructor Course in Dunedin, Florida, April 26-30, 2021. He attended the IPMBA Police Cyclist Course in May 2005 and the IPMBA Instructor Course at the 2013 IPMBA Conference in Baton Rouge, Louisiana, where he also obtained his EMSCI rating. He attended the IPMBA Bicycle Response Team Training in both Saint Paul (2012) and Tampa (2014), before earning his BRT “B” Instructor rating in 2018. He has also completed the Night Operations: Firearms and Tactics Course (Indianapolis 2008), Public Safety Cyclist II (aka PESC II) Course (Dayton 2006), the Maintenance Officer Course (Chesterfield/Saint Louis 2010), and a full-day Krav Maga for Public Safety Cyclists Course

(Asheville 2016). In addition to having attended many conferences, Adam taught both the PESC II and workshops in 2016-2019. He collaborated with fellow Ranger and IPMBA

value that a bicycle patrol brings not only to the department, but to the community. I look forward to the challenges and rewards that will come with [being an IPMBA Instructor].” In his Instructor-Trainer application, he reiterated his passion for teaching public safety professionals how to safely and effectively use their bicycles. In his words, “I am excited to take on this challenge and I look forward to helping the next generation of potential instructors to reach their goals.”

Greg completed his student teach during the Instructor Course in Denton, Texas, August 9-13, 2021. He attended the IPMBA Police Cyclist Course in January 2000, also in Denton. He was certified as an IPMBA Instructor at the 2011 IPMBA Conference in Richmond, Virginia, with more than ten years of experience as an active police cyclist. He also attended the 2005, 2006, 2007, 2009, 2016, and 2018 IPMBA Conferences, before co-hosting the 2019

Conference in Fort Worth, Texas. He was elected to the Board of Directors in 2020 and is currently serving as Industry Liaison.

In his application to become an instructor, Greg stated, “I have always been impressed with the quality of instruction received when I attended past conferences. I would be proud to be part of this organization whose systems and practices have been recognized and accepted worldwide”. As an instructor, and now an Instructor-Trainer, Greg continues to pass along the same high standards and quality of instruction to those whom he teaches.

We thank Adam, Greg, and the rest of the Instructor-Trainers who volunteer their time and talent for this purpose. Congratulations and welcome to the cadre!



Adam Gaby

Instructor Trent Roach to create and present a workshop, “Mastering Stairs and Steep Descents.”

In his application to become an instructor, Adam stated, “I very much enjoy being a bike officer. I have come to see the real



Greg Bowen



BECOME AN IPMBA INSTRUCTOR

Join the ranks of more than 2,000 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:

September 27-October 1
Spokane, Washington

December 6-10
Tempe, Arizona

Subject to change; other dates to be announced.

Bricks and Bikes

by Paul DaiZovi

Lake Forest (IL) Police Department

2020 was a challenging year. As a member of the Northern Illinois Police Alarm System (NIPAS) Mobile Field Force (MFF) Bicycle Response Team (BRT), I went to more than 80 call-outs, encompassing numerous protests and several violent riots. I worked during a large-scale riot in Waukegan, a smaller one during a Northwestern University football game, and a larger one in Evanston regarding defunding police.

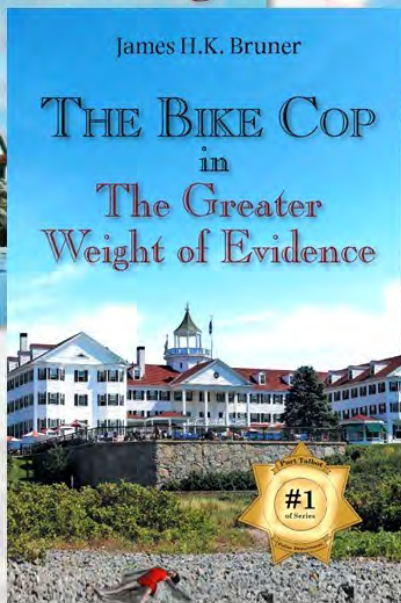
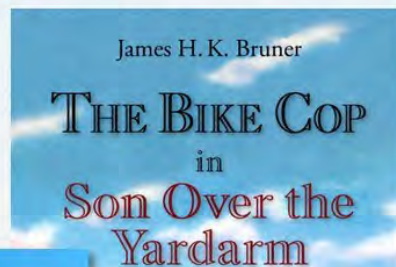
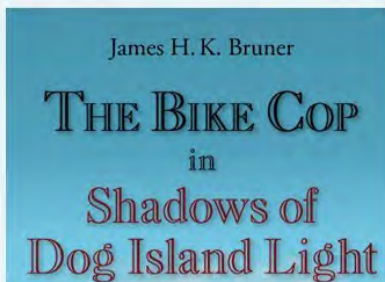
While operating in that capacity, I had glass bottles of alcohol, bricks, rocks, and fireworks thrown at me. I had laser pointers shined in my eyes and used my bicycle to channel and direct the protesters.

Here are a couple of photos of the action.

The Northern Illinois Police Alarm System (NIPAS) represents a joint venture of suburban municipal police departments in the Chicago metropolitan area. Fifteen police agencies created NIPAS in 1983 to ensure effective police mutual aid in times of natural disasters. From these humble beginnings, the system has grown to include law enforcement agencies of over 100 cities, villages, and towns in five counties. For more information, visit <https://www.nipas.org/>.

Paul is a member of the NIPAS MFF BRT, a Field Training Officer, a Firearms and Defensive Tactics Instructor, and an Armorer. He graduated from Lake Forest College in 2013 and has been working for Lake Forest Police Department for five years. He enjoys biking to supplement his strength training and often goes on long rides in the summers. He can be reached at DaizoviP@cityoflakeforest.com.

Photos courtesy Paul DaiZovi.



Meet Digger Davenport: THE BIKE COP

*A sleuthing series by author
and IPMBA Member
James H.K. Bruner*

**A Perfect Gift for the
Law Enforcement
Family!**

*“A fun read during serious times.” —
Maureen Becker, International Police
Mountain Bike Association*

THE BIKE COP series is available from Amazon or TheBikeCop.com.

Park Tool Announces Winner

Bike AAA has won Park Tool's 2021 Community Grant Program and the President's Choice Award

by Anne Arundel County, Maryland

March 1, 2021 – Bicycle Advocates for Annapolis and Anne



Arundel County (BikeAAA) has been selected as one of ten winners of the Park Tool 2021 Community Grant Program.

BikeAAA was chosen from more than 300 applicants and will receive two new Park Tool Repair Stands, one Park Tool Professional Mechanic Tool Kit, five shop aprons, and one *Big Blue Book of Bike Repair*. In addition, as the sole winner of the 2021 Park Tool President's Choice Award, BikeAAA will receive an additional \$1,000 of Park Tool repair equipment and tools.

"I was particularly impressed by the work our President's Choice Award winner BikeAAA is doing with bicycle advocacy and community outreach, and I'm looking forward to seeing how they and our other winners put these resources to good use" said Eric Hawkins, Park Tool's president/owner and chief mechanic. According to a press release by the president of BikeAAA, Jon Korin, the award is for the Wheels of Hope program, a collaboration among BikeAAA, Anne Arundel County Medical Center, the Bike Patrol Unit of the Anne Arundel County Police Department, Bike Doctor Crofton, and the Anne Arundel County Food and Resource Bank. It is comprised solely of volunteers who contribute time and effort to repair donated bicycles that mostly go to children and adults in underserved communities for exercise, recreation, and transportation.

The Anne Arundel County Police Department is extremely proud of the Wheels for Hope program and the partnerships that make it successful.

Here's how it works:

The program collects and refurbishes bikes for adults and children in need and provides a new helmet with each bike. The steps in the process are collection/donation, assessment, repair, and placement. The police department utilizes the property management section as a resource for bicycles. Bicycles found by members of the community are stored for 90 days at the property management section. If bikes are not claimed within 90 days, the bikes are transferred to the Wheels of Hope program.

The police bike patrol unit participates in almost all phases of the program. The bike patrol unit, part of the Community Relations Division, is very connected to underserved communities throughout the county, including the homeless, people in re-entry, and schools with higher poverty levels. Through these direct connections and relationships with community service organizations, such as the Anne Arundel Crisis Response System, bike patrol officers often will come to Wheels of Hope with a specific need, and the partners will match a bike to the individual based on age, size, gender, and expected use.

Bike patrol officers will personally deliver the bike with the goal of leaving a positive interaction with the community member. Each recipient also receives a new bike safety helmet provided by either BikeAAA or via a grant administered by the Maryland Institute for Emergency Medical Services Systems (MIEMSS)'s Emergency Medical Services for Children (EMSC) program and Safe Kids Maryland.

Wheels of Hope has supported the Anne Arundel County Police Department's Crisis Intervention Team, Annapolis Police Department's Reentry Program, One Annapolis, the Housing Authority City of Annapolis-Robinwood, Centro de Ayuda, Maryland Reentry Resource Center, Langton Green, and the Tyler Heights Pop Up Pantry.

Since the program was first launched in the summer of 2018, Wheels of Hope has distributed nearly 200 bicycles. Among the team of volunteer mechanics are two individuals who once owned bike businesses. Some of the bikes come from commercial retailers who provide new bikes that were damaged during shipment or arrived with missing parts or were returned by customers with a mechanical issue. Other gently used bikes come from



Courtesy Jon Korin, Bike AAA

IPMBA Instructors Dominic Scali and Stanley Newborn are enthusiastic participants in the Wheels of Hope program.

individual donors and may need to have some worn out parts replaced or a general tune-up and cleaning. On occasion, Wheels of Hope has also received donations of spare bicycle parts.

In September 2019, work area and storage space for the Wheels of Hope program was provided by the Anne Arundel County Food and Resource Bank, and volunteers built a workbench and shelves for storing bins of parts cannibalized from unrepairable bicycles. A process for managing bike and helmet inventory was established and repairs were prioritized. Unfortunately, the COVID-19 pandemic forced the Food Bank to restrict some access to the bike work area, so volunteers took bikes and repaired them at home. However, one of the biggest limitations has been not having the tools needed to make all the repairs required on some bikes.

The Park Tool grant will make a huge difference in improving the efficiency and effectiveness of the program. More information about the grant program and Park Tool in general can be found at <https://www.parktool.com/blog/news>.

For more information about the Wheels of Hope program, to include volunteer opportunities and how to donate bicycles and parts, visit <https://bikeaaa.org/wheels-of-hope-refurbished-bikes/>.

Albert Jackson Challenge



by **Albert Jackson, SCI# 038**
Atlanta (GA) Downtown Improvement District (retired)

Hello, my fellow public safety cyclists and members of IPMBA! I hope that you are staying safe as we continue to navigate the pandemic and other turbulence. Although I have recently retired from the Atlanta Downtown Improvement District, I am still active as an IPMBA member, instructor, and avid supporter.

As you have no doubt heard or read, the IPMBA Conference was cancelled again this year. This, coupled with a reduction in the number of classes conducted and, subsequently, certifications, has continued to have a significant impact on the organization's financial situation.

In 2020, I challenged my fellow members to support IPMBA through donations and by purchasing merchandise from past conferences. I am once again throwing down the gauntlet.

I am pledging to contribute at least \$500 to IPMBA, through a combination of outright donations and other value-added propositions. I also intend to continue to help reduce their inventory of merchandise from past conferences. They have an abundance of socks from 2019 (mostly size S/M) as well as hoodies and polos from 2018. These tend to run small, so many of us may have to purchase them as gifts for the smaller-stature people in our lives. There are also a few MTB and full-zip jerseys from 2016 and 2017 remaining.

Be sure to renew your membership for 2021. Make the pledge to contribute to the organization each month for awhile. Get that conference jersey, hoodie, polo and that extra pair of socks. I challenge you, and I pledge to see you next year on two wheels!

≡ IPMBA Members on the Move

John Barbour, Princeton University (NJ) Police Department – retired

Terry Blackburn, Peachtree City (GA) Police Department – retired

Christopher Combs, Boone County (KY) Sheriff's Office – retired; returned as SRO

Jon Constantino, Panama City (FL) Police Department – retired

Sam Cote, Halifax (NS) Police Service – now with Halifax Fire Department

Eddy Croissant, Tampa (FL) Police Department – retired; now Labor Representative for the Tampa PBA.

Kyle Gallinger, Carleton University (ON) Department of Public Safety – on to new ventures

William Gish, Columbus (OH) Airport Police Department – retired

Albert Jackson, Atlanta (GA) Downtown Business Improvement District – retired

Craig Lepkowski, Lake Forest (IL) Police Department – retired

Michael Loechler, Milwaukee (WI) Police Department – retired; teaching at Milwaukee Area Technical College

Scott Magee, Downers Grove (IL) Police Department – retired

Roger Nelms, Boone County (KY) Sheriff's Office – retired; returned as SRO

Joe Ralston, Topeka (KS) Police Department – retired

Renae Rice, Dublin (OH) Police Department – retired

Juan Carlos Rodriguez, Cypress Creek (TX) EMS – now with Harris County ESD Mobile Healthcare

Chuck Sanders, Metropolitan (DC) Police Department – retired

Austen Schlecht, Castle Rock (CO) Police Department – on to new ventures

Theodore Spiller, Barnes Jewish (MO) Hospital Public Safety – now with the U.S. Veterans Administration Police

Charlie Summers, Illinois State University Police Department – retired

Sally Swanson, Bratwear/Sound Uniform Solutions – retired

DONATE TODAY!

This year, after deciding not to hold a 2021 conference, we focused on small-scale, regional trainings and continued to work on the third edition of the *Complete Guide to Public Safety Cycling* and other ongoing projects. However, the loss of conference other revenue continues to strain our finances and could hamper our ability to continue to provide you with the resources and support you expect and deserve.

Since 1991, IPMBA has been the driving force behind public safety cycling. Today, bikes are used in nearly every facet of public safety. IPMBA unites a diverse group of public safety cyclists to share knowledge and expertise, which in turn helps us to advance the profession of public safety cycling.

We produce the excellent, information-filled *IPMBA News*. We work closely with manufacturers to help ensure that their products meet your needs and encourage them to enroll in our **Product Purchase Program**, through which our members are eligible for discounts on a variety of products for personal and professional use.

We author publications ranging from educational materials to model policies and our signature work, the *Complete Guide to Public Safety Cycling* and the accompanying curriculum. We usually offer the only **training conference and product**

exhibition designed exclusively for public safety cyclists, and we really hope to bring it back in 2022.

We host a **resource-packed website**, **FaceBook** page, and **LinkedIn** group to help you keep pace with public safety cycling news from around the world. We offer outstanding **networking opportunities**, through our live events and via IPMBA HQ, which serves as your **information clearinghouse** and referral point.

IPMBA has a lot of practice operating on a shoestring budget, but that string is going to be a little thinner for the foreseeable future. If you are in a position to do so, please make a **tax-deductible contribution*** to help us keep those wheels turning!

**If you take the standard deduction on the 2021 tax return you file in 2022, you can claim an "above the line" deduction for up to \$300 per person in donations made to charity in 2021.*

Thank you for your support of IPMBA and public safety cycling!



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I support IPMBA's efforts to continue to offer resources and training for public safety cyclists despite the loss of revenue resulting from COVID-19 and fewer classes being conducted.

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Life is filled with milestones. Whether they be birthdays, anniversaries, graduations, achievements, or retirements, people enjoy marking them – and appreciate when others acknowledge them, too.

Public safety personnel often mark such occasions with coins, pins, tokens, and other items that find their way into shadowboxes reflecting the highlights of a long career.

For public safety cyclists, career highlights include such occasions as completing an IPMBA Police, EMS, or Security Cyclist Course, and being certified as an Instructor through IPMBA's rigorous Instructor Course.

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PPD BIKE PATROL UNIT

Palmer Township Launches a Bike Team

Officer Jim Alercia and Officer Alex Soloe of the Palmer Township (PA) Police Department in Easton, Pennsylvania, recently put the department's bicycle patrol into service after completing the IPMBA Police Cyclist Course held June 2020, in Allentown, Pennsylvania.

Congratulations, and best of luck with your budding bicycle operations!

Photo courtesy Jim Alercia/Palmer Township Police Department.

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The Reprint Edition

ipmba news

NEWSLETTER OF THE INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION

IPMBA: PROMOTING AND ADVOCATING EDUCATION AND ORGANIZATION FOR PUBLIC SAFETY BICYCLISTS. VOL. 30, No. 2

Newsletter of the
International Police Mountain Bike Association
 583 Frederick Road, Suite 5B | Baltimore, MD 21228
 Phone: 410-744-2400 | Fax: 410-744-5504
 E-mail: info@ipmba.org | Website: www.ipmba.org

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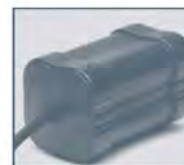
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IPMBA Remembers



IPMBA Remembers Gordon Beesley

Arvada Police Department, Colorado
End of Watch Monday, June 21, 2021

BIOGRAPHY

Age: 51 | **Tour of Duty:** 19 years
Badge Number: Not available

INCIDENT DETAILS

Cause: Gunfire
Weapon: Shotgun, 12-gauge
Offender: Shot and killed

Police Officer Gordon Beesley was shot and killed at about 1:30 pm after having responded to a suspicious event call near the Arvada Library in the 7500 block of W 57th Avenue.

While on scene he became engaged in a shootout with an armed subject and was fatally shot. The subject and a bystander who came to Officer Beesley's assistance were also shot and killed.

Officer Beesley had served with the Arvada Police Department for 19 years. He was the SRO at Oberon Middle School but was assigned to patrol during the summer break.

He attended the IPMBA Police Cyclist Course taught by Rance Okada and Paul Newton, May 8-11, 2006, in Westminster, Colorado.



IPMBA Remembers Christopher Farrar

Chandler Police Department, Arizona
End of Watch Thursday, April 29, 2021

BIOGRAPHY

Age: 50 | **Tour of Duty:** 18 years
Badge Number: 528

INCIDENT DETAILS

Cause: Vehicular assault
Weapon: Automobile
Offender: Arrested

Police Officer Chris Farrar was struck and killed by a vehicle during a vehicle pursuit of a stolen vehicle involving multiple agencies.

Deputies with the Pinal County Sheriff's Office had initiated the pursuit of a known felon shortly after 10:00 pm. The driver of the vehicle fired shots at the responding deputies before entering Chandler, Arizona. The man drove through a gate and onto the runway of the Chandler Regional Airport and then back into the community. He drove to a car dealership on East Motorplex Loop where he stole a truck.

As the man exited the dealership, he struck Officer Farrar and a Gilbert police officer, causing both to suffer critical injuries. Officer Farrar was transported to a local hospital, where he succumbed to his injuries.

The man continued to flee but was taken into custody after being shot at by pursuing officers.

Officer Farrar had served with the Chandler Police Department for 18 years. He was certified as an IPMBA Police Cyclist in October 2006 and as IPMBA PCI #1083 in April 2008. He served as an IPMBA Instructor until 2011.



IPMBA Remembers David Woodfork

David was an officer with the DePaul University (IL) Department of Public Safety. David completed the IPMBA Security Cyclist Course held June 21-24, 2021, taught by Craig Lepkowski. David was involved in a fatal accident on his way home from work on July 1, 2021. He was 49 years old. He is survived by his wife, Erica Woodfork Cervantes, children Leila and Jason, his eight siblings, and many nieces and nephews.

EMS Panniers and Weight Requirements

IPMBA endeavors to keep abreast of changing technologies, methodologies, training requirements and other factors applicable to public safety cycling. This includes best practices for training requirements for public safety cyclists and how those requirements apply to specific departmental procedures.

Background

In May 2014, the IPMBA Board of Directors adopted the *Position Paper on the Use of Backpacks by EMS Cyclists*. At that time, the best practices were determined to be the continued use of panniers and rack bags, with the understanding that there are applications for which backpacks may be a more practical alternative equipment carrying system. This decision was based on the average weight of equipment carried by the typical EMS cyclist; therefore, EMS participants in IPMBA Courses have been required to perform all skills and on-bike testing while carrying thirty pounds (13.6kg) of weight, equally distributed among the panniers and rack bag.

Since the advent of EMS cycling in the mid-1990's, IPMBA has provided training and certification for many types of EMS agencies, which are deployed in a wide variety of situations. Although the majority of traditional EMS bicycle response teams have adopted the pannier and rack bag system, a growing number of pre-hospital medical teams have evolved to meet varying community needs that do not require the same level or amount of medical equipment. For example, many communities have trail systems with terrain that may not be practical for the wide, heavy, pannier-based systems to be effective.

Off-road and multi-use areas such as single-track are not conducive to pannier use; therefore, EMS cyclists and those who deploy bicycles for search-and-rescue (SAR) in such communities use alternative equipment carrying methods to access patients and lost persons.

This emerging demographic is seeking the specific type and quality bike-handling training that IPMBA offers, but when they are told they must purchase expensive carrying systems for training that they will not use in the field, they reluctantly seek or develop alternative training that adapts to their situations rather than mandating specific carrying methods and equipment weight. In an effort to better meet the needs of all agencies which turn to IPMBA for best practices for public safety cycling training and operations, IPMBA has evaluated the requirement for training and testing EMS cyclists with thirty pounds (13.6kg) of

weight evenly distributed in rear-mounted panniers and top rack bags.

Evaluation

As the use of EMS bicycles has increased, the types of situations and environments in which they are operated have become more varied. In keeping with best practice related to limited carrying capacity, bike medics are encouraged to customize their equipment based upon the population served, the anticipated calls for service, the availability of additional supplies, and the environmental conditions. Advances in EMS equipment have, in many cases, decreased the size and weight of the equipment, which requires less carrying capacity. This, coupled with team specializations and changes to best practices for patient care, has caused many EMS teams to evaluate both the amount and type of equipment carried and, subsequently, the carrying methods. In practice, some have significantly reduced the amount and weight of their equipment and have adopted alternatives to panniers.

IPMBA is responding to these changes within the industry by evaluating the relevancy of the training and testing standard in the current operational climate.

The previously mentioned IPMBA *Position Paper on the Use of Backpacks*, as well as the chapters related to EMS equipment and load placement in *The Complete Guide to Public Safety Cycling*, provide a detailed discussion of various equipment carrying options. The literature clearly discusses the uses, advantages, limitations, and selection criteria for each type of carrying system available to public safety cyclists. IPMBA has stated that EMS providers need to learn how to select, organize and load the equipment they need for safe and effective bike operations. Whatever method is selected for any given situation, it should enable the EMS provider a means to carry sufficient equipment for the assignment, yet allow the rider to maintain safe handling of the bicycle.

Administration

IPMBA is consistently evaluating the best practices for public safety cycling and adjusting the training and skills evaluations to meet the evolving needs of our members. IPMBA recognizes that there is no universally practical carrying method and that the current weight requirement for EMS testing is no longer as broadly applicable, considering the evolution of both medical and carrying equipment since this training and testing standard was developed.

When comparing the trends in EMS to trends in law enforcement agencies, similar

variations emerge. Law enforcement agencies differ in the amount and type of equipment officers are required to carry and the manner in which they carry it. There is a trend to moving equipment from the waist belt onto load-carrying vests of different types. Police and Security Cyclist Course students are not required to carry a specific amount of weight or a specific list of equipment when performing skills testing during IPMBA Certification training. They are, however, advised to wear and/or carry the equipment required by their respective agencies during routine job specific functions. This is to ensure that they become accustomed to the ways in which their duty gear affects their bicycle handling skills in a training environment rather than in the field. This should be the same for EMS cyclists.

IPMBA recognizes that panniers are most likely still the predominant method of equipment carry amongst EMS cyclists; however, in response to the fast-paced evolution of specialty teams and equipment, it is

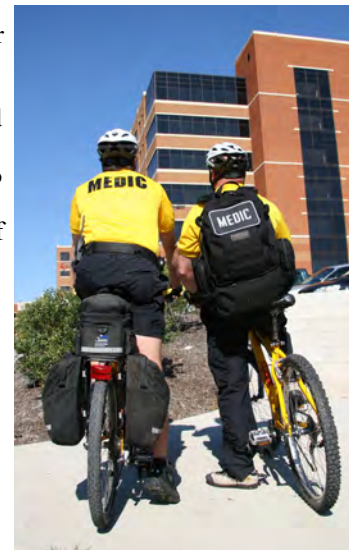
essential for IPMBA to adapt the training and testing standards to better meet the needs of today's EMS cyclist.

Therefore, EMS Cyclist Course and Instructor Course students will no

longer need to complete all on-bike activities and testing with panniers carrying thirty pounds (13.6kg) of weight, evenly distributed among panniers and rack bag.

All students will instead be required to complete all on-bike activities and testing with their respective departments' required equipment and load carrying systems, with no minimum or maximum weight requirement. It is the professional responsibility of the students to adhere to this principle and consider the old mantra, "train as you fight, fight as you train" when preparing for and participating in IPMBA EMS Cyclist training.

Photo courtesy Greg Johnson.



Safety is our Number One Priority

by Thomas Zermeno, PCI #1390T-B EMSCI #412T-B
Norman (OK) Police Department
IPMBA Education Coordinator

As IPMBA Instructors, our number one priority has always been – and will always be – the safety and well-being of our students. We pre-screen each of them with the PAR-Q (now the GAQ) and the Cycling Experience Query sheet. We ask them why they decided to come to a public safety cycling class and how prepared they feel. We do these things for the purpose of ensuring their readiness and enhancing their safety for the short time that they are with us. We do this for our number one priority, the one we all subscribe to and take very seriously while instructing: SAFETY. But one thing has thrown a huge wrench in our chain, so to speak. Now, we are not only responsible for THEIR safety, but also for the safety of their families, their coworkers, and their friends. We also need to consider OUR families, OUR coworkers, and OUR friends. How is it that what happens in bike school doesn't STAY in the bike school, you ask?

COVID-19. Enough said.

We now have to consider, more than ever before, the health of our students beyond the usual scrapes, cuts, and broken bones.

Prior to COVID, we took for granted all of the wonderful training opportunities that IPMBA afforded us, including the regional Instructor Courses and the annual conference. We were very used to enjoying the networking and reunions that take place during the conferences. But this virus has caused us to take a long, hard look at the safety measures necessary to ensure a fun and SAFE training environment. As the virus spread, we found ourselves trying to figure out what works best, and more importantly, how we as an organization can continue to provide the best training in this new environment. How do we continue to spread the wealth of knowledge that starts with a basic course without inviting this – or any other – sneaky virus into our training?

In the face of many unknowns and in constantly changing environment, the board was tasked with providing guidance to instructors on the best practices for conducting a class while mitigating the risks of COVID. The dynamics of this virus change every day, sometimes hourly, affecting our everyday lives. We did our best to craft a document that would be firm yet flexible enough to meet the needs of a geographically diverse instructor cadre. More than a year later, the board feels that the guidance stands as true as it did in April 2020, when it was written. We have received valuable feedback from the cadre regarding the challenges of adapting our learning environments

based on the prevailing conditions as well as national, state/provincial, and local laws and rules regarding COVID compliance. I for one had to take numerous COVID tests in order to travel to teach an Instructor Course, AND we all had to wear masks throughout the class. Yes, it was inconvenient and uncomfortable, but it helped keep me, my students, and my fellow instructor safe. And that is Priority One.



Courtesy Mike Wear

I encourage you to visit the COVID-19 Resource page on the IPMBA website (<https://ipmba.org/resources/covid-19>). Click on the *Guidance for Instructing IPMBA Courses during COVID-19* and review its contents. We want to do our part to ensure the safety of our cadre and our students while still delivering superior training and following local laws and facility rules.

Make sure that your liability releases (waivers) have been updated to include COVID-19 and other infectious diseases. The updated waiver can be found on the COVID-19 resource page on the IPMBA website.

In sum, please remember to implement safety measures, maintain social distance when possible, pre-screen prior to each class, and maintain a clean learning environment so that we can all go home at the end of the training. Also, be sure to report any actual or potential exposures to those who may be affected as soon as possible. Thank you and stay safe!

Thomas joined the Norman Police Department in 2009. He is currently assigned to night shift patrol and is the training coordinator and instructor for the bike team. He has been active with IPMBA since 2011, after taking the IPMBA Police Cyclist Course. He was certified as a PSCI in 2013 at the Baton Rouge conference and cross-trained as an EMSCI in 2017. He became an Instructor Trainer in 2019, BRT certified in 2020 and BRT instructor certified in 2021. He currently serves on the IPMBA Board of Directors as the Education Coordinator. He can be reached at Thomas.Zermeno@yahoo.com.



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The Circle of Life, cont.

(Continued from page 1)

general public, for a few good reasons. First and foremost, we follow a calling to protect, preserve, and serve. Every aspect of our training is focused on those very tenets, so we generally seek to spare “civilians” the harsh realities.

It is our job to keep them blissfully ignorant of things that can change the way they look at everything; that is, always looking for the negative vs. the positive. Like many of you, I try to achieve balance by seeking out friends and acquaintances from every walk of life so I might have a broader understanding and view of the world; the club rides provide me with a way to do that.

As people get more familiar with us, they become more comfortable asking about our job and/or what they see in the media relating to our profession. When they do, we discover that the vast majority support the work we do and appreciate how hard it sometimes is. The problem is that we rarely have contact with that segment of society. What we tend to see is a small percentage of society over and over again, nearly 100% of the time. That can make even the most positive person feel like their life’s work is for nothing and that they are alienated from everyone except others that do the same job. That mental isolation is the start of unproductive and sometimes destructive thoughts and practices.

I urge each of you to become acquainted with and/or befriend someone who is completely different from those with whom you work. Seeing and feeling the support of people we ordinarily do not have contact with enables us to confidently do our jobs and counteract the “us vs. them” mentality that can erode our thinking and actions. Instead of “us VS. them”, it becomes “us FOR them”. That one-word change works in both directions, and if we want it, we must first give it.

Yesterday, I participated in an organized 100k bike ride with my friends from the cycling club. Riding in a double paceline, we chatted on the slow sections and tightened up to take advantage of the draft when the pace heated up. As we rode along, I found myself next to a man named Robert, who was riding a very nice carbon

Cipollini road bike. He was kitted out as road cyclists are; his cadence and strength were consummate with someone who had spent many hours on the bike. He never wavered and provided a good wheel to be next to, or follow.

He was literally the friend of a friend of a friend, but something seemed familiar about him; I just couldn’t put my finger on it. As we passed by crop fields on rural roads, Robert enlightened me as to how we knew each other. In 2008, I was diagnosed with cancer. The original prognosis was grim. While I publicly vowed to fight tooth and nail, the statistics weren’t in my favor. As a result, I sold off my fleet of beloved bikes so my adult children wouldn’t have to try and sell them when I passed. One of the bikes, an Italian beauty – a Torelli Cortona with all Campagnolo components – was sold to Robert. At the time, he was just getting into cycling at the urging of a friend. He reminded me that, after we had consummated the sale of the bike, we stood in the front yard and talked about cycling.

As many of you know, when it comes to me and cycling, there are no short stories; to say the very least, I am passionate. At a time when I was facing what some (even me) considered to be the last part of my life, I apparently wanted Robert to become a devout cyclist; someone who would catch the fever and never be rid of it. Someone who would enjoy the feeling of being given a set of wings and flying, exactly as I had always felt. On that ride, Robert told me he had indeed become that cyclist and had expanded his collection of experiences and bikes in the more than a decade that had passed since we first met. He told me he was appreciative of my encouragement to become one with the bike and revel in what cycling is really all about.

What he said next was a bit of a shock. He said he wanted me to have the bike back, as a gift, in return for those few words of encouragement when he was first getting started. As anyone would,

I told him I couldn’t accept such a nice gesture, but he insisted. Later that week, I drove up to his house and listened intently to the things that helped him become a competent cyclist and all the joy it has brought him. Then, I brought his gift back home to ride it on the roads as I did before, when I thought I’d never live to see another season. I’m certain that Robert and I will ride together again; me on my old bike and he on one of his carbon fiber wonders. Full circle indeed; pun intended.



Photo courtesy Allan Howard.

Robert, Allan, and the Torelli Cortona

I said all that to say this: we never really know how many people we have a positive effect on, but we must always be cognizant of it, for their sake and ours. We never really know how many good people hold us in high regard because we rarely have contact with them.

As first responders, we are currently working in some very trying times; times that can be so hard that we often wonder internally whether or not it is worth it. We must persevere for two reasons. One, because we swore that we would do so, and in the end, all we have is our word and our good name. Two, because we never know who we will help or influence in a positive, long-reaching way. That’s what we all signed up to do, so we must remain steadfast in our principles and actions, now more than ever.

Be Safe and Enjoy the Ride,
Allan

Board Profiles

President

Craig Lepkowski

PCI #1180-B/EMSCI #272-B

Lake Forest Police Department,
Lake Forest IL (retired)

Email: president@ipmba.org

IPMBA Member Since: 2009

IPMBA Instructor Since: 2010

Conferences Attended: 2 010, 2012-2019

My First Bike: A Huffy of some sort; I recall a banana seat and an orange flag flying from the back.

My Most Recent Bike: Trek Police Bike purchased in 2010 when I became an instructor.

My Most Memorable Moment as an

Instructor: Flying to Brazil and teaching ten very skilled bike officers.

Vice President

Michael A. Wear

PCI #516T-B/EMSCI #059T-B

Metropolitan Police Department,
Washington DC (retired)

Email: vp@ipmba.org

IPMBA Member Since: 1998

IPMBA Instructor Since: 2001

Conferences Attended: 1998, 2000, 2002, 2004, 2006, 2008, 2010-2019

My First Bike: A blue Schwinn with that cool banana seat

My Most Recent Bike: A fire engine red Volcanic "APB" for personal use and a CODE Code-3 for my new job as a park ranger.

My Most Memorable Moment as an

Instructor: While mentoring a newly trained Ukrainian BRT Commander, I offered some kindly encouragement the BRT way: a firm and well-articulated reminder to "Рухатися" ("Move!"), followed by a few practiced hand-signals. He responded accordingly and navigated the team with speed and precision. At the time, he was engaged in a 400-officer, joint tactical exercise operating with bikes, foot officers, and horse platoons for the first time. Language can be a temporary barrier (like a bike fence), but we always find a way to succeed.



Secretary

Elizabeth Bouchard

PCI #905-B/EMSCI #214-B

University of Guelph Campus Safety Office,
Guelph ON, Canada

Email: secretary@ipmba.org

IPMBA Member Since: 2006

IPMBA Instructor Since: 2006

Conferences Attended: 2006, 2008, 2017, 2018, 2019

My First Bike: A Little Princess. It was hot pink with a white banana seat!

My Most Recent Bike: Liv Hail

My Most Memorable Moment as an

Instructor: Trying to navigate all the crazy city traffic while teaching one of my first classes in downtown Toronto.

Treasurer

David Millican

PCI #1006T/EMSCI #343T

Denton Police Department, Denton TX

Email: treasurer@ipmba.org

IPMBA Member Since: 2006

IPMBA Instructor Since: 2007

Conferences Attended: 2006-2008, 2011-2019

My First Bike: I don't recall, but spray painting the frame black comes to mind.

My Most Recent Bike: Scott CR1 carbon fiber road bike

My Most Memorable Moment as an

Instructor: Instructing a PC Course which was simultaneously being translated into both Spanish and [Swiss] German, during 2014 IPMBA Conference in Tampa.

Education Coordinator

Thomas Zermeno

PCI #1390T-B/EMSCI #412T-B

Norman Police Department, Norman OK

Email: education@ipmba.org

IPMBA Member Since: 2013

IPMBA Instructor Since: 2013

Conferences Attended: 2013, 2019

My First Bike: Takara kid bicycle that was red and blue. I got my first skinned knees and elbows on this bike!

My Most Recent Bike: Volcanic APB 29er 1X11

My Most Memorable Moment as an

Instructor: Teaching the Instructor Course in Honolulu and meeting some of the most generous people I've had the pleasure of knowing. And having tons of manapuas! Ha'o iā 'oe e o'u mau hoaaloha!

Membership Coordinator

Alan Beadle

PCI #484/EMSCI #076

Sylvania Police Department, Sylvania OH

Email: membership@ipmba.org

IPMBA Member Since: 1999

IPMBA Instructor Since: 2001

Conferences Attended: 2000, 2001, 2002, 2003, 2016

My First Bike: Huffy BMX with mag wheels

My Most Recent Bike: Cannondale Habit 5

My Most Memorable Moment as an

Instructor: Escorting the Ohio Law Enforcement Torch Run through the city as a class during my 2019 Police Cyclist Course.

Conference Coordinator

Brian Gillman

EMSCI#189T-B

Cypress Creek EMS, Spring TX

Email: conferences@ipmba.org

IPMBA Member Since: 2005

IPMBA Instructor Since: 2007

Conferences Attended: 2007, 2010-2011, 2014-2019

My First Bike: I'm sure it was some sort of Huffy BMX bike; the old 5-speed banana seat cruiser of the 70's.

My Most Recent Bike: Volcanic Patrol Bike

My Most Memorable Moment as an

Instructor: My recent teaching opportunity with Los Angeles County and City Fire Departments. It was interesting to see departments of that size.

Industry Liaison

Greg Bowen

PCI #1227T

Tarrant County College Police Department,
Fort Worth TX

Email: Industry@ipmba.org

IPMBA Member Since: 2006

IPMBA Instructor Since: 2011

Conferences Attended: 2005, 2006, 2007, 2009, 2011, 2016, 2018, 2019 (co-host)

My First Bike: 1978 Montgomery Ward Mountain Bike (with the faux coil shocks and fork spring)

My Most Recent Bike: Orbea OIZ FS

My Most Memorable Moment as an

Instructor: When that student said, "thank you" and "I had so much fun."

EMS Coordinator

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