

SUMMER 2016

# ipmba news

NEWSLETTER OF THE INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION

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

VOL. 25, NO. 2

## Ch-Ch-Ch-Ch-Changes\*

by **Maureen Becker**  
Executive Director

Change is rarely easy. Habit becomes entrenched as tradition and the only explanation as to why things are a certain way is “it has always been done that way.” There usually are reasons, but perhaps no-one remembers them or has thought about whether or not they are still relevant.

Times change and technology changes. So too do IPMBA’s practices, though it may not always be immediately apparent. Inasmuch as failure to change can be detrimental, so can changing too quickly or without considering all the implications of the change.

One of the changes in the bicycling industry is the emergence of flat pedal use for mountain biking. Once used almost exclusively by the BMX community, flat pedals are increasingly popular. Not to be confused with the flimsy, plastic pedals many bikes are equipped with, flat pedals are characterized by their size, shape, and the use of pins to grip the shoe, which in turn has a sticky sole designed to grip the pedal.



Not too long ago, this type of pedal was deemed unacceptable in IPMBA training and not recommended for on-duty use because it does not meet the traditional definition of pedal retention. Technological improvements and increased availability of high-quality pedals and shoes have resulted in a change. When the appropriate equipment is selected, flat pedals can now be categorized as pedal retention and are acceptable for training and operations. Caveats and

recommendations are outlined in the position paper on pages 33-34. Read it prior to changing your pedals and shoes and heading out on patrol, and be sure to practice first.

Another change on the horizon has to do with the conference. Since 1991, the conference has evolved from a relatively simple event with everyone participating in the same sessions to a fairly complex event involving certification courses, workshops, an exhibit hall, a competition, and an awards ceremony. The seven-day format is very demanding on the host agency and instructors, and many attendees must choose between a course or the conference.

By compressing seven days to five, IPMBA hopes more attendees will stay through Friday, participate in the competition, and enjoy the awards ceremony. Though details have yet to emerge, the plan is to offer three training packages: a five-day course (Instructor, Maintenance), a five-day combo (BRT, PESC II, workshops), and a two-day workshop option. Fees will vary accordingly.

The other major change is with the venue and the dates – a university campus in June. Classes and meals will be on-campus, hence more decentralized. Dormitory lodging will be a low-cost option to local hotels. Attendees can, however, expect the same high-quality training and networking experience for which the IPMBA Conference has become known. More on these changes to follow.

See you June 5-9, 2017, at Ohio Wesleyan University in Delaware, Ohio.

\*With thanks to David Bowie, January 6, 1947-January 10, 2016.

## How to Join a Bicycle Unit

You’ll need to be physically fit, self-motivated, and up for close contact with the public to thrive as a bike officer.

by **Christian Bailey, PCI #1163/EMSCI #334**  
Scottsdale (AZ) Police Department

This article appeared in the April issue of Police Magazine (<http://www.Policemag.com/channel/careers-training/articles/2016/04/how-to-join-a-bicycle-unit.aspx>).

A good officer is one who demonstrates initiative, a good sense of ethics, respect for the law, great communication skills, and common sense. A great bicycle officer is all of these but also someone who has a strong service mentality, paramount knowledge of laws, a thirst for new knowledge, and someone who can adapt to change easily. If this describes you, your agency's bicycle unit might be a good fit.

### Being a Bicycle Officer

Bicycle officers are often seen as the jacks-of-all-trades in a department. They can be seen doing outreach such as bicycle rodeos in school; playing after school in parks with kids; working liquor enforcement details; interfacing with local business owners, and conducting plainclothes operations, gang enforcement, and drug interdiction. Bicycle officers routinely are given tasks from city management that address quality-of-life issues in a given

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# Weapon Defense: On and Off the Bike



In late May, two officers in my region were shot with their duty weapons after being disarmed. The first was in Lansing, Illinois, just a few miles from me; the second was in Appleton, Wisconsin. Fortunately, both officers survived. Both offenders died by gunfire, one by his own hand with the officer's gun.

There are several striking similarities between these events that are worth

examining. First, these were encounters with offenders involved in relatively minor property crimes (retail thefts) without any obvious indicators of dangerous conduct. They were single-officer encounters in areas to which backup officers are already on the way or otherwise nearby. In each case, the offenders were unarmed until they violently attacked and forcibly seized the officer's weapon.

The use of force on unarmed persons is increasingly coming under intense criticism and scrutiny. What is seldom considered in these circumstances is just how dangerous unarmed people can be. A review of the FBI *Law Enforcement Officers Killed and Assaulted* (LEOKA) report shows that during the most recent ten year data period (2005-2014), twenty-seven officers were murdered with their own weapons by otherwise unarmed offenders. As alarming as these statistics are, they do not account for the uncounted number of violent assaults (like the above-mentioned cases) wherein the officers survive their injuries.

Considering the many dangers officers face in the course of their duties, weapon retention training should be an integral part of any training program. But the philosophy and effectiveness of that training should be scrutinized. By calling it weapon retention rather than weapon defense, we may be overemphasizing the importance of keeping the weapon secure at the expense of focusing on

**Emphasizing powerful strikes to vulnerable areas is far more likely to disrupt the weapon grab and cause the offender to lose focus on the officer's weapon as an objective.**

the real threat: the offender trying to take it away. This can be especially true for officers whose assignments, like bike patrol, keep their hands otherwise occupied.

The immediate focus of defensive response tactics needs to be directed towards neutralizing the threat posed by the person attempting to disarm the officer. Emphasizing powerful strikes to vulnerable areas is far more likely to disrupt the weapon grab and cause the offender to lose focus on the officer's weapon as an objective.

IPMBA has been fortunate to be able to offer *Krav Maga for Public Safety Safety Cyclists* at our recent conferences, provided with great skill by *Krav Maga Minneapolis*. The instructors, Gail Boxrud, Dante Pastrano and Murray Prust, most recently instructed at our 2016 conference in Asheville, North Carolina, and their training couldn't have been more timely and important.

This training has the right focus and philosophy: simply that any attack, included an attempted disarm, is only likely to be unsuccessful if the defensive tactics focus on neutralizing the source of the attack...the attacker.

We sincerely hope to see them again at our next conference in Delaware, Ohio, June 5-9, 2017...and hope to see you all there as well!

**Further Reading:**

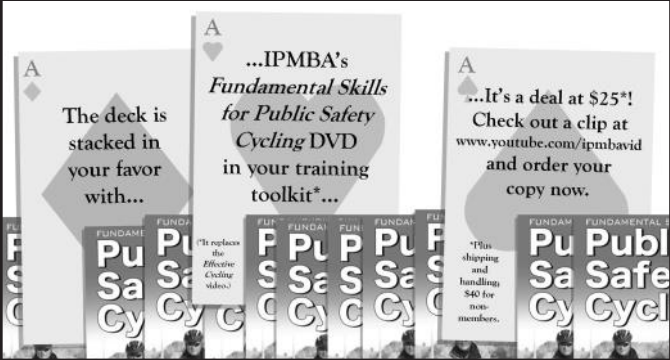
*2014 Law Enforcement Officers Killed and Assaulted:* [https://www.fbi.gov/about-us/cjis/ucr/leoka/2014/tables/table\\_15\\_leos\\_fk\\_victim\\_officers\\_weapon\\_stolen\\_by\\_offender\\_2005-2014.xls](https://www.fbi.gov/about-us/cjis/ucr/leoka/2014/tables/table_15_leos_fk_victim_officers_weapon_stolen_by_offender_2005-2014.xls) (<http://tinyurl.com/LEORReport>)

*Krav Maga for Public Safety Cyclists:* <http://ipmba.org/blog/comments/krav-maga-for-public-safety-cyclists>.



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*“Come up out of the sultry plains to the Land of the Sky — magnificent views where the rivers are born ... one-hundred mountain tops over 4,000 feet high, in sight.”*

**April 23-30, 2016.** The IPMBA Conference was held in the “Land of the Sky”, better known to conference attendees as the “Land of the Hills.” The Crowne Plaza Asheville was situated on the top of a hill. The cone courses were situated at the bottom. Downtown was situated down the hill and up another. The off-road trails of Bent Creek Experimental Forest were situated on Mount Pisgah. It was impossible to avoid them – even the meeting rooms were named after local mountains: Mitchell, Pisgah, Pilot, and Roan.

Despite the challenging terrain, the event was an unequivocal success. The weather was near-perfect. The hotel grounds offered parking lots, grassy areas, and purpose-built off-road trails. The bike check, command post, exhibit hall, and lunches were all housed in one gigantic structure. The training venues were well-appointed with cones, pallets, railroad ties, and water. The instructors were top-notch. The hospitality villa was well-stocked with Asheville’s favorite beverage and enticing snacks. Downtown, with its wide array of restaurants, breweries, galleries and shops, was just a short (free) shuttle ride away.

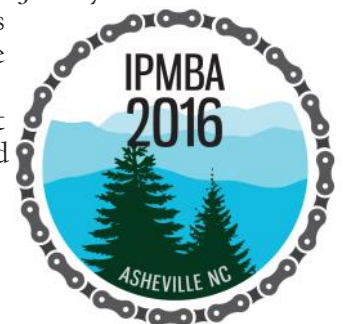
Nearly 300 attendees representing more than 40 states and one Canadian province tested their mettle on Asheville’s hills during certification courses, workshop, recreational rides, and the competition, and they all came to the same conclusion – Asheville is indeed the “Land of the Hills.” *Pages 5-18.*

The IPMBA board, staff, members, and conference attendees thank the Asheville Police Department for hosting the 26<sup>th</sup> Annual IPMBA Conference. We appreciate the support of Mayor Esther Manheimer and the City Council, Chief Tammy Hooper, AB-Tech, Asheville Fire Department, Buncombe County EMS, UNC-Asheville, the Asheville-Buncombe County Regional Sports Commission, and Explore Asheville, without which this conference would not have been possible. We are grateful for the generous in-kind and financial contributions from Asheville’s business community, and we extend a special thanks to Asheville on Bikes, Kolo Bike Park, and New Belgium Brewing Company. We are fortunate that Sgt. Evan Coward was inspired to invite us to Asheville after having attended the 2011 IPMBA Conference in Richmond, Virginia. More than one attendee remarked that he and Asheville have set a new standard for future conferences.

IPMBA would like to recognize the members of the Command Staff, who stopped at nothing to ensure that attendees received a warm welcome, experienced outstanding training, and enjoyed the benefits of a well-executed event. Under Evan’s leadership, Command Staff members Sarah Baker, Todd Brigman, Mack Creson, Sean Davis, Christopher Dennis, Nathan Dietiker, Travis Duyck, James French, Brien Griffin, Heather Hine, Joe Johnson, Lucas Lovelace, Boyd McCaskill, John Radford, Sharlene Raines, Doug Sheehan, Jackie Stepp, Eric Stewart, Lisa Taube, Joshua Veridal, and Hunter Welborn demonstrated their ability to execute an excellent event. Their energy and enthusiasm were infectious and permeated the conference with a positive attitude. They genuinely seemed to be having fun even as they worked long hours and moved a lot of cones. They were all so well-prepared that they had no difficulty overcoming any challenges that presented themselves. Their willingness to work long hours and go

“above and beyond” speaks volumes about their commitment to the City, the department, IPMBA, and excellence. The team – and they truly functioned as a team – are to be commended for the manner in which they planned and implemented the event.

We also appreciate the participation of the Asheville Fire Department, which provided support personnel in the Bike Check and other venues. Battalion Chief Jeremy Knighton contributed his expertise in developing ICS-based daily Incident Action Plans that clearly defined who and what was needed, when and where, while Jeremy Edmonds served as resources liaison. The Fire Department also allowed unfettered access to their portion of



*(Continued on page 6)*



# 2016 CONFERENCE



Photo by Maureen Becker

*(Continued from page 5)*

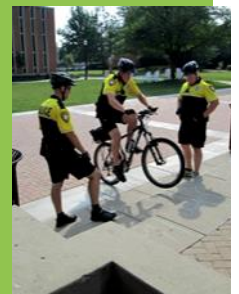
the Woodfin Training Center for the Bicycle Response Team Training scenarios. The various structures provided a realistic training environment for such tactics as crowd movement and target hardening, and attendees will not soon forget the drama of the flaming car. Finally, they brought out the ladder truck for the traditional group photo.

IPMBA thanks John-Michael Keyes of The “I Love U Guys” Foundation for not only serving as keynote speaker, but also for presenting two sessions of “Carpe Audience”. John-Michael’s ability to bring humor into and good out of a tragic event serves as an inspiration to us all.

Finally, we thank everyone who attended and everyone who instructed. It is often necessary to overcome obstacles such as staffing shortages, budget constraints, and travel restrictions in order to participate. We appreciate the priority you place on IPMBA’s training programs and are confident that the experience exceeded your expectations.

IPMBA is going back to Ohio for the 27<sup>th</sup> Annual IPMBA Conference, June 5-9, 2017, in Delaware, Ohio. We look forward to welcoming you there!

## The 27<sup>th</sup> Annual IPMBA Conference June 5-9, 2017 ~ Delaware, Ohio





# 2016 CONFERENCE

## Instructors and Guest Instructors

The annual IPMBA Conference owes its reputation as the premier training event for public safety cyclists to the talented and experienced instructors who graciously volunteer their time and expertise to the benefit of conference attendees. IPMBA is grateful to these instructors and presenters for ensuring a high-quality training event and for supplying attendees with additional tools to do their jobs safely and effectively.

### Certified IPMBA Instructors

**Alan Beadle**, Sylvania Police Division, Sylvania OH  
**Ed Brown**, Orange County Fire and Rescue (Ret.)/Osceola County Sheriff's Office (Ret.)  
**David Dager**, Univ. of Pennsylvania Police, Philadelphia PA  
**Doug Dillon**, Houston Police, Houston TX  
**Dwight Edwards**, Cabell County EMS, Huntington WV  
**James Englert**, Arapahoe County Sheriff's Office, Centennial CO  
**Adam Gaby**, Five Rivers MetroParks Police, Dayton OH  
**Daniel Ganzel**, Palm Beach County Sheriff's Office, West Palm Beach FL  
**Troy Gielish**, Irvine Police, Irvine CA  
**John Gillespie**, Chester County Emergency Services, Coatesville PA  
**Brian Gillman**, Cypress Creek EMS, Spring TX  
**Artie Gonzales**, Topeka Police (Ret.), Topeka KS  
**Tom Harris**, East Baton Rouge EMS, Baton Rouge LA  
**Mike Harris**, Mill Creek Police, Mill Creek WA  
**Robert Hatcher**, Delaware Police, Delaware OH  
**Bernard Hogancamp**, Homewood Police (Ret.), Homewood IL  
**Mike Hudspeth**, Guilford County EMS, Greensboro NC  
**George Andrew Humes**, College Station Police, College Station TX  
**Mohamed Ibrahim**, Metropolitan Police, Washington DC  
**Brett Iverson**, Colorado Springs Police, Colorado Springs CO

**Bruce Jackson**, George Mason University Police, Fairfax VA  
**Matthew Karnowski**, Saint Louis Metropolitan Police, Saint Louis MO  
**Craig Lepkowski**, Lake Forest Police, Lake Forest IL  
**Ian MacAyeal**, Aspen Police, Aspen CO  
**Erik Merlin**, New York State Univ. Police at Cortland, Cortland NY  
**David Millican**, Denton Police, Denton TX  
**Wren Nealy**, Cypress Creek EMS/Waller County Sheriff's Office, Spring TX  
**Ranceford Okada**, Westminster Police (Ret.), Westminster CO  
**Gregory Parsons**, Leesburg Police, Leesburg VA  
**Michael Pitman**, Carmel Police, Carmel IN  
**Murray Prust**, Saint Paul Police, Saint Paul MN  
**Trent Roach**, Five Rivers MetroParks Police, Dayton OH  
**Bobby Sellers**, Cypress Creek EMS/Montgomery County Pct. 3 Constable's Office, Spring TX  
**Gary Strang**, London Police Service, London ON  
**Jeff Taylor**, Cypress Creek EMS/Waller County Precinct 1 Constable, Spring TX  
**Gerrit Terhune**, Richmond Ambulance Authority, Richmond VA  
**Mitch Trujillo**, Boulder Police, Boulder CO  
**Michael Wear**, Metropolitan Police DC, Washington DC  
**Clinton Webb**, Denton Police, Denton TX  
**Marc Zingarelli**, Circleville Fire Department, Circleville OH

### Guest Instructors

**Jill Biediger**, Mission Hospitals Sports Medicine, Asheville NC  
**Gail Boxrud**, Krav Maga Minneapolis, Minneapolis MN  
**Keri Caffrey**, American Bicycling Education Association, Inc., Orlando FL  
**Taft Draper**, Mission Hospitals Sports Medicine, Asheville NC  
**Derrick Maready**, Bike Cycles, Wilmington NC

**Thomas Minton**, Mission Hospitals Sports Medicine, Asheville NC  
**Dante Pastrano**, Krav Maga Minneapolis, Minneapolis MN  
**Mary Pust**, Mission Hospitals Sports Medicine, Asheville NC  
**Jason Roach**, Richmond Ambulance Authority, Richmond VA  
**Tim Schurr**, REI, Ashland OR  
**Mighk Wilson**, American Bicycling Education Association, Inc., Orlando FL



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# 2016 CONFERENCE

Photo by Bob Hatcher



17.

Photo by Maureen Becker



1.

Photo by Carrie Gibbons



2.

*Clockwise from above photo:* 1. Bicycle Response Team Escort; 2. IPMBA 2016 “Mascot” Brody Gibbons; 3. Krav Maga Weapon Retention Training — Dante Pastrano and Trent Roach; 4. Bicycle Response Team Encirclement Scenario; 5. Asheville Police Department Bike Fleet; 6. Mitch’s Group (Instructor Course); 7. Stephen Strickler’s “Hook”?; 8. Creative Writing Exercise?; 9. Bike-Specific Firearms Training; 10. Aspiring EMSCIs; 11. Evan’s Office: Pre-Conference; 12. Thank You Note; 13. Flavors of New Belgium; 14. Evan Coward and Command Staff Lead the Parade; 15. Lesson One: “This is a Cone.” 16. Colonel Rance Leads the Instructor Course; 17. PESC II Red “Diapered” Man

Photo courtesy Rance Okada



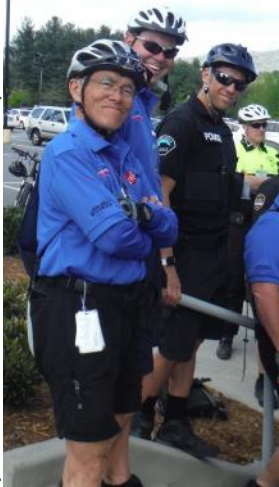
15.

Photo by Evan Coward



11.

Photo courtesy Rance Okada



16.

Photo by Maureen Becker



14.



Maureen, Bernie, Craig, Mr. Artie, Tom, Wren, and James,

Three years ago Rob started talking about joining the bike team for Scottsdale Fire. I had no idea joining the bike team, and then joining IPMBA would bring the kindest, most giving bunch of people into our lives! As a family we have participated in the last two conferences, and at both we have been treated like family. There will never be enough words of thanks to accurately express our gratitude!

Thank you so very much for all you do!

Rob, Carrie & Brody Gibbons

12.

13.





# 2016 CONFERENCE

Photo by Gail Boxrud



3.

Photo by Maureen Becker



4.

Photo by Maureen Becker



10.

Photo by Maureen Becker



5.

Photo by Maureen Becker



9.

Photo courtesy Rance Okada



6.

**Describe How Accident Occurred:**

Injured Person Stated: "I WAS THERE, LOOKING DOWN INTO THE BELLY OF THE BEAST, CLIPPED MY HANDLEBAR ON A FOUEN TREE, AND ~~FA~~ FELL, SEEING MY LIFE FLY BY IN FRONT OF MY EYES. I LET OUT A BLOOD-CURDLING SCREAM, COATHERED MYSELF UP, AND FOUGHT BACK THE NECOMANCER, SENDNG IT BACK TO THE DEPTHS OF HELL."  
 Witness Observed: \_\_\_\_\_  
 (WITNESSES SAW SAME)

8.



7.

9.



# 2016 CONFERENCE

## Competition 2016: "The Hills"

by Mike Harris, PCI #1159  
Mill Creek (WA) Police Department (Retired)  
IPMBA Treasurer

The City of Asheville, North Carolina, located in the Blue Ridge Mountains at the confluence of the Swannanoa and French Broad Rivers was the location of the 26<sup>th</sup> Annual IPMBA Conference. The IPMBA Competition was held at the conference site, the Crowne Plaza Asheville Resort, home to Kolo Bike Park. Kolo, a purpose-built mountain bike park, would play a prominent role in challenging the competitors.

The traditional bike parade was led by **Chief Tammy Hooper** and **Sergeants Lisa Taube** and **Evan Coward**, followed closely by the command staff members and, despite the specter of the hills, many conference participants. Upon returning, the riders assembled for the photo-from-the-fire-bucket. Photo finished, the competition excitement ramped up. The brainchild of Lisa Taube, one of the goals of this year's competition team was to design a course that would challenge the most experienced riders yet not intimidate everyone else. As a result, nearly 50% of registered attendees participated in the event.



Aerial View of Competition Course

The competition course was launched right at the back door of the Crowne Plaza Expo Center. A straight shot along the sidewalk led to the teeter-totter, expertly spotted by Mo Ibrahim and Dante Pastrano. A ninety-degree right turn followed by a quick left carried the competitors past the spectators present for Kolo Bike Park's bike demo day featuring Kona and Rocky Mountain Bikes. They wowed the crowd with their ability to ascend pallets to a raised bridge and descend the stairs on the other end. Some competitors could not resist the urge to go airborne instead, but they paid the price by having to repeat the obstacle.

After passing the demo tents, riders entered the Kolo Bike Park pump track, flowing over and through the dirt bumps, berms, and curves. They exited the pump track into a sprint down a grassy slope and under (hopefully) the waiting limbo bar – always a fun one to watch!

Next up: a three-humped wooden pump track that launched the riders onto a dirt trail that wound its way through the woods and down a hill.

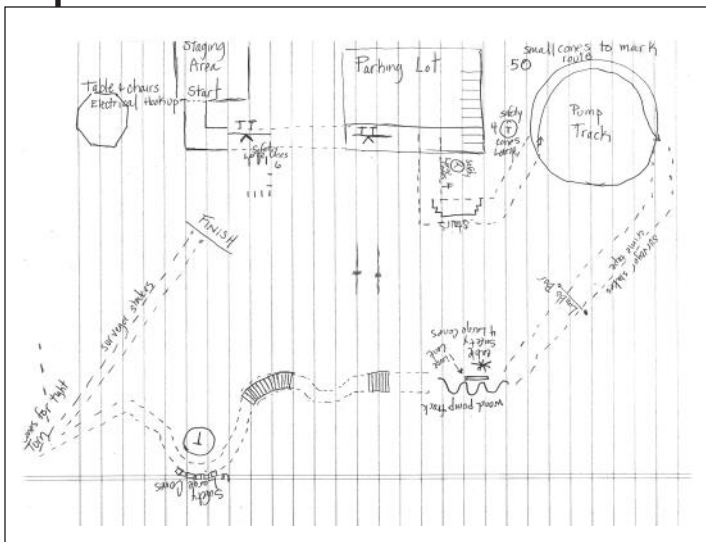
Did we mention "The Hills"? Conference attendees quickly discovered that Asheville is NOT flat; you are always either going down, or as it seemed to most, up a hill. The end of the competition was no different as the devilish course designer

had the riders sprint up a hill, on which there were many missed shifts, broken chains, and "hike-a-bikes" to the finish line. Not many competition riders or spectators will soon forget the ending of this year's competition.



Dante and Mo

Every year the obstacle course is a fun but competitive event between individual and teams, and this year was no different. For the second year in a row, the overall winner was **Jacob Coyle**, Castle Rock (CO) Police Department, age 33, with the winning time of 1:18.53. This achievement was all the more impressive given the severe leg fracture Jake suffered late last year. In second place was **Preston Pierce**, Chandler (AZ) Police Department, age 39, 1:24.35. Third place was claimed by **Braulio Jerez**, Aspen (CO) Police Department, age 36, 1:26:93.



Genius at work (Lisa Taube, mastermind)

(Continued on page 11)



# 2016 CONFERENCE

Photo by Maureen Becker



Deanna Flaughner, Five Rivers MetroParks Police

*(Continued from page 10)*

Rounding out the top five were **Matt Karnowski**, Saint Louis Metro (MO) Police Department, age 36, at 1:27.39, and **Kurt Colson**, Montgomery County (MD) Police, age 33, coming in at 1:33.49 – on a **Borealis** fat bike, no less! Finally, our fearless leader, Asheville’s own **Evan Coward**, age 34, clocked in at 1:34.26. It looks like the “thirty-somethings” are the ones to watch!

Photo by Carrie Gibbons



Jacob Coyle, Castle Rock Police, en route to victory

In the remaining age categories, **Kyle Hallett**, DuPage County Forest Preserve (IL) Police Department, topped the Male under 30 Category at 1:41.50,

followed by **Steven Ray**, Cypress Creek (TX) EMS, with 1:43.61.

Competition was tight for Males 40-49, with **Mike Hudspeth**, Guilford County (NC) EMS (1:39.14), just barely edging out **George Martinez**, 1:39.54, and **Skylar Baldock**, 1:39.85, both of

Sacramento (CA) Police Department.

Trading places from 2015 in the Male 50+ category were **Eddy Croissant**, Tampa (FL) Police Department at 1:41.09, and **Mitch Trujillo**, Boulder (CO) Police Department, with 1:45.41. Coming in third was **Dave Dager**, University of Pennsylvania (PA) Police Department, 1:46.75.

The lone female public safety rider was **Deanna Flaughner**, representing Five Rivers MetroParks (OH) Police Department, with a winning time of 2:01.71.

The Team category was as competitive as ever with each team trying to one-up the others. It was made even more interesting by the fact that some riders were not even aware they were on a team! The first place team, with a combined time of 1:30.42, was **Team Mountain Desert Rats**, comprising **Preston Pierce** and **Joshua Logan**, Chandler (AZ) Police Department, **Braulio Jerez** of Aspen (CO) Police Department, and **Evan Coward** of Asheville (NC) Police Department.

In second place, with a time of 1:47.72, was mystery **Team Mish-Mash**. **Eddy Croissant** (Tampa FL Police Department), **Kyle Hallett** (DuPage County Forest Preserve IL Police), **Alan Beadle** (Sylvania OH Police), and

**Tristen Lopez** (College Station TX Police), were pleasantly surprised to earn team honors.

In third place, with a time of 1:47.86, was **Team Crick Patrol and Band-Aid Crew** – **Mike Hudspeth** (Guilford County NC EMS) with **Adam Gaby**, **Deanna Flaughner**, and **Trent Roach** (Five Rivers OH MetroParks Police). Amazingly, the time difference between second and third was only .14 of a second!

The Open Category offers non-public safety conference attendees (e.g., exhibitors, guest instructors, volunteers) the opportunity to participate. Guest instructor **Derrick Maready** of Bike Cycles in Wilmington NC, Mad March Racing, and IMBA, put up the winning time of 1:34.51, despite being foiled by the final hill. Volcanic Bicycles founder, owner, and lead bike-builder, **Eric Kackley**, finished second in 2:05.86, followed closely by **Mark Eumurian** of Patrol Bike Systems (2:08.49), whose last competition was circa 1995.

The Awards Ceremony was graciously hosted by the brand-new **New Belgium**

Photo by Maureen Becker



Steven Ray, Cypress Creek EMS

**Brewing Company’s East Coast Brewery**. Trolley-style buses shuttled attendees to the riverside tasting room for its inaugural event – it would open to the public just three days later, on Monday, May 2.

*(Continued on page 12)*



# 2016 CONFERENCE

(Continued from page 11)

Everyone savored the many flavors on tap and noshed on **Moe's BBQ**. We are grateful to both New Belgium and Moe's for their support.

In addition to awarding competition medals, IPMBA President Bernie Hogancamp presented two Exemplary Service awards. The first was presented to IPMBA founding member **Kirby Beck** on the occasion of retiring his "T" after teaching 38 Instructor and PCIDs (Police Cyclist Instructor Development) Courses – more than 1000 new instructors.

IPMBA Education Director **Michael Wear** was recognized for his leadership, tireless efforts, uncounted hours, blood, sweat, and yes, tears in the quest to ensure the IPMBA BRT sets the gold standard in Bicycle Response Team Training.

Also thanked for their contributions to IPMBA were founding members **Allan Howard** and **Gary McLaughlin**, as well as former Education Director and Instructor-Trainer, **Al Simpson**.

**Warren Porter** of Howard County (MD) Fire Department was the lucky winner of the Glock .43 donated by **On Target Indoor Range and Gun Shop**; **Vincent Contreras**, San Antonio (TX) Park Police rode off on the **Safariland** patrol bike (so to speak); and **Eddy Croissant** of Tampa ensured he will be a return contender when he won the complimentary 2017 IPMBA Conference registration.

Finally, the members of the **Asheville Police Department IPMBA Command Staff** received a resounding, well-deserved round of applause.

Congratulations to all the riders who participated in the competition this year. We look forward to the 27<sup>th</sup> Annual IPMBA Conference, June 5-9, 2017, in Delaware, Ohio.

Photo by Cairne Gibbons



Joshua Logan, Chandler Police

Photo by Maureen Becher



Juan Rodriguez, Cypress Creek EMS

## Competition 2016 Results

### — Individual Competition —

#### *Female 30+*

Donna Flaughter, Five River MetroParks (OH) Police: 2:01.71

#### *Male Under 30*

Kyle Hallett, DuPage Forest Preserve (IL) Police: 1:41.50

Steven Ray, Cypress Creek (TX) EMS: 1:43.61

#### *Male 30-39*

Jacob Coyle, Castle Rock (CO) Police: 01:18.53

\*\*\*\*First Overall\*\*\*\*

Preston Pierce, Chandler (AZ) Police: 1:24.35

\*\*\*\*Second Overall\*\*\*\*

#### *Male 40-49*

Mike Hudspeth, Guilford County (NC) EMS: 1:39.14

George Martinez, Sacramento (CA) Police: 1:39.54

#### *Male 50+*

Eddy Croissant, Tampa (FL) Police: 1:41.09

Mitch Trujillo, Boulder (CO) Police: 1:45.41

### — Team Competition —

#### *Mountain Desert Rats: 6:01.67*

Preston Pierce, Chandler (AZ) Police: 1:24.35

Braulio Jerez, Aspen (CO) Police: 1:26.93

Evan Coward, Asheville (NC) Police: 1:34.26

Joshua Logan, Chandler (AZ) Police: 1:36.13

#### *Mish-Mash: 7:10.87*

Eddy Croissant, Tampa (FL) Police: 1:41.09

Kyle Hallett, DuPage County Forest Preserve (IL) Police: 1:41.50

Alan Beadle, Sylvania (OH) Police: 1:52.12

Tristan Lopez, College Station (TX) Police: 1:56.16

#### *Crick Patrol and Band-Aid Crew: 7:11.46*

Mike Hudspeth, Guilford County (NC) EMS: 1:39.14

Adam Gaby, Five Rivers MetroParks (OH) Police: 1:44.52

Trent Roach, Five Rivers MetroParks (OH) Police: 1:46.09

Deanna Flaughter, Five Rivers MetroParks (OH) Police: 2:01.71

### — Open Category —

Derrick Maready, Bike Cycles, Wilmington NC: 1:24.51

Eric Kackley, Volcanic Bicycles, North Bonneville WA: 2:05.86

Mark Eumurian, Patrol Bike Systems, Saint Paul MN: 2:08:49



# 2016 CONFERENCE

Photo by Maureen Becker



Andrew Humes, College Station Police

Photo by Carrie Gibbons



Kurt Colson, Montgomery County Police

Photo by Carrie Gibbons



Bobby Sellers, Cypress Creek EMS

Photo by Maureen Becker



Kam Cooke, Anne Arundel County Police

Photo by Carrie Gibbons



Evan Coward Herding Cats



# 2016 CONFERENCE

## Conference Exhibitors and Supporters

IPMBA thanks the exhibitors and other supporters of the 26<sup>th</sup> Annual IPMBA Conference. We appreciate those who were able to join us in the exhibit hall and those who provided sponsorships and in-kind contributions. Please support those who support you by patronizing them for ALL your public safety cycling needs!

### EXHIBITORS



#### Cera Products

Buddy DuToit  
Telephone: 706-221-1542

Email: [bdutoit@ceraproducts.us](mailto:bdutoit@ceraproducts.us)  
Website: [www.ceraproductsinc.com](http://www.ceraproductsinc.com)  
Product/Service: CeraSport is a rice-based oral hydration product with no added simple sugars.



#### Cygolite

Steven Hamasaki  
Telephone: 949-297-4972

Email: [patrol@cygolite.com](mailto:patrol@cygolite.com)  
Website: [www.cygolite.com](http://www.cygolite.com)  
Product/Service: Bicycle lighting systems



#### ISM Saddles

Laura Toll  
Telephone: 813-909-1441

Email: [laura@ismseat.com](mailto:laura@ismseat.com)  
Website: [www.ismseat.com](http://www.ismseat.com)  
Product/Service: ISM Saddles are the most comfortable bike seats in the world.



#### MOCEAN

Bill Levitt  
Telephone: 949-646-1701

Email: [moccanbl@aol.com](mailto:moccanbl@aol.com)  
Website: [www.moccan.net](http://www.moccan.net)  
Product/Service: Technical Law Enforcement and Bike Patrol Uniforms



#### Police Bike Store

Michael Espejo  
Telephone: 973-366-5868

Email: [info@policebikestore.com](mailto:info@policebikestore.com)  
Website: [www.policebikestore.com](http://www.policebikestore.com)  
Product/Service: Fuji Code 3-XT Police Bike, C3Sports MaxPatrol-600 light system; accessories; show specials.



#### Sound Uniform Group

Sally Swanson  
Telephone: 253-625-7420

Email: [sally@bratwear.com](mailto:sally@bratwear.com)  
Website: [www.bratwear.com/](http://www.bratwear.com/)  
[www.olyuniforms.com](http://www.olyuniforms.com)  
Product/Service: BRATWEAR and Olympic Uniforms: the two premier uniform manufacturers. Proudly made in America.



#### The Safariland Group

Sean Lackey  
Telephone: 800-347-1765

Email: [sean.lackey@safariland.com](mailto:sean.lackey@safariland.com)  
Website: [www.safariland.com](http://www.safariland.com)  
Product/Service: Law enforcement bicycles, duty gear, and bicycle accessories.



#### Volcanic Bicycles

Eric Kackley  
Telephone: 509-427-8623

Email: [info@volcanicbikes.com](mailto:info@volcanicbikes.com)  
Website: [www.volcanicbikes.com](http://www.volcanicbikes.com)  
Product/Service: Hand Built, Made in the USA Patrol Bikes with Lifetime Frame Warranty. Component options, riding gear, accessories, parts & tools.

#### 4Bike-Police

Mark Leonard  
Telephone: 501-517-5338  
Email: [LCGInc@sbcglobal.net](mailto:LCGInc@sbcglobal.net)  
Website: [www.4bike-police.com](http://www.4bike-police.com)

Product/Service: Bikes, accessories, and duty gear

#### Bar Mitts

Ward Graham  
Telephone: 775-622-8048  
Email: [barmitts@charter.net](mailto:barmitts@charter.net)  
Website: [www.barmitts.com](http://www.barmitts.com)

Product/Service: Neoprene bicycle handlebar mitts designed for various handlebar set-ups.

#### Bellwether Technical Apparel

Timothy Coppock  
Telephone: 310-884-7756  
Email: [tcoppock@profile-design.com](mailto:tcoppock@profile-design.com)  
Website: [www.bellwetherclothing.com](http://www.bellwetherclothing.com)  
Product/Service: Since 1973, Bellwether has developed technical cycling apparel for serious cycling enthusiasts.

#### Borealis Fat Bikes

Steve Kaczmarek  
Telephone: 719-502-7952  
Email: [steve@fatbike.com](mailto:steve@fatbike.com)  
Website: [www.fatbike.com](http://www.fatbike.com)  
Product/Service: Police Fat Bikes

#### Codaxus, LLC

Christopher Stanton  
Telephone: 512-576-3812  
Email: [sales@codaxus.com](mailto:sales@codaxus.com)  
Website: <http://codaxus.com>  
Product/Service: C3FT: a device for education and enhanced enforcement activities related to Vulnerable User laws

#### CopCycles, LLC

Steven Scott  
Telephone: 704-246-7476  
Email: [copcyclesdesign@gmail.com](mailto:copcyclesdesign@gmail.com)  
Website: [www.copcycles.com](http://www.copcycles.com)  
Product/Service: Committed to maximizing the effectiveness and safety of the Bicycle Patrolman by integrating cutting-edge audio, visual, communications and tracking technologies while maintaining the stealth and mobility of this most effective Law Enforcement Officer.

#### EmergencyStuff.com

Joe Jordan  
Telephone: 800-367-0382  
Email: [joe@emsbooks.com](mailto:joe@emsbooks.com)  
Website: [www.emergencystuff.com/IPMBA](http://www.emergencystuff.com/IPMBA)  
Product/Service: IPMBA Merchandise and other public safety logo merchandise

#### Kryptonite

Daryl Slater  
Telephone: 781-232-1294  
Email: [daryl.slater@allegion.com](mailto:daryl.slater@allegion.com)  
Website: [www.kryptonitelocks.com](http://www.kryptonitelocks.com)  
Product/Service: Kryptonite, an Allegion brand, produces high-quality chains, cables, u-locks and flexible security systems.

#### National Association of School Resource Officers

Kerri Williamson  
Telephone: 888-316-2776  
Email: [kerri.williamson@nasro.org](mailto:kerri.williamson@nasro.org)  
Website: [www.nasro.org](http://www.nasro.org)  
Product/Service: NASRO is dedicated to providing the highest quality of training to school-based law enforcement officers in order to promote safer schools and safer kids.

#### NiteRider Technical Lighting

Robin Jacoway  
Telephone: 858-268-9316  
Email: [robin@niterider.com](mailto:robin@niterider.com)  
Website: [www.niterider.com](http://www.niterider.com)  
Product/Service: Digital Patrol with siren and remote switch

#### Patrol Bike Systems

Mark Eumurian  
Telephone: 651-773-8763  
Email: [mark@patrolbike.com](mailto:mark@patrolbike.com)  
Website: [www.patrolbike.com](http://www.patrolbike.com)  
Product/Service: Law enforcement cycling equipment and clothing

#### Popticals

Rick Jones  
Telephone: 636-556-0653  
Email: [rjohns4@nc.rr.com](mailto:rjohns4@nc.rr.com)  
Website: [www.popticals.com](http://www.popticals.com)  
Product/Service: Popticals are premium sports sunglasses that extend from a small size for portability and performance.

#### Rapid Response Team eBikes

Adam Rand  
Telephone: 978-910-0008  
Email: [arand@evantagebikes.com](mailto:arand@evantagebikes.com)  
Website: [www.rrtebikes.com](http://www.rrtebikes.com)  
Product/Service: RRT Electric Patrol Bikes are currently being used by more than 27 departments in the northeastern U.S.



# 2016 CONFERENCE

## SCS Racks

Neil Johnson  
Telephone: 509-464-8715  
Email: neil@scsrack.com  
Website: www.scsrack.com  
Product/Service: The SCS Magnum is an all-aluminum, anti-theft, heavy load bike carrier for cars, SUV's and trucks.

## Tact Squad/United Uniform

Zackary Rieger  
Telephone: 800-858-6755  
Email: zack@amwearintl.com  
Website: www.amwearintl.com  
Product/Service: Bike patrol gear for law enforcement officials

## VIRTUAL BOOTHS



### iForce Patrol Bikes

Skip Jones  
Telephone: 724-431-2335  
Email: sjones@ibistek.com  
Product/Service: iFORCE Patrol Bikes and Universal Vehicle-Grade Light/Siren Systems

## SUPPORTERS



### EMS World

Website: www.emsworld.com  
Product/Service: Leading EMS Magazine, Website, and Expo



### R & B Fabrications

Website: www.rbfab.com  
Product/Service: Panniers & Safety Vests

### Bell Helmets

Website: www.bellhelmets.com  
Product/Service: Bell Helmets

### Bern Unlimited

Website: www.bernunlimited.com  
Product/Service: Helmets, including lighted helmets

### Boundtree Medical

Website: www.boundtree.com  
Product/Service: Medical Supply

### Cane Creek Cycling Components

Website: www.canecreek.com  
Product/Service: Suspension Seatposts

### Chamois Butt'r

Website: www.chamoisbuttr.com  
Product/Service: Chamois Butt'r

### Cycle Siren

Website: www.cyclesiren.com  
Product/Service: Light & Siren System

### Dick Kramer Studios

Website: www.dickkramer.com  
Product/Service: Military and Law Enforcement Prints

### Dirt Rag/Bicycle Times

Website: www.dirtragemag.com/  
www.bicycletimes.com  
Product/Service: Dirt Rag and Bicycle Times

## Dual Eyewear

Website: www.dualeyewear.com  
Product/Service: Eyewear

## Explore Asheville

Website: www.exploreasheville.com  
Product/Service: Destination Marketing for Asheville

## First CycleWorks

Website: www.firstcycleworks.com  
Product/Service: Full-Service Bike Shop

## Fly Pedals LLC

Website: www.FlyPedals.com  
Product/Service: Original Fly Pedals, Fly Pedals V2, Fly Pedals Foot Straps

## French Broad Chocolate Company

Website: www.frenchbroadchocolates.com  
Product/Service: Chocolate

## H&H Medical Corporation

Website: www.gohandh.com  
Product/Service: Combat Proven Casualty Care Products

## Hero Kit

Website: www.herokit.com  
Product/Service: Equipment Repair Kits

## Legacy Safety and Security

Website: www.legacysafetyandsecurity.com  
Product/Service: Body Armor

## Mirrycle Corp.

Website: www.mirrycle.com  
Product/Service: Bicycle Bells (Incredibell), Mirrors

## NuGo Nutrition

Website: www.nugonutrition.com  
Product/Service: Nutrition/Energy Bars

## Police Magazine

Website: www.policemag.com  
Product/Service: Police Magazine

## Primal Wear

Website: www.primalwear.com  
Product/Service: Cycling Wear

## ProGold Lubricants

Website: www.progoldmfr.com  
Product/Service: ProLink Chain Lube, ProGold Lubes, EPX

## Rocky Outdoor Gear

Website: www.rockyboots.com  
Product/Service: Footwear

## Rudy Project USA

Website: www.e-rudy.com  
Product/Service: Helmets, Sunglasses

## Serfas

Website: www.serfas.com  
Product/Service: Saddles, Shoes, Optics, Lights, Tires, Pumps, Accessories

## SouthComm Law Enforcement Group

Website: www.officer.com  
Product/Service: Law Enforcement Product News, Law Enforcement Technology

## Street Crimes Seminars

Website: www.streetcrimes.com  
Product/Service: Street Crimes Seminar

## Swagman

Website: www.swagman.net  
Product/Service: Bicycle Racks

## Tifosi Optics

Website: www.tifosioptics.com  
Product/Service: Eyewear

## Tiger Eye

Website: www.teamtigereye.com  
Product/Service: Bike Mirrors

## TOGS

Website: www.togs.com  
Product/Service: TOGS: Thumb-Over-Grip System

## Whistles for Life

Website: www.whistlesforlife.com  
Product/Service: Safety Whistles

## Zensah

Website: www.zensah.com  
Product/Service: Compression Garments

## CONTRIBUTING MEMBERS

Tim Cisler                      Dave Dager  
Mike Harris                    Rance Okada  
Gary Strang                    Michael Wear

## LOCAL SUPPORTERS

AB-Tech  
Abbott Construction  
Asheville Buncombe Regional Sports Commission  
Asheville Downtown Association  
Asheville Fire Department  
Asheville on Bikes  
Asheville Parks & Recreation  
Biltmore Farms  
Catawba Brewing  
Chestnut Restaurant  
Explore Asheville  
French Broad Chocolate Lounge  
Gallery MIA  
Grove Arcade  
Highland Brewing  
Kolo Bike Park  
Lowe's Airport Road  
Moe's BBQ  
New Belgium Brewing  
North Carolina FOP Lodge #1  
On Target Indoor Shooting Range and Gun Shop  
Oskar Blues Brewing  
Plasticard Locktech International  
Sam's Club  
Strada  
Target (River Hills and McKenna Road)  
The Hop  
White Duck Taco  
Wells Fargo  
Wicked Weed Brewery



# 2016 CONFERENCE

## “Reunion” 2016



Welcome to the Reunion!

Perched on a hillside on the edge of town, the Crowne Plaza Asheville Resort was extraordinarily well-suited to the IPMBA Conference. One of the reasons was the Expo Center. This 17,000 square foot structure was large enough to house the Command Post, the bike check, registration, lunches, AND the exhibit hall! Such an opportunity is rare outside of massive convention centers whose fees are far beyond the budget of organizations like IPMBA. It quickly became a hub of activity, particularly when the exhibit hall was open for business.

Providing a venue that encourages personal interaction between public safety cyclists and those companies they do business with is important to IPMBA. Even though many business transactions take place over the internet, often with little or no human contact, the importance of relationship-building has not diminished. In fact, one could argue that it is increasingly important, and those companies which do not invest in it find themselves losing market share to those which do.

One needs only walk through the exhibit hall for evidence of the role IPMBA plays in facilitating relationships. Exhibitors greet their customers by their first names and with hugs and handshakes, and the scene is at times more reminiscent of a family reunion than a marketplace.

The patriarchs and matriarchs are the ones who can be counted on to attend most – if

not all – family gatherings. Companies like **Sound Uniform Group (Bratwear/Olympic)**, **MOCEAN**, **Patrol Bike Systems**, and **Volcanic Bicycles**, which have attended for a decade or more fit into this category. **MOCEAN** outfitted the conference instructors in royal blue shirts, a tribute of sorts to the Carolina Panthers’ trip to the 2016 SuperBowl, and also sponsored the exhibit hall reception fare on Wednesday night. **Bratwear/Olympic** kept up the tradition of providing distinctive shirts to the Command Staff, adding kegs of Carolina-brewed Catawba beer and live music by Melody Cox during the reception. **Volcanic Bicycles** supplied flag-themed lanyards to highlight their “hand built, Made in the USA Patrol Bikes” and provided hours of on-site mechanical support.

When someone brings a date to a reunion, it is tough to tell whether or not they will stand the test of time – and survive the family dynamics. After a year or two, however, they are well-integrated into the fold. Into this category fall **Police Bike Store**, sponsor of *PESC* and *IC Night Operations* and handy pen-highlighter-stylus combos for the welcome bags; **The Safariland Group**, which donated a Safariland-Kona Patrol Bike as a raffle prize; *Nightlife District Operations and Tactics* workshop sponsor **Cygolite**; innovative saddle maker **ISM Saddles**; and cold-weather necessity **Bar Mitts**.

Sometimes family members are absent for a year or two or even more, but they are always welcomed back with open arms. **Cera Products** returned with their rice-based oral hydration products, which provided relief to a significant number of attendees at the 2015 IPMBA Conference in Chandler, Arizona. After missing his

first conference in almost 10 years, **4Bike-Police** was on-hand with bikes, accessories, and duty gear.

**Kryptonite** swung by to sponsor *Bike Theft: Stop it Now!* and display the latest in theft-prevention technology and education. **National Association of School Resource Officers** provided



Cera Products

support for the growing number of SROs who use bikes on duty, and **NiteRider Technical Lighting** returned to the exhibit hall with the newest model of the Digital Patrol with a siren and remote switch, as well as an array of other lighting products.



Kryptonite

IPMBA is always welcoming new members. The newest members of IPMBA’s industry family represented a variety of businesses serving the public safety sector.

**Bellwether Technical Apparel**, long-established in the recreational cycling market, displayed their new line of uniforms. Launched first at the IACP Conference, this was their first large-scale exposure to the men and women who will be wearing their products. Tim Coppock reported that they show exceeded their expectations and they had plenty of

*(Continued on page 17)*



# 2016 CONFERENCE

comments and leads to pursue. IPMBA Instructors Jake Coyle of Castle Rock and Mitch Trujillo of Boulder Police are in the midst of a wear test; results to follow!



Borealis Fat Bikes

**Borealis Fat Bikes** teamed up with IPMBA Instructor Brett Iverson of Colorado Springs Police Department to offer a workshop about fat bike operation. Intrigued by the possibilities, Kurt Colson and Michael Riley took a pair home to Montgomery County, Maryland, after Kurt checked out the performance during the competition. Hopefully a review will be forthcoming.

News of the **C3FT** device spread like wildfire throughout the cycling community last year. This invention, the product of a collaboration between **Codaxus LLC** and IPMBA Instructor Rob Simmons of Chattanooga Police, enables police officers to accurately measure the distance at which a motor vehicle passes a bicycle, enhancing officers' ability to enforce three-foot and similar passing laws.

North Carolina-based **CopCycles LLC** debuted a bicycle featuring fully-integrated audio, visual, communications, and tracking technologies designed to maximize the stealth, mobility, and



Silent Auction

effectiveness of patrol officers. Department or other logos can be added to the frame and/or the rack.

IPMBA's merchandise supplier, **EmergencyStuff.com**, was on-hand with IPMBA Conference coins, hitch covers, coffee mugs, and other IPMBA logo merchandise.

Representing the category of protective eyewear was **Popticals**, glasses that offer wrap-around eye protection but fit into a pocket, a handy feature for those who often need to remove their sunglasses but don't want to risk losing them.



Rapid Response Team E-Bikes

Designed and engineered specifically for public safety use, **Rapid Response Team Electric Patrol Bikes** have been put into service by almost 30 departments in the North East and are available in various models, including a fat bike version.



SCS Racks

**SCS Racks** introduced IPMBA to the SCS Magnum, an all-aluminum, anti-theft, heavy load bike carrier for cars, SUV's, and trucks. This hand-built, made-in-the-USA bike rack looks like it will stand up to what Bob Hatcher of Delaware Police once described as "exuberant" driving – who wants to volunteer to take one to the driver training track and report back?

Support for IPMBA extends beyond the exhibit hall. **iFORCE Patrol Bikes** had a virtual presence and contributed a WTB wheelset for the auction.



IPMBA Merchandise

The welcome bags were chock-full of fun stuff – flash drives from **R&B Fabrications**, custom IPMBA 2016 Whistles for Life, **CeraSport** supplements, **Police Bike Store** pens, **NuGo** Nutrition Bars, **Mirrycle** bicycle bells, **Chamois Butt'r**, **ProGold** lubes, **Dirt Rag**, **Bicycle Times**, **EMS World**,



Bar Mitts

**Police Magazine**, **LEPN**, and **Law Enforcement Technology**. **ProGold** also provided supplies for the maintenance courses and firearms workshops.

The Product Showcase Silent Auction is an important source of funding during the conference, and this year, our contributors helped us raise \$5000 for the cause. IPMBA thanks the following companies and individuals for their generosity: **Bar Mitts**, **Bell Helmets**, **Bellwether**, **Bern Unlimited**, **BoundTree Medical**, **Bratwear**, **Cane Creek**, **Cera Products**, **Chamois Butt'r**, **Tim Cisler**, **Cycle Siren**, **Cygolite**, **Dave Dager**, **Dual Eyewear**, **Duro Tires**, **EpicID**, **First Cycleworks**, **H&H Medical Supply**, **Mike Harris**, **Hero Kit**, **iFORCE**, **ISM**, **Kramer Studios**, **Kroesen's Uniforms**, **Kryptonite**, **Legacy Safety & Security**, **NiteRider**, **Rance Okada**, **Olympic Uniform**, **Patrol Bike Systems**, **Police Bike Store**, **ProGold**, **R&B Fabrications**, **Rocky Boots**, **Rudy Project USA**, **SCS Racks**, **Serfas**, **Gary Strang**, **Street Crimes Seminars**, **Swagman**, **Tifosi**, **Tiger Eye**, **TOGS**, **Mike Wear**, and **Zensah**.

All Photos by Carrie Gibbons



# 2016 CONFERENCE

## Congratulations, New Instructors!



Photo courtesy Rance Okada

**Adam Baldrige**, Barnes Jewish Hospital Public Safety, Saint Louis MO; **Brad Bankston**, Parker PD, Parker CO; **Brandon Barnes**, Philadelphia Prison System, Philadelphia PA; **Ervin Begay**, Navajo Nation EMS, Window Rock AZ; **Leonard Begay**, Navajo Nation EMS, Window Rock AZ; **David W. Brown**, Escambia County Sheriff's Office, Pensacola FL; **Ryan Brown**, Medical University of SC Dept. of Public Safety, Charleston SC; **Craig Browne**, London Police Service, London ON; **Brent Clark**, Vanderbilt University PD, Nashville TN; **Vincent Contreras**, San Antonio Park Police, San Antonio TX; **Jacob Coyle**, Castle Rock PD, Castle Rock CO; **Brian Damon**, Milwaukee PD, Milwaukee WI; **Adam Duke**, Saint Louis Metropolitan PD, Saint Louis MO; **Joseph R. DuPre**, University of SC Division of Law Enforcement & Safety, Columbia SC; **Michael Elliott**, Bowling Green PD, Bowling Green KY; **Joseph W. Flach**, San Antonio Park Police, San Antonio TX; **Thomas Forrest**, Greenville PD, Greenville NC; **Robert Glady**, Tallahassee PD, Tallahassee FL; **Geoffrey Gleitz**, Bowling Green PD, Bowling Green KY; **Christopher Gunter**, Roanoke County PD, Roanoke VA; **Michael Guzman**, El Paso Community College PD, El Paso TX; **Randy Hammontree**, Hualapai Nation PD, Peach Springs AZ; **Nicholas Harbaugh**, Saint Louis Metropolitan PD, Saint Louis MO; **David Heiselman**, Hualapai Nation PD, Peach Springs AZ; **Jeremy Holroyd**, Howard County PD, Ellicott City MD; **Ben Howard**, Beaverton PD, Beaverton OR; **Jason Hunt**, Kane Public Safety, Raleigh NC; **Braulio Jerez**, Aspen PD, Aspen CO; **Robert Jones**, Easton PD, Easton PA; **Zachary Kessler**, George Mason University PD, Fairfax VA; **Joseph Knight**, Duck PD, Duck NC; **Stephen J. LaPrade**, Henrico County PD, Henrico VA; **Justin Robert Lehman**, Manassas City PD, Manassas VA; **Gerald Lyons**, Oxford PD, Oxford AL; **George Martinez**, Sacramento PD, Sacramento CA; **Sam McGovern**, Martinsburg PD, Martinsburg WV; **Jeffrey Metzger**, Louisiana State University PD, Baton Rouge LA; **Dana Wayne Mitchell**, Burlington PD, Burlington NC; **Scott Muetz**, Medical University of SC Dept. of Public Safety, Charleston SC; **Scott C. Phillips**, Henrico County PD, Henrico VA; **Warren G. Porter, III**, Howard County Fire & Rescue, Columbia MD; **Eric Reed**, Georgetown University PD, Washington DC; **Jose Rodriguez**, Philadelphia Prison System, Philadelphia PA; **Greig Samuelson**, Charleston County EMS, N. Charleston SC; **Todd Shupe**, Parker PD, Parker CO; **Derek Smith**, Metropolitan Nashville PD, Nashville TN; **Adalberto Soto**, El Paso Community College PD, El Paso TX; **Stephen Strickler**, Martinsburg PD, Martinsburg WV; **Gregory Tanner**, NSA Police Fort Meade, Fort Meade MD; **Harris Tapp**, Hattiesburg PD, Hattiesburg MS; **Jon Thompson**, DFW Airport PD, DFW Airport TX; **Byron Walters**, Jefferson County Sheriff's Office, Louisville KY; **Christopher White**, Parkersburg PD, Parkersburg WV; **Brian J. Williams**, Metropolitan Nashville PD, Nashville TN; **Justin Wood**, Burlington PD, Burlington NC; **Dustin Woolson**, Chesterfield County PD, Chesterfield VA; **James Zammillo**, Howard County PD, Ellicott City MD.

## Become an IPMBA Instructor

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

Call 410-744-2400 or email [info@ipmba.org](mailto: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:

**Omaha, Nebraska**  
August 29-September 2, 2016

**Farmington, Connecticut**  
September 19-23, 2016

**Delaware, Ohio**  
June 5-9, 2017



## Cycling Vest/Wearable Bluetooth Speakers

by Jared Williams, PCI #1214  
Tacoma (WA) Police Department  
IPMBA Industry Relations Committee

This set of wearable speakers was given to me in January 2016 for test and evaluation. The retail packaging contained the speaker vest, charging cable, and instructions.

The vest was bright neon-yellow with 3M reflective marking, definitely designed for high visibility. There were also markings on the vest for device controls. Overall the vest appears well-built and durable, but only time will tell. The electronics are removable so the vest portion can be washed.



The instructions were fairly straightforward, which made syncing my iPhone 6S a simple task. Once my phone was synced, I started playing my typical work-out playlist.

I am a bit of an audiophile, and I like to tinker around with speakers and sound equipment. I know and appreciate good sound quality when I hear it. Once the music started playing, it was about what I expected – good enough to know what song is playing, but far short of high-quality sound. If you've ever used any sort of speakers or blue-tooth device that utilizes 1" full-range speakers, this is on par with many of those devices. I did find the alignment and use of the speakers interesting, however. The

speakers face forward and sat right at my collar bones on either side. This created a stereo effect as the sound was directed towards my ears. Since the speakers were in contact with my body, there was an added effect of "feeling" the sound. The speakers were able to get plenty loud if I wanted them to, but too much volume quickly distorted the music. After finding a comfortable listening volume, the sound quality was acceptable for this device's intentions.

I conducted a series of tests to evaluate overall quality, sound quality, ease of use, and battery life. I tested this system while biking, running, and doing some yard work.

I worked for several hours in my backyard while wearing the vest, with my phone in my front pants pocket. The sound cut out for a few seconds on numerous occasions as I worked, seeming to lose sync with my phone. This typically happened when I bent over or squatted down. After this happened a few times, I checked to make sure I wasn't accidentally pushing buttons on my phone. It appeared to be connectivity interruptions with the phone, even though it was only a foot or two away from the device. After 3-4 hours of playing music, the battery was still charged and didn't show signs of dying.

This device had a couple of advantages for the yard test – I could play it at a comfortable level and still hear people talking to me, which I wouldn't be able to do with headphones. I also didn't have to have a boom-box blaring for everyone else in the neighborhood to hear while I worked.

Next was my running test. I run a mix of rural roads and both paved and dirt trails. Normally I like to wear headphones while I run so I don't

bother other people. The biggest disadvantage to this is not being able to hear approaching vehicles, cyclists, or faster runners behind me. The device performed well while running, and I found it to be advantageous to use over a set of headphones since I could hear approaching vehicles as I ran.

The last test was the riding test. There is a bit of debate over listening to music while cycling. Some riders like to wear headphones while they ride. The disadvantage of this is the rider can really zone out and not pay full attention to their surroundings or hear other trail users approaching. Road riders may not hear cars approaching if they are wearing headphones.

I personally have never worn headphones while riding or had any other means of listening to music. Being able to hear things on the trail is important while I ride, so I was hesitant to even test this device. The device performed similarly to when I worked in the yard, with occasional cutting out and syncing issues. Even though I could hear other trail users approaching, I still prefer the sound of nature and my bike over listening to music. Perhaps as a bike commuter, one would be more apt to use this device on a regular basis.

This device is certainly not something I would ever consider wearing on duty. However, as an off-duty workout accessory, it works as advertised. If you prefer better sound quality, stick with a good set of headphones.

Elecware offers other products, including a similar vest with an LED turn indicator on the back, activated via a remote you can mount to your handlebars. Check out their website <http://elecwear.com> for further information.

*Jared is currently a Police Patrol Officer for the Tacoma Police Department. He loves to tinker, and can often be found obsessing of the mechanical state of his bicycles. Jared is the owner and operator of Piggies On Wheels, LLC, which exists for the purpose of public safety bicycle education. He can be reached at [piggiesonwheels@gmail.com](mailto:piggiesonwheels@gmail.com).*



# Two Thumbs up for TOGS

by Joe Ralston, *PCI #1249*  
Topeka (KS) Police Department

I have been a full-time bike cop for seven years with the Topeka Police Department and a PCI since 2011. I truly believe I have the greatest job in the world; I am getting paid to play cops and robbers on my bike!

Our unit is a full-time, year-round patrol unit. We are utilized for street-level criminal interdiction. We spend

the majority of our time patrolling high-crime areas. The rest of the time, we assist with special events and giving safety talks to the community.

In all my years as a mountain biker, I have always used bar ends on both my patrol bike and my personal bike. I have also witnessed and experienced bar ends catching on various pieces of terrain and obstacles.

An accident in 2010 caused me to have my left wrist partially fused. Since then, I had been searching for a comfortable alternative to my bar ends. My search led me to TOGS, which stands for "Thumb Over Grip System". The company, also known as TOGS, located in the Salt Lake Valley in the foothills of the Wasatch Mountains, was founded in 2014. Their mission was to bring to the market a product that would allow a rider to ride with a thumbs-over-the-grip position while still maintaining control, increasing safety by eliminating the risk of bar ends catching on obstacles, and offering better climbing leverage.

The basic TOGS model is a small, lightweight, "horn"-shaped thumb hook that slides on the bar (resin model) or has a hinge (carbon model). I have been afforded the opportunity to test and evaluate both the resin model and the carbon fiber model. They are very durable and do not take up very much real estate on my bars. Both models weigh 18 grams, come with hardware, and include an allen wrench for installation.

Installation is extremely easy. For the resin model, slide off your grips, slide on the TOGS, lightly tighten, put your grips back on and go ride. When installing the carbon model, you do not have to take off the grips. They are hinged so you just mount them to the bar in your desired position. Make sure you do not over-tighten them. They should move if you apply force.

Once I found the perfect position for me, I discovered myself using the thumbs-over style more. They give the ability to shift your hand position while you are on the

bike to relieve numbness from staying in one spot. I have found myself using the thumbs-down grip when descending or when riding any type of sketchy terrain. The rest of the time, I am riding in the TOGS position. They are really great to increase climbing leverage.

Bottom line for me, they are much more comfortable and usable than the bar ends we issue. My partner uses them in conjunction with his bar ends. There are many options for use and applications.

TOGS participates in the IPMBA Product Purchase Program, offering 30% off MSRP. Visit <http://togs.com> for more information or to purchase.

*Joe was certified as an IPMBA Police Cyclist in 2007 and an IPMBA Instructor in 2011. He has been with Topeka Police Department for 10 years and a full-time bike officer for seven. He attended the IPMBA Maintenance Officer Course in 2013 and the IPMBA PESC II in 2015. He is an avid mountain biker and is registered for his first race at the Sunflower State Games this summer. He can be reached at [jralston@topeka.org](mailto:jralston@topeka.org).*



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# TORONTO INTERNATIONAL BICYCLE SHOW

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



The Annual Toronto International Bicycle Show was held March 4-6, 2016, at the Better Living Centre, Exhibition Place, in Toronto, Ontario.

I attended the show on Friday, March 4. I had been waiting all winter for the show and with plenty of the built-up anticipation and eagerness that flows from wishing the winter season away. Our Canadian region was spared a harsh winter this year and spring arrived pleasantly early. For bike riders, the magic of that first spring ride paired with the warmth of the sun is unbeatable.

This year's show was awesome! It showcased new products, some old faithful brands and plenty of show and vendors to boot. Of course, the Toronto Police Service Bike Unit set up a table as well. Every bike show should have a table set aside for their local police agency.

We left London early to make sure we were first in line for the grand opening at noon. London to Toronto is a two-hour drive and traffic gets heavy. It would have been nice if they opened the doors at 10am as they

did on Saturday and Sunday but I guess they needed the extra time to make sure everything was set up and ready to go.

I asked my "boss" to come along for the ride. Despite his "raised eyebrows", he agreed to participate. I know he enjoyed himself because he made some purchases and was relaxed (for a change). One of his purchases will be in a future article on equipment. He even agreed to write it – sweet!

I spent considerable time in the tourism section of the show. I was amazed at the proliferation of tables dedicated to providing maps, tours, and anything and everything related to travel and vacation on a bicycle. I was particularly interested in the GranFondo rides that are popping up all over Canada. Sorry, just a little of my roadie coming through. There were plenty of maps and material for trail riding and vacationing with a mountain bike as well. I found tables representing most of Canada in one bike-related way or another. Folks: taking a vacation that includes plenty of biking is a fantastic way to experience the sights, sounds and smells of any destination. The added fitness benefit just lets you enjoy more of the local cuisine.

The show also included areas dedicated to emerging bike sports. They set up a "Bike Polo" rink, a mini-velodrome and a Pro/Am BMX Flatland and Freestyle area. There was something to do for everyone, even a "Frog Bikes Kids' Action Zone".

The show featured a super rider named Trevor Bodogh, who dazzled the crowd with his extreme trials demos. He's one of those guys who can do things on a bike that defy logic and gravity. He has the potential to share his considerable skills with IPMBA Conference attendees someday.

The Bike Polo was very interesting to watch. I think I'd give it a go. It's literally polo on a bike vs. a horse. You need to use all your mad bicycle control skills in a competitive environment. What's not to like?

The usual brands — Pinarello, Bianchi, Trek, Giant, and Shimano, etc. — were all in attendance. More interesting and unique were some of the unusual brands that showcased. How about Danso



Bamboo Bicycles (yes, a fully bamboo frame), or Allo Vello, a Dutch company who makes some really interesting cruisers and daily riders? They had frames with built-in locking systems. Doesn't that make sense?

What I particularly noticed, and it was hard to avoid, was the absolute explosion of electric assist bicycles out there. Even the "fat bikes" have electric motors now. There's no doubt in my mind that at some point we in the policing community will be using some form of the electric bicycle. Take note because there is interesting stuff on the horizon that will be coming our way.

As if the foregoing wasn't enough to fill your day, this show had an excellent attendance by a variety of bike shops all selling their wares at discounted prices! Fantastic savings could be had on any bike imaginable. If you needed to test ride a potential purchase, no problem. The show provided an electric bike test area and a 2000 ft. test track.

In short, the annual Toronto International Bicycle Show was excellent. It always seems to re-energize those riding juices and remind us again why we like biking so much.

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



# Product Purchase Program

Find the full IPMBA Product Purchase Program listings under the "Membership" tab at [www.ipmba.org](http://www.ipmba.org).

## New Listings

### Borealis Fat Bikes

*Product:* Fat Bikes

*Discount/Cost to Members:* 30% off MSRP

*Contact Name:* Stephen Kaczmarek

*Phone:* 320-328-2453

*Email:* [info@fatbike.com](mailto:info@fatbike.com)

*Website:* [www.fatbike.com](http://www.fatbike.com)

*Notes:* Must call 320-328-2453 and provide your IPMBA membership number.

### C3Sports Bike Patrol Solutions

*Product:* MaxPatrol-600 Police Light System, Siren, Cycling Lights, Bags, Gloves

*Discount/Cost to Members:* 20% off MSRP

*Contact Name:* Michael Espejo

*Phone:* 973-631-9839

*Email:* [info@c3sports.com](mailto:info@c3sports.com)

*Website:* [www.c3sports.com](http://www.c3sports.com)

*Notes:* Enter discount code IPMBA20 at checkout.

### TOGS, LLC

*Product:* TOGS are thumb grips providing a smaller, lighter, safer alternative to bar ends. They provide climbing leverage and increase comfort and endurance.

*Discount/Cost to Members:* 30% off MSRP

*Contact Name:* Neil Harvey

*Phone:* 801-891-7739

*Email:* [cs@togs.com](mailto:cs@togs.com)

*Website:* [www.togs.com](http://www.togs.com)

*Notes:* Enter discount code IPMBA30 at checkout.

## Updated Listing

### Tifosi Optics

*Product:* Safety Eyewear (Z87.1) and Performance Eyewear

*Discount/Cost to Members:* 40% off MSRP

*Contact Name:* Maureen Flanders

*Phone:* 706-995-5991

*Email:* [maureen@tifosioptics.com](mailto:maureen@tifosioptics.com)

*Website:* [www.tifosioptics.com](http://www.tifosioptics.com)

*Notes:* Email Maureen@tifosioptics.com for a discount code and ordering instructions to be used on [www.sibasports.com](http://www.sibasports.com).

## Listings Omitted from the 2016 Product Guide

### Albabici

*Product:* Italian-made Cycling Products/Brands

*Discount/Cost to Members:* 20% off MSRP

*Contact Name:*

Alessandro Godi

*Phone:* 805-385-3179

*Email:*

[alessandro@albabici.com](mailto:alessandro@albabici.com)

*Website:* [www.albabici.com](http://www.albabici.com)

*Notes:* Shop at <http://store.albabici.com> and enter the coupon code IPMBA at checkout.

### Bern Unlimited

*Product:* Helmets, Pads, Accessories

*Discount/Cost to*

*Members:* 40% off Retail

*Contact Name:* Jeff Cavicchi

*Phone:* 800-556-2948

*Email:*

[jcavicchi@bernunlimited.com](mailto:jcavicchi@bernunlimited.com)

*Website:* [www.bernunlimited.com](http://www.bernunlimited.com)

*Notes:* Order online at using promo code IPMBA40 at checkout.

### ISM Saddles/Tampa Bay Recreation LLC

*Product:* ISM Bicycle Saddles

*Discount/Cost to Members:* 50% off Retail + shipping

*Contact Name:* Laura Toll

*Phone:* 813-909-1441

*Email:* [orders@ismseat.com](mailto:orders@ismseat.com)

*Website:* [www.ismseat.com](http://www.ismseat.com)

*Notes:* Call, fax, or email and identify yourself as an IPMBA member.

*IPMBA apologizes for the omission.*

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# Support our Corporate Members!

INDUSTRY



IPMBA is thrilled to welcome **ISM Saddles** to Corporate Membership! ISM has a commitment to supporting public safety personnel and has been exhibiting at the annual IPMBA Conference since 2012. Laura and Steve Toll are committed to ensuring you a safer, more comfortable ride. See below for more details.

IPMBA is also excited to announce that **Bicycle Patrol Outfitters**, **Bratwear**, **Cycolite** have renewed their Corporate Memberships. **Bicycle Patrol Outfitters** is a full-service bike patrol supply company based in California; **Bratwear**, part of **Sound Uniform Group**, manufactures bike uniforms in their Tacoma facility, and **Cycolite** produces high-intensity lighting systems, also designed and built in the USA.

Please show your appreciation for their support by patronizing them and our other Corporate Members whenever possible.



## **Bicycle Patrol Outfitters**

*Product:* Bike Patrol Products  
*Phone:* 951-318-7341  
*Website:* [www.police-bikes.com](http://www.police-bikes.com)



## **ISM Saddles**

*Product:* ISM Bike Seats  
*Phone:* 813-909-1441  
*Website:* [www.ismseat.com](http://www.ismseat.com)



## **Bratwear**

*Product:* High-performance uniforms for cops, paramedics, and security officers  
*Phone:* 253-625-7420  
*Website:* [www.bratwear.com](http://www.bratwear.com)



## **Jones & Bartlett Learning**

*Product:* Educational Materials, *Complete Guide to Public Safety Cycling*  
*Phone:* 800-832-0034  
*Website:* [www.jblearning.com](http://www.jblearning.com)



## **Cera Products**

*Product:* Rice-Based Hydration Products  
*Phone:* 706-221-1542  
*Website:* [www.ceraproductsinc.com](http://www.ceraproductsinc.com)



## **Mocean**

*Product:* Technical Bike Patrol Uniforms  
*Phone:* 949-646-1701/877-662-3680  
*Website:* [www.mocean.net](http://www.mocean.net)



## **Cycolite Bicycle Lighting Systems**

*Product:* High-intensity lighting systems, designed and built in the USA  
*Phone:* 949-297-4972  
*Website:* [www.cycolite.com](http://www.cycolite.com)



## **Police Bike Store**

*Product:* Complete line of public safety bikes & accessories  
*Phone:* 973-366-5868  
*Website:* [www.policebikestore.com](http://www.policebikestore.com)



## **eCat Bikes**

*Product:* High-performance, electric, pedal-assist bikes  
*Phone:* 317-319-2558  
*Website:* [www.e-catbike.com](http://www.e-catbike.com)



## **R & B Fabrications**

*Product:* Panniers & Safety Vests  
*Phone:* 800-553-1911  
*Website:* [www.rbfab.com](http://www.rbfab.com)



## **EMS World**

*Product:* Leading EMS Magazine, Website, and Expo  
*Phone:* 800-547-7377  
*Website:* [www.emsworld.com](http://www.emsworld.com)



## **The Safariland Group**

*Product:* Patrol Bikes and Accessories, Body Armor, Duty Gear, Firearms Accessories  
*Phone:* 909-923-7300  
*Website:* [www.safariland.com](http://www.safariland.com)



## **iFORCE Patrol Bicycles**

*Product:* iForce Patrol Bicycles and Accessories  
*Phone:* 412-215-2983  
*Website:* [www.iforcebikes.com](http://www.iforcebikes.com)



## **Volcanic Bicycles**

*Product:* Patrol Bicycles, Hand-Built in the USA  
*Phone:* 509-427-8623  
*Website:* [www.volcanicbikes.com](http://www.volcanicbikes.com)

## New Corporate Member: ISM Saddles



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ISM® is proud to be a Corporate Member of IPMBA for 2016. Having featured an expo booth at the IPMBA annual conference since 2011, ISM® has a long history of support and involvement. ISM®'s owner and founder, Steve Toll, is a former police officer and avid cyclist.

IPMBA members are eligible to receive a discount on ISM® saddle purchases. To participate, you must present your IPMBA number, and call the ISM® office 813-909-1441 during normal business hours.

For more information about ISM® and their products, visit [www.ismseat.com](http://www.ismseat.com).

See [www.ceraproductsinc.com](http://www.ceraproductsinc.com) for more information.





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# IPMBA Remembers

**Senior Deputy Mark Logsdon**  
Harford County Sheriff's Office, Maryland  
End of Watch: Wednesday, February 10, 2016

**Biographical Info**

Age: 43  
Tour: 16 years  
Badge # 578  
Military veteran

**Incident Details**

Cause: Gunfire  
Weapon: Handgun  
Suspect: Shot and killed

Senior Deputy Mark Logsdon and Senior Deputy Patrick Dailey were shot and killed by a wanted subject shortly before noon.

The deputies had been dispatched to the restaurant, at 3412 Merchant Boulevard in Abingdon, after a report was received that the subject was there. Deputy Dailey located the man sitting at a table inside of the restaurant and engaged him in conversation. Without warning, the man produced a handgun and fatally shot Deputy Dailey in the head.

The man fled into the parking lot where he was located by other deputies sitting in a car. The subject opened fire on the deputies, striking Deputy Logsdon. Despite being wounded, Deputy Logsdon was able to return fire, along with other deputies, and killed the subject.

Deputy Logsdon was a U.S. Army veteran and had served with the Harford County Sheriff's Office for 16 years. He attended the IPMBA Police Cyclist Course in July 2008 taught by IPMBA Instructor Mike Clymer and was certified as a Police Cyclist. He is survived by his wife, three children, and parents.



**Ryan A. Storti**

August 3, 1990 - May 6, 2016

Officer Ryan A. Storti, 25, also known as "Rabbit" died early Friday morning May 6, 2016 as a result of injuries sustained in a motor vehicle accident.

Born August 3, 1990 in Pittsfield, MA he was the son of Gary and Jennifer Canon Storti. Through his involvement with Boy Scouts – from Cub Scout to Life Scout – Ryan learned the importance of service and leadership as well as how to work as a team member. This led him to pursue a career in criminal justice.

Officer Storti began working at the Great Barrington Police Department in March of 2014. He was a recent graduate of the Western Mass Police Academy in Springfield and a 2012 graduate of Berkshire Community College, where he received his Associate's degree in Criminal Justice. He took great pride in his work and believed strongly in the idea of being a Community Policeman. Ryan would always go above and beyond to help someone in need, especially if that person was a child.

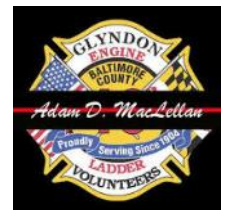
Ryan attended the IPMBA Police Cyclist Course held May 12-14, 2014, in Amherst, Massachusetts. He was certified as an IPMBA Police Cyclist in June 2014, by William Laramée, PCI #1000.



**Adam MacLellan**

February 1, 1998 - May 25, 2016

Son of IPMBA founding member Andy MacLellan, PCI #037, Baltimore County (MD) Police Department.



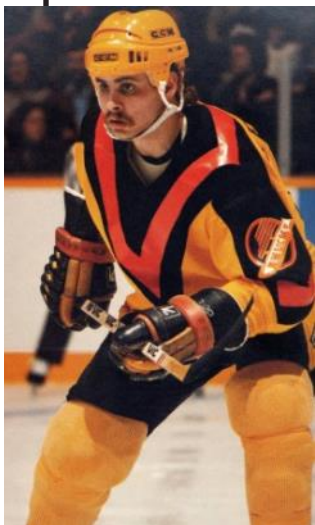


## Neil Belland: Hockey Player to PCI

**N**eil Belland was born April 3, 1961, in Parry Sound, Ontario. He grew up in Britt in the early 60's, skating and playing hockey on the Magnetawan River. He and his brothers took to the game, playing it for hours. Gary Sabourin, another Britt resident, was an inspiration for Neil who a few years later followed Gary's skate marks from the Magnetawan River all the way to the NHL. The Belland family moved to Sudbury when Neil was seven years old. Now he had the opportunity to play organized hockey and quickly advanced to the "AAA" ranks playing for the MacIsaac Mining Traveling Team.

While playing minor hockey he won many team and personal awards including City, Northern Ontario and an all Ontario Provincial Pee Wee Championship in 1971-72 as well as Silver Stick Championships. He also received MVP and best defenseman awards at many Annual Hockey Banquets. Belland was also a very talented lacrosse player and played on a Pee Wee All Ontario Championship team.

In 1977-78, he spent a year playing junior hockey with the North Bay Trappers. The following year Belland was the first round pick of the Kingston Canadians of the OHL and enjoyed



three very successful seasons. He was voted to the All-Star Team and served as assistant captain. His consistent style of determined play coupled with his kind and generous personality off the ice were admirable qualities, which endeared him to his teammates and fans.

As a young boy skating and shooting pucks on the Magnetawan River Neil Belland had dreams of playing in the NHL. It was a dream fulfilled.

In 1980, he signed as a free agent with the Vancouver Canucks. As a rookie in the NHL in 1981-82, he dedicated himself to becoming a successful NHL defenseman. That year the Vancouver Canucks won the Campbell Conference Championship and advanced to the Stanley Cup Finals for the first time in franchise history, losing to the New York Islanders in the end.

Playing defense was very serious business for him and he was fearless in blocking shots. While he may have lacked size for an NHL defenseman, he more than made up for it in speed, mobility and tenacity.

He spent the next six years playing professional hockey with the Vancouver Canucks, Dallas Black

Hawks of the CHL and the Fredericton Express in the American Hockey League.

In 1985 Belland was selected to the AHL Second All-Star team. In 1986-87, he played with the Pittsburgh Penguins in the NHL and the Baltimore Skipjacks of the AHL.

After having played 109 games in the NHL scoring 13 goals, 32 assists with only 32 minutes in the penalty box, Belland decided to apply his hockey skills in Europe. In 1987, he was invited to play for Team Canada in the Spengler Cup in Davos Switzerland. With grit and determination, Canada won the Gold Medal. Belland had an outstanding tournament and was named to the first All-Star team, the only Canadian honoured with a First Team All-Star selection.

In 1987-88, he returned to play in the American Hockey League with the Hershey Bears. With the skilled and composed Belland on defense, the Bears went on to win the Calder Cup.

Belland decided to return to Europe for the 1988-89 season and played in Austria in Europe's Elite Professional League. Using his speed and natural ability to control the tempo of the game, together with his great sense of anticipation, he continued his

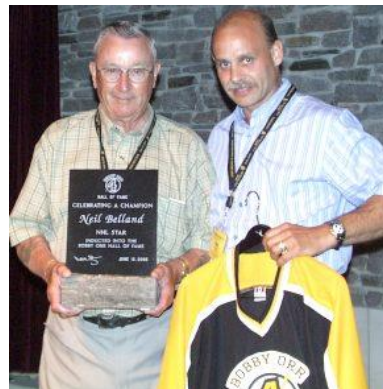
outstanding play for Innsbrucker EV, ATSE Graz and EC Graz.

During his distinguished career in Europe he won several all-star awards and many game star awards. In 1990-91 he added mobility and experience to the Canadian National Team.

A serious skate injury in 1993 to his right hand ended his playing career. He coached the Laurentian University Voyageurs for one year and was the assistant Coach with the Portland Pirates of the AHL.

As a young boy skating and shooting pucks on the Magnetawan River Neil Belland had dreams of playing in the NHL. It was a dream fulfilled.

Today Belland has embarked on a new career, graduating in 1999 as a constable with the Toronto Police Service. He brings the same dedication and loyalty to the Police Service as he brought to the owners and his teammates throughout his professional hockey career.



Bobby Orr and Neil Belland

Neil Belland a sincere individual expects nothing less than success. His hockey career was one of outstanding achievement, dedication and class. He has earned his rightful place in the Bobby Orr Hall of Fame.

### Awards

AHL Second All-Star Team (1985)

### NHL Career

Signed as a free agent by Vancouver, October 1, 1980

Signed as a free agent by Pittsburgh, September 29, 1986

Source: Bobby Orr Hall of Fame, [www.bobbyorralloffame.com](http://www.bobbyorralloffame.com)



## Police Cyclist Course Recognized by the Ohio Parks and Recreation Association

Submitted by Lt. Mark Arendt, PCI #376  
Five Rivers MetroParks (OH) Police

**F**ive Rivers MetroParks Police Department was awarded the 2015 Ohio Parks and Recreation Association (OPRA) Law Enforcement Award of Excellence for the IPMBA Police Cyclist Certification Program.

Congratulations to the Five Rivers MetroParks Police Department Bike Team, especially IPMBA Instructors Ken Becker, Adam Gaby, and Trent Roach, who submitted the IPMBA program for consideration. The text of their application follows for education and inspiration.

### Primary Purpose of the Project/Program

The primary purpose of this week-long program is to provide law enforcement officers from the Dayton region, including park rangers, with a means of receiving International Police Mountain Bike Association (IPMBA) certification as Bicycle Officers. Five Rivers MetroParks' Ranger Department leads this training, and has provided it to officers from 39 area law enforcement organizations. These organizations utilize bike patrol on a regular basis, making it a critical skill for officers to master. Five Rivers MetroParks has five IPMBA-certified instructors on staff. The training is open to area law enforcement agencies to provide them with an excellent, low-cost opportunity to get their officers certified as Bicycle Officers while enhancing the positive relationships and communication Five Rivers MetroParks has with its regional law enforcement partners.

### Goals & Objectives

The Police Cyclist Certification Program has three primary goals:

- Train officers to become certified Bicycle Officers through the curriculum required by the International Police Mountain Bike Association;
- Increase safety of a community by providing patrols that are cost-effective; and
- Patrol areas that may not be easily covered with a motorized force.

The program's objective is to provide the annual training for at least 20 officers from area law enforcement jurisdictions.

### Evaluation

The program has met its goals. Officers are trained with the rigorous IPMBA curriculum during the program. They learn bike nomenclature, maintenance, clothing and equipment requirements, fitness and nutrition, vehicular cycling, patrol tactics, night operations, avoiding hazards, and negotiating obstacles. Officers must pass a written exam, a bike-handling course, and a challenging road-riding test to be certified. These assessments measure the officers' ability to handle the bike in challenging situations and through obstacles they will encounter on patrol. The officers use their new skills to make communities safer through cost-effective bike patrols.

Five Rivers MetroParks has provided this annual training for 11 years and has trained and certified approximately 200 officers. The 2015 training program included 24 officers participating from 13 area law enforcement jurisdictions.

### Community Engagement/Volunteer Resources

Five Rivers MetroParks rangers provide the program's training, with assistance from volunteer instructors from other local agencies. Those include the Kettering and Centerville Police Departments, along with the Wright-Patterson Air Force Base Fire Department.

Bike patrol officers are perceived by the public to be more approachable and accessible. This training provides officers throughout the region with the ability to provide a new, proactive means of engaging the citizens they serve.

### Sponsors & Partners

Five Rivers MetroParks works with 39 Dayton-area law enforcement organizations as well as the International Police Mountain Bike Association to provide the training.

### Challenges & Creative Solutions

Completing the required curriculum in five training days is a major challenge. There is a large amount of information for students to grasp in this short amount of time. People learn at different rates. Not everyone responds to the same training methods. To overcome this, Five Rivers MetroParks assembled a team of instructors with a wide range of experience in different areas. The team members complement each other. When a student is slow to respond to one style of instruction, a different instructor is ready to step in and try a new approach.

### Overall Impact

This program impacts the law enforcement community in the entire Dayton region, as well as the community at large by making our communities safer. The officers who receive this training are equipped with another tool that makes a positive impact on crime and public relations in their jurisdictions. Proactive bike patrol enables officers to observe, prevent and interdict crime.

Bike patrol officers are perceived by the public as more approachable and thus have an opportunity to interact with citizens to build relationships of trust, which helps to deter crime. In addition, bike patrol creates more fit officers. And because bike patrol has zero emissions, making it an Earth-friendly way to patrol, and makes people feel safer being outdoors, this program is an excellent fit with Five Rivers MetroParks' mission to protect the region's natural heritage and provide outdoor experiences that inspire a personal connection with nature.



Photo courtesy Five Rivers MetroParks Police

# Jon Pesesko: Police Sergeant by Title; Bike Patrol Enthusiast at Heart

by Blake Kuntz, PCI #1443  
Bethlehem (PA) Police Department



Jon Pesesko

In 2015, Sergeant Jonathan Pesesko retired after twenty-one years with the Bethlehem Police Department. Jon was an excellent cop, but nothing about his career was more prominent than his enjoyment and skill as a police cyclist. He received his IPMBA certification in 2002 and never looked back.

Jon first put his certification to work as a Community Police Officer in the Bethlehem Housing Authority area. He used his skills to

impress and interact with the community on a more personal level. This was not something that had previously been accomplished in this area of the city.

Continuing on, Jon followed his cycling passion by becoming an IPMBA Police Instructor, EMS Instructor, and Mechanic. He utilized his skills on a daily basis and taught numerous officers in the classes he lead throughout the years. More importantly, he passed on the passion of bike patrol to those officers. This was shown through his real-life experiences on bike patrol and his delivery of the material.

Lehigh County Chiefs of Police Association Officer of the Year, Crime Stoppers Officer of the Year, or Award

of Merit recipient would not be what Jon would identify as his top accomplishment. If asked, he would not actually say it, but he would think, "I got first place, police cyclist, at the 2014 IPMBA Competition, and I'm 50!" Jon earned a total of thirteen medals through his IPMBA competitions and he was proud of each one.



Photo by Scott Picquet

Jon conquering the 2011 IPMBA Competition

Two years before he retired, Jon was already making sure the bike program would continue in his absence. Most would be concerned with what they were going to do next or focused on their pension numbers. Not Jon. He was concerned with identifying and mentoring instructors who would maintain the bike program to the standard that he and fellow instructor Jason Schiffer established. True to form, his last two years were spent completing this task. Not only did he complete it, he plans on assisting with classes even though retired from the department.

Jon is continuing his career in law enforcement as an officer with the North Catasauqua Police Department, but he has traded in his two wheels for four. The City of Bethlehem Police Department and all future bike officers thank Sergeant Jonathan Pesesko for his dedication, support, and service to the

department, and especially to the bike program.

*Blake was certified as an IPMBA Police Cyclist in 2010 and as an IPMBA Instructor in 2015. He is a proud member of "Team Bethlehem" and is proud to have been selected to help uphold the tradition of the Bethlehem Police Department's Bike Patrol. He can be reached at bkuntz@bethlehem-pa.gov.*



Photo courtesy Bethlehem Police Department

Commissioner Stuart Bedics presents Jon with the 2010 Officer of the Year Award

## Jon's Career Highlights

- 1986-1993** – Served as an MP in the United States Army.
- 1995** – Hired by Bethlehem Police Department.
- 2002** – Trained as an IPMBA Bike Officer.
- 2003** – Started patrolling on bike as a community police officer in Permbroke-Marvine.
- 2003** – Attended first IPMBA Conference in Charleston, West Virginia; took second place, Male 30-39 and first place, Team.
- 2005** – Certified as an IPMBA Instructor at the IPMBA Conference in Scottsdale, Arizona.
- 2006** – Took first place, Male 40-49, second place, Team, at the IPMBA Competition in Dayton, Ohio.
- 2007** – Certified as an IPMBA Maintenance Officer at the IPMBA Conference in Baton Rouge, Louisiana.
- 2009** – Took first place, Male 40-49, second overall, at the IPMBA Competition in Albuquerque, New Mexico.
- 2010** – Took first place, Male 40-49, first overall, at the IPMBA Competition in Chesterfield-Saint Louis, Missouri.
- 2010** – Saved life of a domestic violence victim from a stabbing in progress.
- 2010** – Named Police Officer of the Year by the Lehigh County Chiefs of Police Association.
- 2010** – Named Crime Stoppers Officer of the Year.
- 2010** – Promoted to Sergeant and assigned to the newly formed, proactive Street Crimes Unit.
- 2011** – Took first place, Team, at the IPMBA Competition in Richmond, Virginia.
- 2012** – Took second place, Team, at the IPMBA Competition in Saint Paul, Minnesota.
- 2014** – Took first place, Male over 50; first place, Public Safety; and second overall at the 2014 IPMBA Competition in Tampa, Florida.
- Career** – Received 21 Letters of Commendation, one Award of Merit Medal, nine citizen letters of appreciation and 13 IPMBA medals (including both individual and team).



# 2016 Police Unity Tour

IPMBA congratulates all the riders who participated in the 20<sup>th</sup> Annual Police Unity Tour. More than 1900 riders from around the country converged on National Law Enforcement Officers' Memorial in Washington DC, after pedaling hundreds of miles over the course of several days. Their purpose was to raise awareness of and honor law enforcement officers who have died in the line of duty and to raise funds for the National Law Enforcement Officers' Memorial and Museum. It was a stirring sight to be present at the Memorial to witness the riders savoring their victory lap. Riders, family members, and friends greeted one another with a mix of tears, smiles, and high-fives. Whether we know about their accomplishment or not, IPMBA is particularly proud of those members who participated in this physically and mentally challenging yet rewarding ride.



Photo courtesy Jim Craige Photography

PCI 1248 Evan Coward of the Asheville Police Department leads the rain-drenched Chapter IV on Day Two of the Police Unity Tour.



Photo courtesy Jim Craige Photography

Asheville Chief Tammy Hooper at the National Law Enforcement Officers Memorial



Photo courtesy Kathleen Vonk

Kathleen Vonk, PCI #042, Nevada Highway Patrol



Photo by Maureen Becker

Evan Coward is all smiles at the end of the Tour.



Photo courtesy Tom Madera

Team Connecticut: Lt. Andrew Weaver, Hartford Police; Sgt. Earl Baidy, Hartford Police; Lt. Tom Madera, PCI #384, ECSU Police; Ret. Officer Holly Donohue, Hartford Police



Photo courtesy Jim Craige Photography

PCI #1458 Lisa Taube of the Asheville Police Department gives a "thumbs up" on Day One of the Police Unity Tour, Chapter IV.



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# WHAT THE HAIL...!?

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

**M**ay 24, 2016: Day Two of Westminster (CO) Police Department's Police Cyclist Course.

Dark, ominous clouds appeared over the Rocky Mountains to our west, curtains of rain hanging underneath. Closer and closer the clouds came, the rain eventually descending upon us, forcing us to don rain jackets as we kept practicing the skill stations.

Thunder and lightning followed, but my motivated students kept practicing as I watched the dark clouds above us churn and roil. "Hmmm", I thought, "keep practicing or call it?"

Moments later, hail started falling, the small white pebbles bouncing on the pavement all around us and striking our helmets with a loud "SNAP!" One came through a helmet vent, striking my scalp with a stinging blow. "That's it! I'm calling it! Follow me!" I yelled, and we hurried into a nearby Walmart.

For the next 30 minutes it hailed. And hailed. And hailed some more. And then, it abruptly stopped. The sun emerged, revealing our cone course: the offset serpentine submerged in six inches of hail, the lock-to-lock buried in leaves stripped from a tree, the 9-foot box covered with thousands of white super-slippery ball bearings.

Ever the curious PCI, I thought, "Wow...a once-in-a-lifetime opportunity to see what effect hailstones have on bike handling!" Cautioning my students to stay put and observe, I tried the offset serp and the box.

Here are my findings:



Rance attempts the offset serpentine in six inches of hailstones.

— The offset serpentine is do-able, providing the six inches of hail float on one inch of ice-cold water, allowing



Rod Goshorn, PCI #589, demos an icy 9-foot box.

the tires to contact the asphalt instead of pressing down on slippery ice balls.

— Use lower gearing, because your front tire is now an ice-breaker, plowing through masses of ice.

— Putting your foot down results in your foot and ankle getting immersed in icy water, which quickly improve your bike handling skills.

— When the slow box is covered by a thin layer of 1,657 pea-sized super-slippery frozen ball bearings, you have to trackstand and ratchet constantly. It is impossible to continually pedal; the hailstones disrupt the front wheel's rotation and displaces the wheel outwards. (Read: wheel slips out, Rance falls down. He repeats three times.)

— I recommend IPMBA add to their "On Bike Training Equipment Checklist": Snow Shovels (three minimum)

*Postscript:* after half an hour of sweeping with a push broom and a "borrowed" snow shovel from Walmart, the cone course was clear enough to allow safe practice. I was NOT going to forward an Incident Report reading "... student's front wheel lost traction after sliding on pea-sized hailstones. Student's right knee was injured during the fall but swelling was reduced through ice therapy. Ice came from a convenient natural source."

*Rance Okada retired from the Westminster Police Department in 2008 after 28 years of service. He was a police cyclist for 15 years and a SWAT member and sniper for 20 years. He was awarded his department's Medal of Valor, Meritorious Service Medal, and the Purple Heart. He has been an IPMBA Police Cyclist Instructor since 1997 and has taught more than 44 Police/Security Cyclist Courses. He was certified as an Instructor Trainer in 2014. Rance is a Master Firearms Instructor, a Colorado POST Full Skills Instructor (Firearms) and teaches at a regional police academy. He can be reached at [abnrgcol@comcast.net](mailto:abnrgcol@comcast.net).*

Photos courtesy Rance Okada.

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## Board Position Paper

IPMBA endeavors to keep abreast of changing technologies, methodologies, and other factors applicable to public safety cycling. This includes equipment and devices for use in training and in the field.

Of interest to certain members within IPMBA has been the request to authorize the use of flat pedals for IPMBA training and approve use during public safety cycling operations. IPMBA Treasurer Mike Harris completed this position paper, which was reviewed and approved by the IPMBA Board in May 2016.

### BACKGROUND

IPMBA has identified pedal retention as one of four mandatory pieces of safety equipment, and requires all who participate in IPMBA training to utilize it. IPMBA has further recommended that operational guidelines likewise mandate pedal retention for public safety cyclists operating their bicycles in an on-duty capacity.

The primary purpose of pedal retention as stated is to keep the cyclist's feet on the pedals while negotiating obstacles. Pedal retention also helps keep the feet engaged with the bicycle on steep descents and in crash situations such as side-impact falls. The proper use of pedal retention can prevent or lessen the severity of injuries.

A secondary benefit of pedal retention is improved pedaling efficiency. It allows the rider to both pull up and push down on the pedals to maintain a "good spin."

Exerting nearly equal force throughout the pedal revolution can reduce muscle fatigue and potential muscle imbalances.

Pedal retention has historically been divided into three categories: toe clips/cages (with straps or strapless mini-clips), Power Grips or similar, and clipless systems, such as the Shimano® SPD, which uses a cleat system to bind a specially equipped shoe to the pedal. Each pedal system has pluses and minuses for public safety cycling.

Advancements within the pedal/footwear industry have led to the emergence of the flat pedal, also known as the platform pedal. Once associated almost exclusively with the BMX community, flat pedals have expanded into the mountain bike community as riders have discovered that when high-quality equipment is properly deployed, flat pedals can function as a form of pedal retention. By using proper weighting and loading/unloading techniques to maintain contact and pressure on the bike, the rider can handle the bike fluidly and safely while retaining the ability to separate quickly from the bike.

As this is an increasingly popular and demonstratively effective pedal system, IPMBA has researched the pros and cons of flat pedals. As a result, the use of flat pedals during IPMBA training sessions has been approved, with the following recommendations.

IPMBA offers the following recommendations to assist any agency that chooses to approve flat pedal use for public safety cycling training and operations in developing policies and procedures governing equipment selection. It is further recommended that all personnel are required to demonstrate proficiency with this form of pedal retention prior to deploying it.

### FLAT PEDAL SELECTION

Flat pedals vary with respect to the level of traction provided, thickness and width, number of pins, etc. Most public safety cyclists will benefit from a pedal with thinner construction, a

wider profile, and longer removable pins. Thinner pedals lower your center of gravity on the bike and improve your power transfer into the crank arms. They are also lighter and less clunky but can be less durable; therefore, it is advisable to select a model with multiple seals or ones that can be disassembled for service.

Wider platforms give the shoes more surface area to grip. The foot should not be more than 1/2" wider than the pedal, or

numbness may result. Longer pins will keep the feet more securely in place on the pedals, providing the feeling of being locked into the pedal. Removing pins will reduce this grip. A pedal with replaceable traction pins (preferably ones that can be removed from the back) can increase the lifespan of the pedal.

Flat/platform pedals without removable pins are not acceptable in IPMBA training and not recommended for public safety cycling operations. This includes the type of flat pedals typically installed on most bicycles at the point of purchase and those designed to be equipped with toe clips/cages or mini-clips. Removal of the cage and strap from this type of pedal during IPMBA training is not authorized and is not considered safe or acceptable.

### SHOE SELECTION

In order to be effective as pedal retention, flat pedals must be used in conjunction with shoes designed for this purpose. Footwear designed for flat pedals



Good Shoe

improve the rider's ability to control the bike and offer both comfort and protection. When picking a shoe, it is important to assess how it will be used. Public safety cyclists who are off and on their bikes throughout their shifts may benefit from a slimmer design with a thinner, more comfortable sole. Ventilation needs should also be taken into consideration.

The most important feature of the high-quality flat pedal shoe is the sole. Unlike regular bike or athletic shoes, the soles of flat pedal shoes are treated with a sticky rubber compound. The stickier the rubber, the more grip it will provide. Other features to consider are grip pattern and stiffness.



Bad Pedal



Good Pedal

(Continued on page 34)

(Continued from page 33)

Avoid any shoe that has large lugs for traction such as a trail running shoe. Uppers are available in various materials, including suede, genuine and synthetic leather, nylon, and plastic, so finding a shoe that meets uniform requirements should be possible.

### PROS AND CONS

As with any type of pedal system, there are pros and cons to riding with flat pedals.

The benefits of flat pedals include the ability to instantly disengage from the bike in the event of a potential crash, to leverage slick corners, or toe tap if needed in technical sections.

Flat pedals provide a more stable mid-foot position, where the ball of the foot is placed in the front of the axle as opposed to directly on the axle. This more centered position contributes to better balance on the bike. The pedal stroke is more efficient as well due to the placement close to the axis of rotation.

A switch to flat pedals will require practice and adaptation to proper flat pedal technique. While practice will help reduce the risk, the most significant “con” to flat pedals is the risk of slipping off, which can cause the pedal to strike the shin, resulting in pain, bruising and/or abrasion.

### FOOT PLACEMENT TIPS

(James Wilson, *MTB Strength Training Systems*, [www.bikejames.com](http://www.bikejames.com))

On flat pedals, the feet naturally go to a mid-foot position, where the ball of the foot is placed in front of the pedal axle. Most clipless pedals position the ball of the foot directly over the axle, but having it in front of the axle is a more natural and potentially better position.

This mid-foot position enables more effective driving of the pedals and improved involvement of the hips during the pedal stroke, especially when standing. It also allows for the heels to drop when standing up in the “attack position”, which causes the rider to shift back into the hips, which both lowers the center of gravity and shifts it back. This also keeps the feet pressing into the pedals and prevents

them from bouncing off when navigating over obstacles.

### INSTRUCTOR RESPONSIBILITIES

It is the responsibility of the instructor to familiarize him/herself with the flat pedals, their advantages, limitations, and the way they affect riding skills. If an instructor has little or no experience with flat pedals, it may be difficult to diagnose and correct rider error and assist students in overcoming problems.

When conducting any course with riding drills, it remains the responsibility of each IPMBA instructor to ensure that his or her students are equipped with an approved form of pedal retention. In the case of flat pedals, this includes both the pedals and the shoes.

### FIVE TIPS FOR LEARNING TO RIDE FLAT PEDALS

(James Wilson, *MTB Strength Training Systems*, [www.bikejames.com](http://www.bikejames.com))

When learning to ride flat pedals you may suffer “The Dip”, a short-term decrease in performance while learning a skill that will ultimately lead to increases in performance. Here are some tips for learning how to ride flat pedals with speed and confidence as quickly as possible.

1) *Stick with them for at least 12 rides.* Riding with flat pedals – and only flat pedals – for several rides in a row will force you to learn how to use them.

2) *Stand up more.* When you sit down, you un-weight your feet, which makes it much more likely that your feet will fly off the pedals when you hit a rock or bump in the trail. Try to stand up when descending or powering down on the pedals, which are the most common times riders lose contact with the pedals.

Standing up is also much easier on the knees and lower back than being hunched over in the seated position. It forces a co-contraction of the hamstrings and quads at the knee joint to stabilize the knee at the bottom position, which does not happen as effectively when seated.

3) *Invest in shin pads.* Keeping your feet planted on your pedals will require you to stand more and to actively

“ground” your feet into the pedals, two skills that will take time to develop. You will also learn how to slip a pedal and move your shin out of the path of the pedal. In the meantime, using shin pads can prevent a lot of pain.

4) *“Reset” your pedal stroke with running.* Several lab tests have shown that the majority of power is produced on the downstroke and that the upstroke is primarily to get the trailing leg back into position to drive down again, not to add power to the pedal stroke. This is how you run, and by engaging the running mechanics, you develop the lower body movement you need to pedal more effectively, especially when standing. Try sprinting 15-20 yards, repeating four times, and then mount your bike. Try to make your standing pedaling “feel” the same way, and be ready for an instant increase in pedaling power and foot stability.

5) *Get a good pair of shoes and flat pedals.* You should spend about \$100 on a pair of riding shoes with a sticky rubber sole and \$50-\$100 on a pair of flats.

### REFERENCES AND FURTHER READING

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# Welcome New Instructor-Trainers



IPMBA congratulates **Matthew Karnowski** of Saint Louis (MO) Metro Police (*left*) and **Michael Pitman** of Carmel (IN) Police (*right*) on having attained the rank of Instructor-Trainer. In order to achieve this status, an IPMBA Instructor must meet a set of criteria that includes at least four years and 4,000 student-hours, teaching at a conference, and completing a student-teach under the mentorship of an experienced Instructor-Trainer.

Matt and Mike both completed their student teaches during the IPMBA Instructor Course held April 23-27, 2016, in Asheville, North Carolina. IPMBA appreciates their commitment to IPMBA and public safety cycling and their willingness to volunteer their time to ensure the future of IPMBA training. For more information about becoming an IPMBA Instructor-Trainer, visit <http://ipmba.org/images/uploads/2014InstructorTrainerCriteria.pdf>.

Photos courtesy Rance Okada



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# 2017 IPMBA CONFERENCE

## CALL FOR INSTRUCTORS AND WORKSHOP PROPOSALS

The 27th Annual IPMBA Conference will be held Monday, June 5-Friday, June 9, 2017, in Delaware, Ohio. This schedule is a departure from the current format and the final format has yet to be determined. Due to the reduction from seven to five days, some certification courses will overlap the workshops. The goal is to shorten the duration and enable more attendees to participate in the competition and awards ceremony. Certification/certificate courses will be scheduled June 5-9, and the conference workshops will take place June 8-9.

If you are an active, IPMBA-certified instructor and are interested in teaching at a certification/certificate course and/or workshop, you must submit a **Call for Instructors and Workshops** form, which is available from the IPMBA office and website <http://ipmba.org/conference/teach-at-the-conference>.

You will be asked to outline your bicycling, work, and teaching experience, *including non-bicycling-related expertise and/or instructor certifications.*

Instructors will be selected for the training courses as well as the core conference workshops.

### *It's easy – just follow these steps!*

**STEP ONE:** Contact IPMBA HQ at [Maureen@ipmba.org](mailto:Maureen@ipmba.org) or 410-744-2400. Ask for a Call for Instructors and Workshop Proposals form, or download one from <http://ipmba.org/conference/teach-at-the-conference>

**STEP TWO:** *Select a Topic.* Stop hoarding your in-service training ideas.

**STEP THREE:** *Write your Proposal.* Follow the guidelines carefully.

**STEP FOUR:** *Submit your proposal to IPMBA HQ by July 31, 2016.*

**STEP FIVE:** You will be notified of the Education Committee's decision in early fall.

**Note:** *Even if your workshop has been offered at past conferences, you must still submit the form. Past inclusion does not guarantee future acceptance.*

## IPMBA Police Cyclist and Bicycle Response Team Training Approved in South Carolina

With the assistance of IPMBA Instructor Joseph DuPree, PCI 1599-B, of the University of South Carolina, IPMBA's status as an institutional training provider with the South Carolina Criminal Justice Academy Standards Unit has been renewed.

If you are an IPMBA Police Cyclist Instructor in South Carolina and would like to be listed as an approved instructor for the Police Cyclist and/or Bicycle Response Team Training, course in order to offer Continuing Law Enforcement Education credits, please send your resume to Birgit Vanderstraeten at [BVanderstraeten@sccja.sc.gov](mailto:BVanderstraeten@sccja.sc.gov). She can be reached at 803-896-7801.

The Police Cyclist Course is CJA Lesson Plan #5222 and has been approved for 30.25 hours. The Bicycle Response Team Training is CJA Lesson Plan #5223 and has been approved for 21.50 hours. Please note that additional training and certification is required before IPMBA Police Cyclist Instructors are authorized to teach the IPMBA Bicycle Response Team Training.

## The IPMBA Board

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**Bernie Hogancamp**

PCI #498

Homewood PD (retired); Homewood IL  
[president@ipmba.org](mailto:president@ipmba.org)

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EMSCI#154 / PCI#860

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# How to Join a Bicycle Unit, Cont.

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city or town. The boundaries of what a good bicycle officer can do are virtually limitless. Bicycle units are constantly evolving and changing assets within departments, and because these units can do so many things, many more agencies are beginning to field them.

Bicycle patrols were initially created to combat the problems presented by traffic gridlock in growing cities, including the issue of how to get in and out of these congested areas. By nature of being on a bicycle and not in a closed patrol vehicle, these officers' citizen contacts increased. It was soon realized that these bicycle patrol details had to be done by officers who were looking to take an active role in their communities.

In a squad car you may drive through a neighborhood and miss something because of the sounds of the engine or radio, or because the windows are up. On a bicycle that is rarely the case. You can smell, taste, and feel everything that goes on. In a recent

shooting call at my agency, bicycle officers were first to pinpoint the scene of the crime based on the proximity of the sound of the shot and the odor of gunpowder. Crimes in progress can be responded to quicker by bicycle officers as they are not tied to the asphalt road and can take less traveled routes.

A quote that I use during my instruction is, "The difference between a great athlete and a good athlete is that one has mastered the basics better than his or her competition." This holds true for many units but is magnified for a bicycle officer.

There is no cover on a bicycle. Officers on bicycles are left out to the elements much of the time and crimes are literally happening in front of their eyes. Around every turn an officer can be in a deadly force encounter and must use quick thinking to avoid potential tragedy.

Things happen more quickly and more readily on a bicycle based on the nature of patrol, so a good bicycle officer must have a mastery of basics. A great

bicycle officer will also have top communication skills and good people skills. An officer who can talk with someone is almost preferred to someone who can knock someone down. The role of a bicycle officer is constantly changing and always exciting. Conversely, nothing beats good training and a willingness to learn something new every day.

## Making the Cut

If you decide you want to join a bicycle unit, you'll need to prove you meet certain standards, beyond any agency-specific prerequisites such as the number of years you've been with your department or worked patrol.

First of all, being in good physical condition is a main requirement for joining this type of unit. Bicycle officers will sometimes have to ride miles to a call. Many agencies' bicycle units are also part of their search-and-rescue deployment. In this situation, especially, officers need to show up on scene in good physical condition so as not to underperform on the call at hand,

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or to become a burden themselves. For this reason, agencies have set physical fitness standards for their units, including testing and a standard of fitness for the officers.

A typical test for a bicycle unit would be a 1.5-mile bicycle threshold ride. At the end of the ride each officer is required to dismount the bicycle, perform a bicycle carry, and clear an obstacle, all within a predetermined time. The standard given time is generally a low estimate of the time it took all current officers on the unit to perform the test.

The physical portion is followed by a performance review of the officer's productivity at his or her current assignment. The role of the bike officer is very self-motivated; past productivity can help determine if an officer would be sufficiently productive while in the bicycle unit.

After the performance review an oral interview is conducted to determine eligibility. Through the oral interview you can see officers' true motivations, their efforts in wanting to come to the unit, and their preparation in testing for the bicycle unit. A continuing fitness program within the unit will ensure a physically fit unit and a team that works well together.

### Training for Bicycle Patrol

Once you've passed muster, you'll need to train in the skills needed for this specialized type of work. There are a few programs throughout bike policing that look to train officers. Some of them are agency-based-and-born that cover some skills and policy adaptations. None covers a wider breadth of material than the International Police Mountain Bike Association (IPMBA). IPMBA has really been the gold standard for agencies worldwide for police bicycle training. Many agencies that use a homegrown approach have "borrowed" the principles and techniques that are contained within IPMBA's programs on a modified scale.

There are hundreds of instructors worldwide that have been taught and trained following the IPMBA standards and can provide this quality instruction to sworn and civilian police employees. The key component to the IPMBA training is that it is a standard that is set across its entire curriculum. If I were to

Courtesy Scott Parr



Firearms training for bicycle officers is not just about weapons manipulation and accurate shooting. The training must also incorporate what to do with the bike and how to get to cover.

travel from state to state, or country to country, I would not have to adapt to any shortcomings provided in other programs. The standard would be the same and the integration from agency to agency would be seamless. If there is an emergency across city or state lines, those who have practiced the same standard will be able to assemble without much confusion.

In 2001, when the Phoenix-based Arizona Diamondbacks won the World Series, there was some concern that rioting might boil over into other cities. Officers from neighboring cities enacted emergency procedures. Bicycle officers were paramount to these efforts. The biggest concern to us as officers is whether or not, when we deploy, we will be operating on the same page. Since the partnering agencies of that detail had all been trained under the same IPMBA program, multiple agencies came together seamlessly to provide professional and appropriate service without confusion.

The International Police Mountain Bike Association Police Cyclist School incorporates a variety of techniques and training. The course is challenging but provides a great start for advanced and beginner riders. The course covers such topics as night riding, contact and cover, repairs, and emergency vehicle operations for bicycles. Agencies like my own incorporate a firearms component and off-road riding to round out the week.

The recommended number of hours for training in a given course is 32 hours, though I have found through experience and time that a 40-hour course incorporating off-road riding and firearms training is what best meets the needs of the agencies I train. I have mentioned how officers on bicycles have an increased number of contacts throughout their day. The likelihood that they will encounter a deadly force encounter would follow the same logic that an increase in contacts could show an increase in deadly force encounters. The firearm training incorporates on- and off-the-bike drills that mimic real-life scenarios.

A contact with a subject may result in an officer falling off the bike or being caught astride the bicycle. It is not unlikely that bicycle officers would be caught in a contact where they are pushed to the ground and have to react with deadly force. The grounded drills help teach good muzzle control, as well as clearing the bicycle as an obstacle and utilizing other forms of cover and concealment. There is no portion of the bicycle that can be considered cover or concealment. So, teaching officers that they need to start looking for their next area of cover and concealment is stressed.

As all firearms training goes, it should be relevant, recent, and realistic. If you are just now incorporating a firearms portion into your training, seek out a trained instructor to provide guidance.

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# How to Join a Bicycle Unit, Cont.

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The final exercise in this course, the long ride, incorporates all of the obstacles and skills that have been demonstrated and practiced throughout the week into one ride. The officer will have to use all of these skills to avoid hazards and navigate the trail.

## Mobile Field Force Deployment

Training doesn't stop with learning the basics. You'll be expected to master additional skills to meet the needs of your agency and jurisdiction. Officers in large cities have a longstanding history of incorporating bicycles into their mobile field force deployment. Encounters requiring response by these regional, multi-agency teams are free-flowing, fast-moving, and often occur in very restricted areas. The organizers of current protests are using the urban environments to prevent use of large Police vehicles. This makes a perfect case for the use of well-trained officers on bicycles. Bicycle Response Teams (BRTs) can be large or small, but all of them use the same training and tactics. The bikes are assumed to be less threatening but can cover more area and in a shorter amount of time.

As May Day protests erupted in cities across the United States, agencies were quick to react with large-scale vehicles and tactics. The media responded with claims of over-policing. Not arguing the appropriateness of the usage, there is an alternative that has been hugely effective.

Training bicycle officers in the use of mobile field force tactics allows officers to parallel the groups and provide outside coverage. When properly outfitted, bicycle officers can form a skirmish line using the bicycles as a "bike fence," which clearly delineates the line between protestors and police. Many examples can be seen in the Seattle Police Department's deployment of their Bicycle Response Teams in response to protests in their city.

In my agency's training, a Bicycle Response Team is considered a front line in a mobile field force operation. If the team is not providing a front line operation in that capacity, it can be used as a flanking mechanism and a crowd dispersing option.

## Adapting

Bicycle officers can serve in many other capacities as well. The use of bicycles in policing is only limited by one's ability to adapt them to routine patrol tasks.

For example, in my most recent training course, officers were tasked with looking at crime trends in their cities. Using their current models, I asked them how they could better respond using bicycles. The conversation always leads to areas that are plagued with property crimes. The current model is to stage vehicles throughout the area and provide coverage of moving targets around a specific area. Using bicycles as the model, officers can utilize plainclothes tactics to outfit officers with unassuming, everyday bicycles.

These bicycles can be procured from your property and evidence personnel or donated from a local university that has

a surplus of abandoned bicycles. Every officer is still equipped as their policy would dictate, i.e., firearm, badge, radio, handcuffs, etc. Now officers can ride through alleyways, hide in the shadows, and look for suspicious behavior in a more unassuming manner. The officers can either call in the activity to outside officers or can properly identify themselves and take action as necessary.

If using a plainclothes detail doesn't seem to work for your agency then you can saturate an area using uniformed bicycle officers. The goal is to make as many contacts in that neighborhood to educate on the crime trend. Using one method, saturation vs. plainclothes, in any given order can have a greater effect. It really just depends on the goal of the detail.



Courtesy Chandler Police Department

## Taking on the Challenge

Bicycle patrol is a challenging detail that requires a good officer to become a great officer. You have to come to your job every day wanting to learn something new and make a good impression upon the public. It is dynamic and ever changing. It is rarely stale and can always be molded into something new to fit new trends.

Being part of my agency's bicycle unit for the past eight years has been nothing short of amazing. It takes a hard-working group of people to make it happen, with like-minded goals, and a constant desire to learn every day. Aristotle said it best: "Pleasure in the job puts perfection in the work." I have taught many officers from various agencies across the United States. It is a point of pride that I get to see the great work that they put forward and see agencies use bicycles as a way to reach out to their communities. It is a fantastic detail for those willing to take on the challenge.

*Officer Christian Bailey has served with the Scottsdale (AZ) Police Department for 10.5 years, eight of those as part of the agency's bike unit. He is currently the agency's lead instructor and has thousands of instructor hours under his belt. His latest involvement with the International Police Mountain Bike Association was at the IPMBA National Conference in Chandler, AZ, in 2015.*

# 2016 Conference Highlights



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