

Summer 2010

ipmba news

Newsletter of the International Police Mountain Bike Association



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

Vol. 19, No. 3

Operation Velo

by Maureen Becker
Executive Director

On May 1, 2010, Deputy Chief Constable Andy Bliss of the Essex Police Force (UK) launched Operation Velo, an initiative designed to get more cops on bikes more often. DCC Bliss has challenged the members of the force to pedal 100,000 miles in a six-month period.

Although this ambitious goal has generated excitement amongst the officers and the community at large, Operation Velo is not really about the miles. Operation Velo is about encouraging officers to engage in a highly effective form of policing. To quote Bliss, "The bike patrols are significant in helping to combat crime and disorder. They increase police visibility, are green, inexpensive and help our officers keep fit. But most importantly, they allow our officers to engage and stop and talk with members of the public whilst on patrol, something they couldn't do if they were in a car."

Essex is not alone in rediscovering the effectiveness of the public safety cyclists.

A sampling of headlines from the past few months reads as follows: Berkeley (CA) cops to ditch their cars for bikes... Monck's Corner (SC) Paramedic bike team cuts down on response time... Karvolac police hop on bikes (Croatia)... Cops on bikes help clean Baguio's air,

collect garbage (Philippines)...Niagara Falls (NY) bike patrol fights crime and builds relations...Mountain bike pursuit results in arrest (Wales)...Nishnawbe Aski (Ontario) Police Service to increase bike patrol...Leland Grove (IL) bike officers having impact on seat belt enforcement...Humberside (UK) police roll out officers on bikes to help reduce carbon footprint...Sussex County (DE) Paramedics pedal to the rescue...Operation Velo nets cannabis factory.

In the spirit of Operation Velo, IPMBA challenges you to set new goals for yourself and your bike team. Ride a few extra shifts. Work an event on bike. Stop and talk to more residents or visitors than ever before. Pedal the alleys, parks, and paths in your jurisdiction. Keep track of your statistics – citizen contacts, crimes thwarted, ambulance runs cancelled, lost people found, gallons of gasoline saved, miles pedaled.

As summer draws to a close, reflect upon your accomplishments. Did having a goal propel you to new heights? Were you able to overcome resistance? Do more citizens know your name? Did you demonstrate your worth by the numbers?

If you are proud of what you have accomplished, send your story to Maureen@ipmba.org by September 24, 2010, for publication in the Fall 2010 issue of *IPMBA News*.



Trail Patrol

A Proactive Approach to Public Safety on Trails

by Danny McCullough, PCI #1142
Three Rivers Park District Police (MN)

Three Rivers Park Police have played an active role in developing safety protocols relating to trail safety, including trail educational efforts and enforcement in the greater metro area. A number of staff have presented regionally on this issue and/or serve on committees at the state level to address trail safety. Lisa Austin, MNDOT Bicycle and Pedestrian Planner, requested that Three Rivers Public Safety submit this article to the Minnesota Police Chiefs magazine outlining some of the innovative things we have done to improve trail safety.

According to the League of American Bicyclists, Minnesota consistently ranks in the top five for bicycle-friendly states. This is primarily due to the state's huge network of trail systems and bike lanes coupled with efforts to reduce riding congestion through innovative trail designs and safe riding opportunities. However, as more commuters choose to bike to work, road congestion as well as bicyclist vs. motorist conflicts will continue to rise.

In 2009, the 100-plus miles of regional trails patrolled by Three Rivers Park District received an estimated 2.2 million visits. Regional trails in the St. Louis Park and Hopkins area accounted for 727,000 visits and the Dakota Rail Regional Trail, which traverses picturesque communities along the shores of Lake Minnetonka, experienced over 250,000 visits. These numbers do not include visits on trails that connect to the Three Rivers Regional Trail network, such as the popular

(Continued on page 26)

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20 Years in the Making



On May 6, 2010, the 20th Annual International Police Mountain Bike Association Conference kicked off in Chesterfield, MO, co-hosted by St. Louis Metropolitan and Chesterfield Police Departments. Those who participated in the pre-conference training had already enjoyed a full week of activities, and were looking forward to

another three days of challenging and informative bike training. During the Opening Ceremonies, special recognition was given to two gentlemen who have somehow managed to attend each and every one of the 20 conferences — Gary McLaughlin, PCI #005T, and Tom Woods, PCI #010T. In an age when few people plan on working at the same paying job for 20 years, making this level of commitment to a volunteer training organization puts these two men into a singular category. Both were involved in the creation of the original IPMBA, a program of the League of American Wheelmen (now League of American Bicyclists), and contributed to the transformation of that organization into the independent entity incorporated as

In an age when few people plan on working at the same paying job for 20 years, making this level of commitment to a volunteer training organization puts these two men into a singular category.

Police on Bikes and known as the International Police Mountain Bike Association.

The dedication exhibited by these two men is admirable. Truthfully, I don't think this organization would be able to survive without their efforts and similar ones put forth by many members, both past and present. IPMBA is a strong and vibrant organization with a bright future. Our direction is guided by past

and current members, for future members. It is an exciting time to be involved as we can take this organization to heights limited only by our imaginations.

I challenge each of you to carry forward the legacy of our predecessors by becoming more involved with IPMBA.

Join a committee, run for the board, write an article, become an instructor,

submit a new workshop, or serve as an ambassador of bicycling goodwill within your community. Just get involved.

I personally thank each and every person and organization which has contributed to making the International Police Mountain Bike Association what it is, and what it will become.

BECOME AN IPMBA INSTRUCTOR



Join the ranks of more than 1,000 of your fellow public safety bicyclists by becoming an IPMBA Instructor.

Call 410-744-2400 or email info@ipmba.org for an instructor application packet. In the simplest of terms, to become an Instructor, you must meet the criteria outlined in the packet, apply to IPMBA headquarters, be approved, then register for and attend one of the Instructor Courses. Upcoming courses will be held August 23-27, 2010, in Tacoma, WA; December 6-10, 2010, in Baton Rouge, LA; and April 9-13, 2011, in Richmond, VA.

Check out www.ipmba.org for Instructor Course information.

ipmba news

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Design and Layout

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

IPMBA Membership is \$50.00 per year.

**Interested in submitting an article?
Interested in advertising in IPMBA News?**
Email Maureen@ipmba.org for information.

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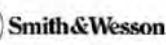
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The 20th Annual IPMBA Conference

2010 marked the occasion of the 20th Annual IPMBA Conference. Since 1991, the IPMBA conference has been known as the premier training event for public safety cyclists. IPMBA is proud to provide a venue in which knowledge, information, experience, and skills are generously shared in an effort to ensure the safety and effectiveness of public safety cyclists everywhere. Those who had the good fortune to attend the conference, co-hosted by St. Louis Metropolitan and Chesterfield Police Departments, are indeed ahead of the curve! *Pages 5-12.*

The IPMBA board, staff, members, and conference attendees would like to extend their gratitude to the St. Louis Metropolitan Police Department (SLMPD) and the Chesterfield Police Department (CPD) for co-hosting the 20th Annual IPMBA Conference. We are grateful to SLMPD Chief Daniel Isom and Chesterfield Chief Ray Johnson for providing us with the many resources necessary to ensure a valuable and enjoyable conference experience.

The SLMPD and CPD personnel who assisted with this conference went above and beyond the call of duty. They spent hours preparing for the arrival of their colleagues from around the U.S. and beyond its borders. They procured cones, pallets, railroad ties, smoke grenades, vehicles, bike trailers, and more. They solicited donations from their business community to keep the hospitality suite stocked with food and beverages. During the event, they worked long hours and coordinated a great many logistics to ensure that their colleagues had a positive experience, and we truly appreciate their efforts. Despite some limits imposed by the economy, conference attendees were afforded the opportunity to participate in excellent training sessions, network with their peers, and enjoy St. Louis hospitality.

Special thanks to SLMPD Lt. Mike Anderson, without whom this conference would not have been possible. Mike's



Photo courtesy Frank Brennan

involvement with IPMBA began in 1997 with the founding of the SLMPD Bike Unit, and his commitment to the organization is evidenced by the effort he expended to ensure the success of this event. He was the driving force behind bringing the conference to the St. Louis area. He received the whole-hearted support of his CPD counterparts, Lt. Steve Lewis and Lt. Dennis Hufford, who were instrumental in ensuring the participation of the Chesterfield community, in which the conference took place.

Hosting an IPMBA conference requires not just a leader, but also a team of committed individuals. Many thanks to SLMPD personnel Sgts. Tony Aubuchon, John LaPlante, and Mike Marks; and Officers Brian Calcaterra, Shelly Finn, Greg Frost, John Gentilini, Mark Hall, Brian Min, Dan Peek, Chris Seger, Aaron Stagner, James Wood, and Rick Zurmuehlen; and to CPD personnel Capt. Ed Nestor, Sgts. John Videmschek and Cheryl Funkhouser; and Officers Steve Borawski, Jenna Christian, Dan Dunn, Kim Huffman, and Josh King.

Volunteers are important members of the conference team, too. We are grateful

to the many eager and willing Police Explorers, who staffed the bike check and registration desk in addition to handling myriad requests for assistance. Those who participated in off-road rides at Castlewood State Park benefitted greatly from the guidance of Gateway Off-Road Cyclists (GORC) members Bryan Adams, Matt Buckley, Scott Nelson, Ryan Overhoff, Craig Seibert, Greg Suter, Charles Wells, and Fred Williams.

Last but not least, thanks to the agencies and associations who loaned their support, including the Missouri Department of Natural Resources (especially Cpl. Josh Henroid), St. Louis Police Foundation, St. Louis County Parks, St. Louis University Department of Public Safety, and Washington University Police Department.

Finally, IPMBA would like to say "thank you" to everyone who attended. The efforts of the host agency and volunteers would be wasted without you. It can be challenging to justify a training conference during difficult economic times.

IPMBA salutes those who have been able to hold fast to the notion that learning never stops, and the agencies which found funds in their budgets to ensure the continued development of their bike patrol personnel. May there be many more in 2011!



Photo courtesy Dennis Hufford

Tour de Chesterfield riders "Awaken" the sleeping giant.



by **Lt. Mike Anderson**, *PCI #273/EMSCI #022*
St. Louis Metropolitan (MO) Police Department



Photo courtesy Dennis Hufford

The reality struck me on Monday morning as I pulled into the Doubletree parking lot. All the police cars were gone; there were no bike racks or police trailers, no EMS wagons; nothing to remind me of the wonderful conference that had ended on

Saturday. As I drove to the back lot to retrieve the “Tom Woods” obstacle kit, I flashed back to the hundreds of cones and other components of the competition and realized for the first time that we had done

Back to Reality

a great job hosting this conference. Hosting the conference was the easy part; it was great because of the enthusiasm for biking and dedication to the organization evidenced by the participants. I hope everyone who attended returned home with renewed intensity for making IPMBA the “Gold Standard” for training and every organization redoubles their efforts at promoting bikes in public safety.

Making the conference happen would have been much more difficult without the tireless efforts of the Chesterfield Police Department, especially Lt. Steve Lewis, Captain Ed Nestor, Lt. Denny Hufford, and all the dedicated Chesterfield officers who helped us. We appreciate the assistance of Officer Jenna Christian, who lent us her Police Explorers. The St. Louis Metro

Police Department Downtown Bike Unit members were ever present for all duties, from ride guides to pub guides. You can thank them for the endless supply of “55 Select” that you all loved. The Police Explorers were terrific in the bike check and we can never thank Gerrie from the Doubletree enough for her efforts and her willingness to help us out at every turn.

I would like to publicly thank Gary McLaughlin, Mike Johnston and Tom Woods for designing and building the competition course, especially since they made good use of all of my cones.

I sincerely hope that each of you had a good time at the conference. I know I will never forget it, and I look forward to seeing you in Richmond.

Second to None

by **Lt. Steve Lewis**
Chesterfield (MO) Police Department

Participating in the 20th Annual IPMBA conference as a host agency truly opened our department’s eyes to the value of training and the quality of personnel available to proactively utilize two-wheeled patrols to enhance police services. The experience was second to none.

The hotel staff and management were complimentary of the participants and workers, highlighting the excellent relationship-building and communication that made for a successful conference.

While our agency is smaller in size and scope than our co-host, the importance of community policing and personalized police services were never so evident than during the conference. We were proud to welcome professionals from across the world to Chesterfield to experience the best possible hospitality that we could offer.

The instructors, vendors and conference organizers were true professionals, and it was an honor to work with them. Lt. Mike Anderson of the St. Louis Metropolitan Police Department provided guidance and leadership, and we could not have pulled it off without his assistance. The men and women of the Chesterfield Police welcome any IPMBA members to our community with open arms. Thanks for a great experience!

Newest Instructors

Welcome to the IPMBA Instructor Cadre: **John Barcelo**, Univ. of North Texas Police Department, Denton TX; **Kyle Bartholomew**, Dorney Park Patrol, Allentown PA; **Jason Bohannon**, Springfield Police Department, Springfield MO; **Terry Boudreaux**, New Orleans EMS, New Orleans LA; **Dean Brownlee**, Greater Sudbury Police Service., Sudbury ON; **Matt Cole**, Golden Police Department, Golden CO; **Darren Conradi**, Queensland Police Service, Brisbane District, Brisbane QLD; **David Dager**, Univ. of Penn Police Dept., Philadelphia PA; **John Dorsey**, National Security Agency Police, Fort Meade MD; **Harold Duffield, Jr.**, Millville Police Department, Millville NJ; **Kelly Goebel**, Las Vegas CVA Security Dept., Las Vegas NV; **Scott Goff**, Hamilton County Sheriffs Office, Noblesville IN; **Paul Gordon**, St. Louis County Police Dept., St. Louis MO; **Brian Green**, Deptford Police

Department, Deptford NJ; **Robert Haught**, Nashville Police Department, Nashville TN; **Josh Henroid**, Missouri State Park Rangers, Ballwin MO; **Keith Holley**, Nashville Police Department, Nashville TN; **Corey Jacobsen**, Laramie County Sheriffs Department, Cheyenne WY; **Michael Johnson**, Palm Beach Co. SO, W. Palm Beach FL; **Matthew Karnowski**, St. Louis Police Department, St. Louis MO; **William Jeff Keeter**, Nashville Police Department, Nashville TN; **Craig Lepkowski**, Lake Forest Police Department, Lake Forest IL; **Corey Magill**, East Baton Rouge EMS, Baton Rouge LA; **Kent McAlister**, Nashville Police Dept., Nashville TN; **Scott Metz**, Marquette Univ. Dept. of Public Safety, Milwaukee WI; **Nicholas Muller**, Omaha Police Department, Omaha NE; **Susan Ochs**, Lake Saint Louis Police Dept., Lake Saint Louis MO; **Charles O’Roake**, Federal Reserve Bank Police Dept., Houston TX; **Erik Pearce**, University of Wisconsin at Madison Police Dept., Madison WI; **Daniel Peek**, St. Louis Metropolitan Police Department, St. Louis MO; **Tim Penic**, Medstar EMS, Fort Worth TX; **Michael Pitman**, Carmel Police Dept., Carmel IN; **Benjamin Quick**, Greenville Police Department, Greenville NC; **Matthew Rech**, Omaha Police Department, Omaha NE; **Phillip Redford**, Wheeling Police Department, Wheeling WV; **James Rinick**, Charleston Police Department, Charleston WV; **Michael Andrew Robertson**, Queensland Police Service-Brisbane District, Brisbane QLD; **Kieran Sawyer**, Milwaukee Police Department, Milwaukee WI; **Philip Schaefer**, Sheboygan County Sheriffs Department, Sheboygan WI; **D.J. Schoeff**, Carmel Police Dept., Carmel IN; **Garth Smith**, University of Utah Police Department, Salt Lake City UT; **Anthony Sutis**, Shreveport Police Department, Shreveport LA; **Christopher Thomas**, Deptford Twp. PD, Deptford NJ; **Robert West II**, Charleston Police Department, Charleston WV; **Jason Winget**, Manatee County EMS, Bradenton FL; **Christopher Yates**, Hamilton County Sheriffs Office, Noblesville IN.



Photo courtesy Al Simpson

Competition 2010: The Attack of 999 Cones!



RESULTS 2010 IPMBA Competition

— INDIVIDUAL COMPETITION —

Male under 30

Scott Goff – 1:58.23

Hamilton County (IN) Sheriff's Office (Team T.E.A.M.)

Christopher Tenley – 2:02.97

Richmond (VA) Ambulance Authority (Team Unattached)

Male 30-39

Darren Conradi – 1:29.15

****3rd Overall****

Queensland (Australia) Police Service (Team We're Not from Here)

Pascal Richard – 1:29.69

*Service de Police de la Ville de Montreal (Canada)
(Team Montreal/Washington)*

Male 40-49

Jon Pesesko – 1:21.25

****1st Overall****

*Bethlehem (PA) Police Department
(Team Bethlehem Bunny Wabbits)*

Mike Hudspeth – 1:32.89

Guilford County (NC) EMS (Team Bratwear)

Male 50+

Jim "JR" Roy – 1:39.17

Topeka (KS) Police Department, retired (Team Bratwear)

— TEAM COMPETITION —

Team Montreal/Washington – 6:40.26

Sylvain Brousseau, *Service de Police de la Ville de Montreal (Canada)*– 1:42.45

Yves Dube, *Service de Police de la Ville de Montreal (Canada)* – 1:36.19

Mike Harris, *Mill Creek (WA) Police Department* – 1:51.93

Pascal Richard, *Service de Police de la Ville de Montreal (Canada)* – 1:29.69

Team Bratwear – 7:17.41

Don Coppola, *Baton Rouge (LA) Police Department* – 2:31.23

Alex Hasse, *Cincinnati (OH) Police Division* – 1:34.12

Mike Hudspeth, *Guilford County (NC) EMS* – 1:51.93

Jim "J.R." Roy, *Topeka (KS) Police Department, Retired* – 1:39.17

Team We're Not from Here – 8:04.41

Darren Conradi, *Queensland (Australia) Police Service* – 1:29.15

Scott Elliott, *Niagara Regional Police Service (Canada)* – 2:11.02

Michael Robertson, *Queensland (Australia) Police Service* – 2:19.52

Joshua Rymon, *Metropolitan (DC) Police Department* – 2:04.72

— OPEN CATEGORY —

Eric Kackley – 1:27.77

****2nd Overall****

Volcanic Bicycles

Mitch Johnson – 1:32.28

Ghisallo Sports

Brad Engbarth – 1:36.59

iForce Bicycles

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

After a week of fine Missouri weather, the day of the competition dawned grey, wet, and chilly. Things were looking ominous, but then, just before the appointed time, the clouds broke, revealing for the competitors the 999 cone (and obstacle) course designed by the innovative and diabolical partnership of Gary McLaughlin, Tom Woods and Mike Johnston. From the starting gate under the canopy of a huge tent, through the maze of cones, teeter-totters, ramps and pallets, the competitors beat back the chilly temperatures with their competitive heat.

The mostly international team *Montreal/Washington* took home the team honors with a top combined time of 6:40.26, followed closely by *Team Bratwear* in second (7:17.41) and team *We're Not from Here* in third (8:04.41).

In the always competitive Open category of bike industry members, annual favorite Eric Kackley of Volcanic Bicycles posted the top time of 1:27.77, followed by Mitch Johnson of Ghisallo Sports (1:32.28) in second and Brad Engbarth, representing iForce Bicycles (1:36.59), in third.

The under-30 age group had a strong showing with Scott Goff, Hamilton County Sheriff's Office (*T.E.A.M.*), coming in first at 1:58.23 and Christopher Tenley, Richmond Ambulance Authority (*Team Unattached*), right behind him at 2:02.97, in second place.

The 30-to-39 age group blistered the course with two of the top three fastest times of the day. Darren Conradi, hailing from Queensland Police Service in Brisbane, Australia (*We're Not From Here*), took first in the division and second fastest overall, with a time of 1:29.15. Pascal Richard, Service de Police de la Ville de Montreal (*Team Montreal/Washington*), was just a spoke-width behind him at 1:29.69, second in the division and third fastest overall.

As fast as these times were, the dominant rider of the day came from the 40-49 age group. Adding to his medal collection, Jonathan Pesesko of Bethlehem Police (*Team Bethlehem Bunny Wabbits*) showed his younger brethren how it's done with a blazingly smooth time of 1:21.25 to take first in his division and top overall time. Another annual favorite, representing Guilford County EMS, Mike Hudspeth (*Team Bratwear*) sped through the course in second, with a time of 1:32.89.

Not to be outdone, in the 50+ age group, the ever-youthful Jim (JR) Roy, enjoying life after Topeka Police Department, mastered the course with a time of 1:39.17 and took first in his division.



Team Montreal/Washington is Number One!

Guest pro Shaums March ran the course twice – after breaking his chain during the demo ride, he brought the competition to a close by floating effortlessly through the course in a quick 1:09 minutes.

All forty-four riders from eleven teams showed their competitive spirit and put on an entertaining show for the crowd. Even after staring in amazement at the massive array of cones, they all valiantly attacked the course and proved once again to be the best of the best of public safety cycling.



999 Cones, Oh My!

Photo courtesy: Kirby Beck

Photo courtesy: Frank Brennan



The 20th Annual IPMBA Conference



- A. Suspect Contact class in action.
Photo courtesy Mark Leonard.
- B. Bicycle Response Team drill. *Photo courtesy Matt Pyatt.*
- C. Bicycle Response Team gas mask drill.
Photo courtesy Matt Pyatt.
- D. Look Ma, No Hands! (Matthew Worm with Derrick Maready). *Photo courtesy Tamara Peloquin.*
- E. Safe! *Photo courtesy Gerrit "Bip" Terhune.*
- F. Bicycle Response Team crowd management drill.
Photo courtesy Matt Pyatt.
- G. Shaums March examines his broken chain.
Photo courtesy Denny Hufford.
- H. Bicycle Response Team learns the lineup.
Photo courtesy Matt Pyatt.
- I. Charlie Summers defies gravity.
Photo courtesy Tamara Peloquin.
- J. Three-in-a-Box (Gerrit "Bip" Terhune, Mike Harris, Shaums March). *Photo courtesy Tamara Peloquin.*
- K. The Pavilion, a.k.a. Bike Check.
Photo courtesy Mark Leonard.
- L. Lou Naes goes wheel-to-wheel with Rose Steagall.
Photo courtesy Tamara Peloquin.
- M. A glimpse into the Exhibit Hall.
Photo courtesy Mark Leonard.
- N. Yves Dube splits the cones. *Photo courtesy Sylvain Brousseau.*

Support Those Who Support You



Photo courtesy Mark Leonard

One of the reasons people attend the IPMBA Conference is the opportunity to wander around the exhibit hall, meeting the vendors and examining their

wares. The exhibits are open for business on the last day of the pre-conference and the first day of the conference so that everyone has a chance to visit.

IPMBA appreciates the participation of the fine companies which made the IPMBA conference a priority. There are many law enforcement, security, and EMS conferences, but the IPMBA conference remains the best opportunity for marketing to public safety cyclists. When times get tough, marketing budgets often suffer, but those who continue to promote their brands usually rise to the top.

IPMBA welcomed several first-time vendors to the 20th Annual Conference: **Blue Dolphin Engineering**, **BionX**, **iForce Bicycles**, **Louis Garneau USA** (returning after a long absence), local jeweler and BBQ

sponsor **NarVla**, **National Emblem**, **Pedego Electric Bicycles**, **Trikke Tech**, and **Watchguard Video**. Perennial supporters **4Bike-Police.com**, **Bratwear**, **Cycle Force Group**, **Hayes Bicycle Group**, **Jones & Bartlett**, **Mocean**, **Patrol Bike Systems**, **Tactical Wear Online**, **Trek Bicycles**, **United Uniform**, and **Volcanic Bicycles** were all out in force.

IPMBA's vendors contribute to the conference in ways beyond the exhibit hall. Thanks to **Mocean**, the instructor cadre looked spiffy in royal blue shirts sporting the conference logo on the sleeve (at right) while the Command Staff was resplendent in "Cardinal Red", courtesy of **Bratwear**. **Mocean** also teamed up with **United Uniform** to sponsor the Thursday night reception, offering free food and drink to the masses.

Volcanic's Eric Kackley spent hours wrenching in the Bike Check,

supplemented by mechanics Greg Ott and Jim Valentine from **Ghisallo Sports**.

SKS-USA generously provided tire levers, floor

pumps, CO2 cartridges, and other tools for use in the maintenance workshops this year and in the future; **Purple Extreme** donated both Purple Extreme lube and Golden Degreaser to keep

things running smoothly; and Andy Paradowski of **Hayes Bicycle Group** conducted the Manitou Suspension Tech and Hayes Disc Brake clinics.

R&B Fabrications generously donated string backpacks in cardinal red, white, and black; into those bags were placed **Safetec** products, educational CDs from **NHTSA**, and an array of reading material, including **Cygnus** publications **Law Enforcement Product News**, **Law Enforcement Technology**, and **EMS Magazine**; **JEMS**, **Law Officer**, and **Police** magazine.

Incredible deals on terrific products were available at the Silent Auction, which raised more than \$2500 in support of IPMBA's programs, thanks to the generosity of the donors: **4Bike-Police.com**, **ArmorPur**, **Blauer Uniforms**, **Bratwear**, **Crown Candy Kitchen**, **DriFire**, **Artie Gonzales**, **Hayes Bicycle Group**, **Hufford's Jewelry**, **Lt. Denny Hufford**, **Kenda USA**, **Lt. Steve Lewis**, **Louis Garneau USA**, **Mocean**, **Patrol Bike Systems**, **Police Bike Store**, **R&B Fabrications**, **St. Louis Blues**, **St. Louis Cardinals**, **Trikke Tech**, **United Uniform**, and **VeloPress**. The hottest items were the Hayes Disc Brake set and the Park Tool Kit donated by Patrol Bike Systems.

IPMBA appreciates the support of industry members – exhibitors, sponsors, advertisers, etc. They need **YOUR** patronage, however, to justify their continued participation. Please support those who support you at every opportunity.



Photo courtesy Mark Leonard



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Contact: Alexandre Coulobme
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Website: www.bionx.ca
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Blue Dolphin Engineering

Contact: Mark Jackson
Telephone: 559-222-4111
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Website: www.bluedolphinengineering.com
Product/Service: EMSled Patient Transporter



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Contact: Sally Swanson
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Email: sally@bratwear.com
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Contact: Andy Paradowski
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Email: hayestech@hayesbicycle.com
Website: www.hayesbicycle.com
Product/Service: Hayes Bicycle Group is a manufacturer of bicycle suspension, disc brakes, and wheel components.



iForce

Contact: Rachel Berglund
Telephone: 724-524-4128
Email: info@iforcebikes.com
Website: www.iforcebikes.com
Product/Service: Patrol Bicycle



Jones & Bartlett Learning

Contact: Kathy Roethig
Telephone: 800-832-0034 x 8250
Email: info@jblearning.com
Website: www.jblearning.com
Product/Service: Professional and educational public safety products. J&B is the publisher of the second edition of the Complete Guide to Public Safety Cycling.



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Elsevier/JEMS

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www.lawofficer.com
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EMS Magazine/ EMSResponder.com

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Product/Service: EMS Magazine & EMSResponder.com

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Product/Service: Tires

National Highway Transportation Safety Administration

Website: www.nhtsa.gov
Product/Service: Cycling Education & Enforcement Resources



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Product/Service: Bikes & Accessories

Police Magazine

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Product/Service: Police Magazine

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Thank You, 2010 IPMBA Conference Instructors and Presenters



The IPMBA Conference has gained its reputation as the premier training event for public safety cyclists because of the high-caliber instruction it offers. IPMBA is grateful to the many instructors and presenters who gave of their time, talent, and expertise, often filling in as needed with little more than a moment's notice. The IPMBA conference would not have been a success without them!

Certified IPMBA Instructors

Kirby Beck, Coon Rapids PD (retired), Coon Rapids MN
Neil Blackington, Boston EMS, Boston MA
Ed Brown, Orange County Fire/Rescue (retired), Orlando FL
Kristopher Conwill, Wooster PD, Wooster OH
Don Coppola, Baton Rouge PD, Baton Rouge LA
Doug Dillon, Houston PD, Houston TX
Dwight Edwards, Cabell County EMS, Huntington WV
Scott Elliott, Niagara Regional Police Service, St. Catharines ON
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Bernard Hogancamp, Homewood PD, Homewood IL
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Mike Johnston, Utah's Hogle Zoo/U. of Utah Police, Salt Lake City UT
Monte May, Kansas City PD, Kansas City MO
Gary McLaughlin, Sacramento PD, Sacramento CA

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Steve Noftz, Ohio University PD, Athens OH
Jim Roy, Topeka PD (retired), Topeka KS
Al Simpson, Pompano Beach PD (retired), Pompano Beach FL
Charlie Summers, Illinois State University PD, Normal IL
Mitch Trujillo, Boulder PD, Boulder CO
Michael Wear, Metropolitan PD, Washington DC
Clarence White, Indianapolis PD (retired), Indianapolis IN
Tom Woods, Denton PD, Denton TX
Matthew Worm, Omaha PD, Omaha NE
Marc Zingarelli, Circleville FD, Circleville OH

Guest Instructors

Hans Erdman, National Mountain Bike Patrol Minnesota; Minnesota Department of Natural Resources, Isanti MN
Shaums March, Mad March Racing, Squamish BC
Derrick Maready, Mad March Racing, Snowshoe WV
Devlin McDonough, Ghisallo Sports, Chesterfield MO
Andy Paradowski, Hayes Bicycle Group, Mequon WI
Tamara Peloquin, Mad March Racing, Louisville KY
Tim Schurr, Ashland Bicycle Works, Ashland OR

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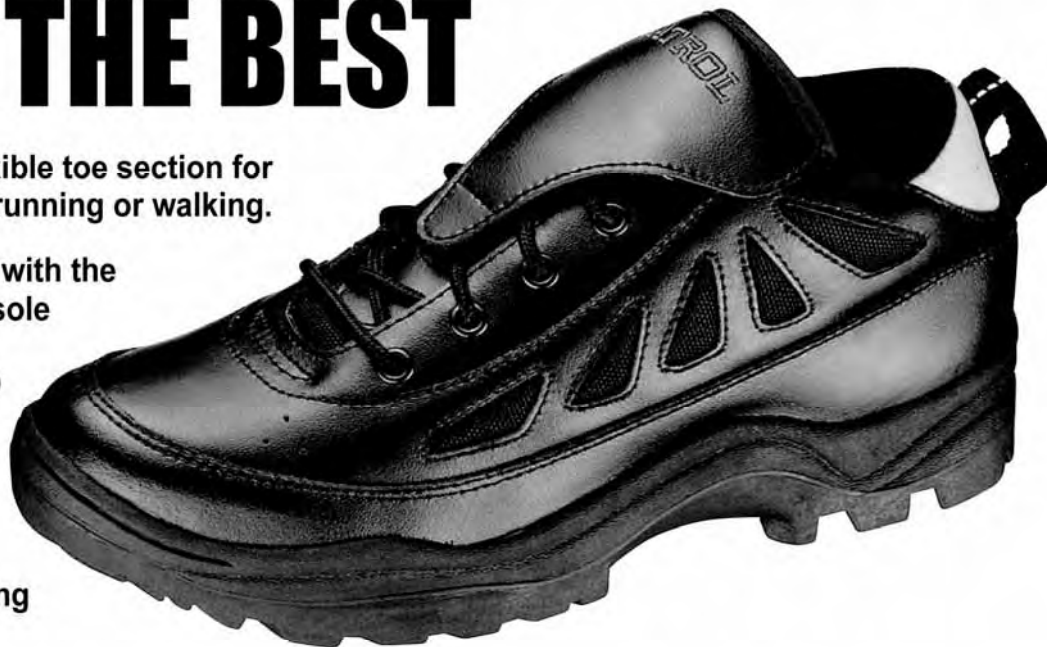
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Check out the PPP for details.

Full listings of the Product Purchase Program are maintained on the web at www.ipmba.org/ppp.htm. The number of participating companies has increased to over eighty, and the range of products is broad. Only new and updated listings will appear in *IPMBA News*.

The IPMBA Product Purchase Program can really save you money, and in this economy, every dollar counts! Many companies offer "Pro-Deals", which represent savings of up to 40% off retail. You can save on bicycles, lights, sirens, eyewear, uniforms, footwear, gloves, panniers, maintenance supplies, tires, safety vests, and more. These companies want to help YOU, so get your membership card ready and shop the Product Purchase Program today!

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Notes: Contact for product list and for order form.

IPMBA's Corporate Members



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

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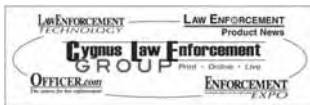
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Matt Langridge, PCI # 869
Thames Valley Police (UK)

Hello again from over here in the UK. As I type, summer is settling in and the days have drawn out so that you can still read a book in the back garden (yard) at 9:00 p.m. What has this got to do with

riding a bike, you ask? Well, it means that I can get out in the lanes for a good couple of hours without having to fit lights. It also means that when the heavens open (did you know it rains during British summers?), I don't care!

So, apart from the weather, what else have we been up to over here?

Well, Public Safety Cycling (PSC), our home grown organisation, has gone through a bit of a transformation. Right from the word "go", we have had difficulty building the organisation as a membership entity in the way that IPMBA exists. I can't put my finger on the reason but suspect that, despite our similarities, there are some striking cultural differences between the UK and the USA. On-the-job education and training is viewed very differently over here in than in America, where it seems to be viewed almost like continuing further education (akin to attending a University or College as part of your job). Here, a lot of folk view it as the sole responsibility of the employer to make sure that their staff are provided with the training and resources they require for the job. As a result, structuring PSC as a membership organisation which helps with its members' continuing professional education just didn't work.

Tom Lynch, the driving force behind response cycling in the ambulance world and the man behind PSC, took a look at how things were going and, after some frank and honest consultation with other folk in the Ambulance and Police world, decided that PSC could not continue as it was. The decision was made to close PSC as a membership organisation.

PSC is being reinvented with the aim of being a resource that like-minded Emergency Services personnel can use to progress the cause of cycle patrol. This will include the PSC website as a source of information and expertise, a network of

practitioners who can be approached for advice and guidance and a Training Division which will exist to continue providing Instructors and Instructor Trainers, so furthering the cause of safe, professional cycle patrol.

I will keep you updated on our progress. What about the rest of the UK? Well, the news hounds of the United Kingdom continue to include us in their reporting; never (normally) a bad thing.

At the beginning of April, the Yorkshire Ambulance Service (YAS) was able to report good news. They had been trialling a Cycle Response Unit in Hull City centre. The trial was deemed a success and a full time unit was launched. Top marks to YAS!

Essex Police reported the launch of "Operation Velo" for the second year running. Velo was introduced in 2009 to promote cycle patrol in the county during the summer months. As a result of the success of the operation, senior officers called for it to happen again this year, between 1st May and 1st November. They have challenged their officers to cycle 100,000 miles in the six month period! Go on Ladies and Gents - you know you can do it! Here's to a successful Velo 2010 and future Velo challenges.

Wiltshire Ambulance Service got a mention on the BBC News website as a result of their launch of a Cycle Response Unit (CRU) trial. It looks like Pete Barrow will be a one man tornado for a little while, based in Salisbury City centre but also being deployed to large public events that his service supports. Good luck, Pete.

The Paramedic side of Cycle Patrol has been hitting the news really well over the last few months. Also mentioned are CRU's in Gurnesey (Channel Isles) and Weymouth (Dorset), who are also conducting trials. I say "good luck" to the riders, and as for the managers - listen to the guys and girls in the saddle, they know of what they speak and what they speak makes sense.

I wrote what was, in retrospect, a slightly foolish post ...

As a final word, I return to the last *News from the UK*, in which I wrote about the journalist who had penned an article asking, "Is a 10-hour cycling course for police a waste of time?"

In response to this article, City of London Police (CoLP) Cycle Patrol Officer James Aveling invited the journalist (Peter Walker) to take part in a course. His invitation was accepted. Here is what Peter wrote afterwards:

"Why I was foolish to mock police bike training"

I join Snow Hill police's cycle team for a taster of some of the many skills cycling police are expected to master.

I'm walking through the 1960s housing estate when a policeman, cycling furiously, overtakes. In a single elegant move he rear-wheel skids his bike to halt, drops the bike and approaches, arm held out: "Just a second, sir." I take an instinctive step back - straight on to the front wheel of another police bike. A burly arm pulls me backwards across the handlebars. Helpless, my collar is well and truly felt.

This is, luckily, a training exercise, but if the officers involved - PCs James Aveling and Mike Notley - had been minded to take me in for questioning you could understand why.

About three weeks ago I wrote what was, in retrospect, a slightly foolish post for this blog. Why, I wondered, did police in Northampton need 10 hours of training before they were allowed out on a bike? How hard could it be? A number of readers (including Secretcyclist, a police cycle patrol instructor) put me right. Soon afterwards, London's City police, the only force in the UK with a full-time, dedicated cycling squad, got in touch. Their training course wasn't 10 hours, but four days. Would I care to try a condensed version?

And so it was, earlier this week, that I was wheeling my mountain bike through Snow Hill police station, headquarters of the force's cycle team. I feared the worst, but Aveling, a bike patrol officer for nine years and now head instructor, could hardly have been nicer.

(Continued on page 16)

Ride Alongside History: the 21st Annual IPMBA Conference

The City of Richmond welcomes IPMBA to the East Coast for the 21st IPMBA Conference, April 9-16, 2011. The Host Committee – Richmond Police, Fire, Emergency Management, Richmond Ambulance Authority, Virginia Capitol Police and the Virginia Commonwealth University Police Department – represents the many facets of public safety biking. The conference will

take place in an exciting downtown, at a swanky Marriott, with the entire city within easy reach by bike. Attractions, entertainment, and dining options abound, many within walking distance.

The City of Richmond is rich in both history and culture, from St. John's Church, where in 1775 Patrick Henry uttered his famous words, "Give me liberty or give me death", to the White House of the Confederacy, to the Thomas Jefferson-



designed Virginia Capital and the oldest continuously occupied governor's residence in the United States. Explore the city's rich history on a guided bike tour, narrated by the Museum of the

Confederacy's History Director, and on the Richmond Slave Trail and the trails traversing Belle Island. If for some reason the River City cannot keep you busy, Richmond offers easy access to

Washington D.C., Charlottesville and Colonial Williamsburg.

Bicycling in Richmond is a way a life for many. Our passion is displayed by the numerous cycling events that have sought out our city. Richmond has been home to the East Coast Championship of the Xterra Off-Road Triathlon for more than 10 years. It has also hosted the International Duathlon Championship for the past three years. These events choose Richmond

because of the world class trails and road rides within a mile of the host hotel. In fact, the trail system is in such demand it has had to limit the number of races per year to three.

Whether you choose to visit Richmond for our history, culture, amenities, attractions or the fantastic training opportunities offered at the IPMBA conference, the Host Committee members promise to commit to making this the best experience possible for all those who attend.

For a personal invitation from Assistant Police Chief David McCoy, <http://tinyurl.com/IPMBARichmond>.

Come on down to Richmond for the 21st Annual IPMBA Conference – we look forward to your visit!

Pre-conference courses:

April 9-13, 2011

Conference:

April 14-16, 2011

www.ipmba.org/conferences.htm

News from the UK (Continued from page 15)

We began with a ride through the streets, Aveling and Notley, a new recruit to the patrol, following behind and noting my mistakes. Despite years of commuting experience it seems I made several, not least glancing carelessly behind me using peripheral vision rather than twisting round for a proper look. Aveling even gently rebuked me for using the middle of a narrow cycle lane. I should have been on its far edge, nearer the middle of the road. He is, in fact, fairly sceptical about a lot of bike-specific road infrastructure.

Aveling also classes my failure to wear a reflective fluorescent vest a "mistake" – in fact my biggest – something we agree to differ about.

I'm given a taster of some of the many skills cycling police are expected to master. To start, there's a lot of fiddly riding in tight circles around cones to perfect low-speed handling skills.

More fun is going up and down stairs. Descending is fairly straightforward to

anyone who's been mountain biking – weight to the back. Bum over the rear wheel – but going up is less intuitive. "It's easy," Aveling tells me. "Get some momentum going, stand up in the saddle and stop pedalling. Don't try and lift the wheels, just hit the first step straight on – treat it like it was a normal slope." It works – the bike bumps itself up the stairs as I cling on.

This is simple stuff for Aveling, who can chase a wrongdoer more or less anywhere. At 6ft 3in and 15 stone he is essentially your urban criminal's worst nightmare. Recently he pursued a pair of miscreants down a flight of steps into a Tube station. "They gave up when they saw I'd followed them," he says. "One of them told me, 'You're a nutter.'"

He and Notley then show me their method for tackling fugitives. With all the skidding about it's a bit like The Sweeney, but with a mountain bike instead of a Ford Granada. Aveling demonstrates the various ways to deal with potentially violent ne'er-do-wells. The most dramatic involves propelling the bike forwards into them, handlebars first.

This would hurt, given the weight of equipment the bikes carry in panniers.

Away from the excitement, Aveling stresses how difficult it can be when such training is mocked. Particularly damaging was a story in the *Sun* about a planned 93-page volume for training UK cycling police. The product of much effort, the mockery – including, I'm ashamed to say, also in this blog – led to it being dropped.

He points to the case of a police community support officer with no training who was killed by a skip truck on his first day of bike patrol in Wigan in 2007. "Police drivers get weeks of training, so do motorcyclists," says Aveling. "Why should the cyclists be different?"

A none too shabby result, I think you will agree!

Well, that is it from me for this issue.

Ride long, Ride hard but most of all, Ride safe.

— Matt Langridge

Tweaks in Teaching

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

I hope you are finding the teaching resources (ITK, text, DVD) effective for your courses. We continue to seek ways to improve (tweak) our training programs and methods. Here are a few updates and reminders:

Basic Courses:

Spotters: While the maximum ratio for students to instructor (10:1) must remain in effect during each course, especially during on-bike activities, spotters can and should be used to reduce the risk and liability of high risk skill exercises. Students can be utilized as spotters, but they must be instructed and monitored to ensure their effectiveness. More information on improving safety through spotters will be provided in a later edition of the Instructor Corner and perhaps added to the IPMBA Instructor Course curriculum.

Tests: Jones & Bartlett has modified the intersection diagram used in Question #22 of PC/EMSC/SC Test A and Question #16 of PC/EMSC/SC Test B that caused some confusion among test-takers. If you are concerned about this question, please contact Maureen at maureen@ipmba.org for the updated tests.

Course Records: If you conduct a joint class, please be sure to either use separate rosters for the various student categories (police, EMS, security), or indicate each student's category on the roster. Also, please complete the entire record and roster. This can easily be done on your computer using the ITK forms. Finally, be sure to submit both the record (course information) and roster (student list).

Waivers: If you are not already doing so, please start using the waiver found on the ITK or a similar one. This is designed to save paper, postage, photocopying, and filing cabinet space. By passing a single waiver around the classroom, you use just one

sheet of paper. Rather than having each student fill his/her name in at the top, where it says, "I, _____," just replace the blank line with "the undersigned."

Police Cyclist/Security Cyclist Certification: When teaching non-sworn patrol personnel, please keep in mind that they are eligible for Security Cyclist certification only, even if they complete the 32-hour Police Cyclist Course, as certification type is tied to professional designation.

Instructor Course (IC):

The IC is undergoing a facelift of sorts. The IC Standardization Project is underway with an anticipated completion date of February of 2011. The curriculum will be refined and formatted in a fashion similar to the ITK. The goal is to improve standardization and ensure the teaching materials are as comprehensive and professional as possible.



Photo courtesy Tamara Pelouquin

Transition Courses:

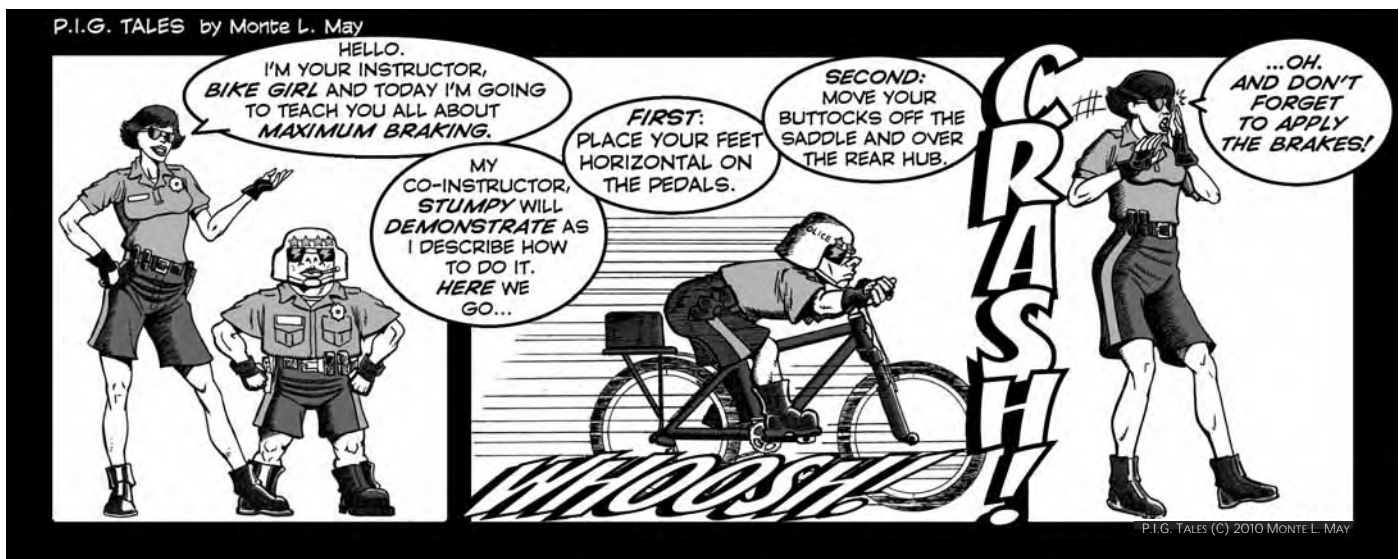
The development of standard, core lesson outlines for the transition courses (EMSCI to PCI/SCI and PCI/SCI to EMSCI) have been completed. These transition courses will continue to be offered at the conference. It has yet to be determined if they will be held outside of the conference.

Mad March Racing-IPMBA Clinic:

World-class professional mountain biker and coach Shaums March (and staff) held a special core skills clinic for instructors teaching at the 2010 pre-conference courses. We are in the process of determining if and how the tips that Shaums shared can be used when teaching the basic courses and beyond. The main topics covered were:

Handlebars & controls – As wider handlebars and disc brakes become more common on mountain bikes, there are

(Continued on page 18)



Do you
have YOUR
copy?

Tweaks in Teaching, cont.

(Continued from page 17)

some considerations when setting up the pilot controls for the basic course student. With their hands centered on the grips, a rider's brake levers should be mounted inward enough to allow the rider to rest one- to two-fingers on the ends of the levers for maximum leverage and control. The shifters may need to be mounted inside the brakes. If the student's brakes are of sufficient design/quality and well-maintained, one-finger braking should suffice; however, IPMBA Instructors should make two-finger braking the norm.

Neutral and attack position – A wider handlebar (roughly greater than 610cm) will allow a wider, more aggressive rider stance when riding in and out of the saddle. The student's elbows should be bent outward for stability and maneuverability. Shaums proposed the concept of "bike-body separation"; which, with the wider hand position, allows the rider the ability to hover and the bike to float beneath. *See photo on previous page.*

Emergency stop (MMR term for max braking) – Shaums introduced a version of maximum braking which incorporates a deliberate dropping of the heels (pedals in the 3- and 9-o'clock position), driving the rider's weight downward, which improves the effectiveness of the stop. The rider's arms should remain slightly bent. While there are already a significant number of steps required to perform a maximum braking maneuver under stress, the instructor may find that advising the student to drop his/her heels may help the student to lower their weight and center of gravity, thus improving stopping power. A great representation of "max" braking is shown in the new IPMBA video — the clip can be viewed at <http://www.ipmba.org/resources-ipmba.htm>.

High speed turn with body separation – A method of turning the bike in high speed turns while keeping the rider's body centered (essentially allowing the bike to float beneath) was introduced. A rider with greater awareness of lateral bike float will

benefit from added speed and control through turns.

Bike lean dismount – Deliberately leaning the bike into the slope of an ascent or descent allows the rider to safely position a foot to dismount when the going gets tough.

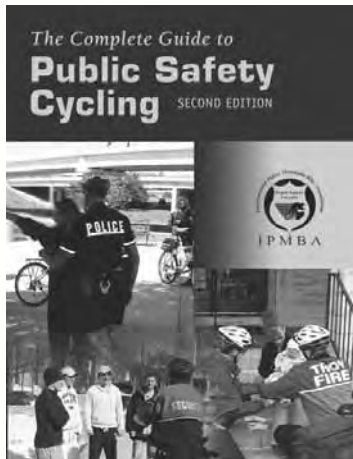
West Coast dismount – Shaums presented an acrobatic bail-out maneuver allowing the advanced rider to simultaneously clip out and jump to either side of the bike to avoid an imminent fall. Agility required. Yee-haa! This likely will only find its way into our very advanced program offerings.

Ratcheting – The concept of ratcheting the forward pedal in certain situations emphasizing timing and pedal clearance was practiced. While ratcheting has value in those situations, constant pedal pressure and a smooth stroke/spin in a proper gear should be mastered first by the basic student in slow speed maneuvers before any ratcheting is practiced. The instructor should be well-versed on how to effectively implement ratcheting in slow speed exercises.

If the decision is made to formally adopt/ implement these techniques in our programs, more information will be passed on for how to properly instruct them. Better yet, come on down to the 21st Annual IPMBA Conference, April 9-16, 2011, in Richmond, Virginia, for a chance to learn from the master!

For clarification on any of the above topics, feel free to contact me. In the meantime, stay safe and ride forth....

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



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It Was a Race to Save Him

Bystanders, EMS aid stricken man

by John M. Guilfoil and John R. Ellement
Staff Reporters, Boston Globe

T

he sound of cheering during the Boston Marathon turned to silence yesterday during the last leg of the race after a runner collapsed in cardiac arrest on Beacon Street.

Quick-thinking bystanders and fast-responding emergency workers rushed to the side of the unidentified runner, who was described as a man in his 60s.

“His heart was not beating,” said Jennifer Mehigan, spokeswoman for Boston Emergency Medical Services.

and the crew of an EMS ambulance parked 20 feet away arrived quickly and began assisting.

Steve McLaughlin, 48, saw the runner go down near where he was standing. McLaughlin, a photographer volunteering with the Dana-Farber Cancer Institute to take pictures of the cancer center’s runners, said the scene was shocking.

“It was very scary,” said McLaughlin, of Middletown, Conn. “Everybody was there cheering for their runners and everything, and then it got quiet.”

McLaughlin said he was amazed to see how many people came over to help the fallen runner.

Janell Jimenez, an emergency medical technician with Boston EMS, responded and jumped in to do CPR. She had an automated external defibrillator, which was used to shock the man’s heart into restarting.

“It was so surreal how we can be at the right place at the right time with the right equipment,” said Jimenez, an EMT for 4 1/2 years.

“And then maneuvering through the marathon — we thought that would be a challenge, but we were able to move right through the crowd.”

As crews were loading the man into an ambulance, the automated defibrillator indicated that a shock to the heart was

needed. Soon afterward, the man’s heart began to beat normally again, and he started breathing on his own.

Their instinct was to give him CPR ... was one of the factors for this gentleman being alive today.”

The runner was transported to Beth Israel Deaconess Medical Center, Mehigan said. The man was alert en route to the hospital, she said, and was listed in stable condition last night.

Jimenez lauded the bystanders for leaping to the man’s side.

“We encourage everybody to know CPR, and the difference that was made today was that these bystanders were able to recognize that this patient was not breathing and didn’t have a pulse, and their instinct was to give him CPR,” she said. “That probably was one of the factors for this gentleman being alive today.”

Mehigan and Jimenez also credited Boston EMS Lieutenant [IPMBA member] Carlos Grau, EMT Kelley Cronin, EMT Zach Schiess, paramedic Gary Saffar, and paramedic Ed Hassan for coming to the man’s aid.

“It was an amazing team response, from the bystanders who began CPR to the Boston Police on scene to the EMTs and paramedics who worked together so well,” Mehigan said.

This article appeared in the April 20, 2010, edition of the Boston Globe.



When police officers and medics arrived, civilians were already performing cardiopulmonary resuscitation on the runner, who collapsed near the intersection of Beacon and Mountfort streets around 1:30 p.m. Two paramedics who were patrolling the marathon route on bicycles

Matt Lane emerges after a week in the hospital



Matt Lane, EMSCI #193, of Guilford County (NC) Emergency Services, recently underwent surgery to fuse discs L4/5 and L5/S1 in his back. His disks came out in pieces, causing them to have to jack up L4/5 and L5/S1 to insert the spacers and screw in the titanium plate. This caused some unexpected complications to his urinary system. After a week in the hospital, he was discharged. To no-one’s surprise, he refused to leave the hospital in a wheelchair. It took a great deal of mental and physical effort, but with the assistance of a walker, he was able to walk under his own power. He continues to use the walker (modified to “IPMBA specifications”) as he recovers, slowly transitioning to canes. Matt hopes to be back in action for the 2011 IPMBA Conference.

Matt will be going through serious withdrawal as he won’t be allowed to ride his bicycle for the rest of the year, so if you have any words of cheer to share, please email him at mattlane1@me.com.



New Online Resources for Enhancing Bicycle and Pedestrian Safety

Safe Routes to School On-Line Resource for Law Enforcement Officers

The National Highway Traffic Safety Administration (NHTSA) is pleased to announce the launch of a new resource for law enforcement officers, *Safe Routes to School for Law Enforcement*. Safe Routes to School (SRTS) is a national effort to encourage and enable children, grades K-8, to safely walk and bicycle to school. The reinforcement of safe behaviors by educators, parents, and law enforcement will help to keep the children in your community safe.

To aid you in your local SRTS efforts, the *Safe Routes to School for Law Enforcement* resource includes a wide variety of tools such as:

- ⇒ Tips for law enforcement officers on walking and bicycling safety;
- ⇒ Take away materials for students, parents, school staff, and others;
- ⇒ Talking points on bicycle and pedestrian safety;
- ⇒ Tips on addressing parental concerns;
- ⇒ Links to related sites for resource materials; and
- ⇒ Activities for children.



NHTSA

Safe Routes to School promotes healthy activity for children while at the same time, it provides the opportunity for law enforcement to engage in positive interaction with the public and enhance your image in the community.

Please visit <http://www.saferoutesinfo.org/lawenforcement/> for more information on Safe Routes to School.

Pedestrian and Bicycle Online Video Library

The Pedestrian and Bicycle Information Center (PBIC), a national clearinghouse for information about health and safety, engineering, advocacy, education, enforcement, access, and mobility for pedestrians (including transit users) and bicyclists, has launched a Web-based library collection of pedestrian and bicycle-related safety videos on its website at <http://www.walkinginfo.org/videos>.

The screenshot shows the PBIC Video Library interface. At the top, there is a search bar with the text 'search our videos' and options for 'advanced search', 'browse videos', and 'submit a video'. Below this is a 'Latest Videos' section with three video thumbnails and their titles: '2002 Ride for Science - Orlando Bicycling' (Runtime: 10:02), 'Step to Safety with Asthma Safety, Pedestrian, Education' (Runtime: 12:41, Captioned), and 'Fitting a Bicycle Helmet Bicycling, Children, Helmet, Safety' (Runtime: 3:49, Captioned). A featured video is highlighted at the bottom with the title 'Featured: Ride Smart - It's Time to Start' and a description: 'This funny, fast-paced video uses humor, real-life examples, computer graphics, and a peer-to-peer approach to teach middle and high school youth about how wearing a bicycle helmet can protect them from serious injuries (including brain injuries) and death. [more info...]'

Submitted from pedestrian and bicycle organizations from across the country, the videos can either be viewed in the Library or downloaded from the site. Visitors to the PBIC Video Library can use the videos for any noncommercial projects including Web pages, presentations and events. Users of the site can either browse available videos or search by topic area.

PBIC will continually seek and compile videos to be included in this library. If you have publicly available videos that you have developed and would like to include in the Video Library, please contact Katy Jones at jones@hsrc.unc.edu or 919-843-7007. All videos must be

either in digital or DVD format, be educational and non-commercial, and be relevant to pedestrian and bicycle safety issues.

Since its inception in 1999, PBIC's mission has been to improve the quality of life in communities through the increase of safe walking and bicycling as a viable means of transportation and physical activity.

by Mari A. Schaefer
Philadelphia Inquirer

Three years ago, the fifth graders in Sue Phillips' class in Upper Darby were, to be generous, a handful.

Their disruptions were nearly constant. They fought. They disrespected the staff. Of her 23 students at Stonehurst Hills Elementary, 17 were suspended at one time or another.

She noticed something else from journal entries she made them keep: They had a low opinion of police. "They act like there [sic] the kings of the universe," read one. "I don't really trust UD cops," read another.

So Phillips, a 16-year teaching veteran, invited [IPMBA Instructor] Jim Reif, a bicycle officer, to speak to her class and showed him the journal entries.

"It killed me - reading these letters - it killed me," said Reif, a 23-year member of the force.

In that visit, Reif pulled no punches about why officers do what they do. He talked about respect, taking responsibility, and the consequences of bad choices.

He won over the students - and his boss, too. Plans are afoot to have an officer/mentor in every fifth-grade class, reaching a combined total of about 900 students.

"These kids needed the not-so-friendly officer program," Reif said. "They needed some tough love and someone to call them on it."

Said Phillips: "We started to see a turnaround. They were good kids but lacked a role model."

The journal entries and thank-you notes to Reif reflected the shift: "You are cool, better than the average cop," and, "I thought police were mean and filled with doughnuts, but they are not really like that."

Wrote a student named Kelliah: "I want to tell you that if you didn't change anyone in here, you did change me," as she explained that when her cousins and

friends were about to fight, she stood up to them. The near-scrap ended there.

A year later, that first class came back for a reunion visit - and only one of the now-sixth graders had been suspended.

Reif's visits became a monthly event in Phillips' class and caught the eye of Michael Chitwood, superintendent of police. He expanded the program to include all fifth grades in Stonehurst Hills, Highland Park, and Bywood Elementary Schools.

"It is unbelievable how that interaction with kids not only led to positive relationships with the kids and cops but also a heads-up on issues," Chitwood said.

"It is unbelievable how that interaction with kids not only led to positive relationships with the kids and cops but also a heads-up on issues," Chitwood said.

Louis F. DeVlieger, superintendent of schools, said the partnership had been a great experience in a community with people from 70 countries who may not know all the local "rules of the road."

Two of those officer/mentors, Ryan Wiseley and Eric Colella, were straddling their tricked-out police mountain bikes outside Beverly Hills Middle School the other day, waiting for the last bell. About 300 students then poured out of classes and down Maderia Road, rolling with energy.

The two officers chatted with the youngsters, hoping to keep a lid on the after-school fights and ensuing crowds.

"It is a good connection," Colella said. "They see we are regular people. They see I have a son and like to have fun like everybody else."

On a recent visit to Phillips' class, Reif immediately asked who had been in trouble since his last trip. A few hands shot up.

"How about you, young man?" Reif asked, pointing to Isaiah Rankins, 11. "Give me the story, bro."

After trying unsuccessfully to deflect responsibility - "He kept poking me" - Isaiah admitted his behavior probably escalated a scuffle that landed him in hot water.

"God forbid he poked you," Reif said. "You are lucky you didn't hurt that young man."

The conversations turned to other subjects.

What if you witness a crime? Should you tell?

"If something happened to your family member, would you guys want someone to step up?" Reif asked.

What if your friends blame you for a crime they did?

"They are not your friend. Pick and choose your friends wisely," Reif said.

He brought along a surprise for their last class together: baseball-type cards with a photo of him on his bike. He said he would sign them if they wanted.

Within seconds, he was mobbed like a rock star.

Holding a signed card secure in his hand, Khalil Sulayman, 12, said he thought of Reif as "a second father on the streets."

Reif, he knows, cares about him "a lot. But probably not as much as I care about him."

On Friday, about 400 fifth graders, their officer/mentors, and teachers will gather at Naylor's Run Park for an end-of-year picnic. The officers will flip burgers, a DJ will be on hand, and much dancing is expected.

"The electric slide," Reif said.

This article appeared in the June 11, 2010, edition of the Philadelphia Inquirer.

Bicycle Patrols Conquer the Antwerp

by Tommy Hamelink, PCI #865
Politie Haaglanden, the Netherlands

In celebration of the 10th anniversary of the police bike patrol team of the Antwerp Police, the bike patrol organized a Police Bike Patrol Day. The event, held 18 June 2010, was attended by 70 bike officers from all over Flanders and the Netherlands.

Rene Van Goethem, Chief of the Antwerp bicycle brigade, stated, "The idea is to exchange ideas and skills and let them get to know the city." While some groups were exploring the old city centre and docks of Antwerp, others were testing their bicycle driving skills. They quickly slalomed their bikes over and around obstacles.

"We deliberately made the obstacle course not too difficult," said Van Goethem. "Our Antwerp cycling team is trained like the Dutch, to be extremely mobile with a bicycle, but in Belgium there is not a national level of training, yet."

For one of the exercises, the bikers rode up and over a car. "That in itself is not hard, but that which is between the ears must be overcome," explained Van Goethem. "On a small hill, anyone can ride, but a car just seems difficult to overcome." At the end of the event, the City Mayor pointed to the benefits of police on mountain bikes, remarking, "On two wheels, an officer is much more mobile and more visible to citizens. The bikers are also very close to the people and that is a big advantage."

Tommy is the founder of the Politie Haaglanden bike team and the Bike Patrol Study Day in the Netherlands. He created and maintains www.bikepatrol.nl, and can be reached at info@bikepatrol.nl.

Member News



Photo courtesy Tommy Hamelink



Training-Training-Training in the Netherlands

On 16 September 2010 the Police Department Midden and West Brabant will host the 7th edition of the National Police Bike Patrol Study Day. The theme this year is "Training-Training-Training". More than 250 police cyclists are expected to travel south to Breda for a day of workshops, networking, and exchanging experiences.

For photos and videos from the 2009 Bike Patrol Study Day, visit <http://www.bikepatrol.nl/bikepatrol.nl%20dag.php>. For information about the 2010 Bike Patrol Study Day, contact Tommy Hamelink at info@bikepatrol.nl or visit www.politiebikedag2010.nl.

Pictured: The Tour de France-inspired Dutch police recruiting poster: "Our Team is Doing Their Work."

Cops on BMX

Submitted by Vince Preston

Officers in Leicestershire are using what is believed to be the first police BMX bike in the UK.

The marked-up blue and white Haro F3 bike will be used for school safety sessions, and to help break down barriers when police meet young people on the streets and in parks.

Leicestershire Police have used larger, high-specification mountain bikes, for many years.

PCSO Vince Preston, from Oadby and Wigston local policing unit, said BMX bikes had definite advantages when dealing with younger members of the community.

He added: "It is a size the children can get on, and it helps build a rapport with them. Kids are more open to speaking to you than if you are on a larger bike or

on foot patrol. In the majority of cases a BMX is quicker than a mountain bike. It's easier to manoeuvre."

During visits to schools, officers give advice on checking bikes for safety, carrying out road manoeuvres safely, and bike security.

PCSO Preston said his experience using mountain bikes showed how valuable they were for catching criminals.

"In a car, they can hear you a mile off, but on a bike you are virtually silent. This area has lots of alleyways which I know and can use, so often I can get to an incident at least as quickly as colleagues in a car."

"And while you are on patrol, you can communicate with members of the public, which you can't do if you are driving past in a patrol car; and you can see and smell more than if you were in a car."

Haro Bikes UK distributor Moore Large and Co Ltd has supplied the bike free of charge.

Haro Bikes brand manager Adam Garner said: "Moore Large and Co Ltd are delighted to be involved in this fantastic project. Haro is one of the biggest BMX brands in the world so we are hoping it will help gain respect between the police and Leicestershire's youth. I am looking forward to supporting Leicestershire Police force over the coming months and watching the project make a positive influence on the local community."



Photo courtesy Vince Preston

The Fix My Bike shop on Leicester, will join officers when they go to schools and parks to check that the pupils' or young people's bikes are roadworthy.

Neal Mitchell Retires

by Lina Mitchell

Officer Neal Mitchell, PCI #138, who served most recently on the San Antonio Police Department's Bike Patrol, retired on March 1, 2010, after 47 ½ years of dedicated service. He entered the Police Academy on September 24, 1962, at a salary of \$350 per month, and served as his Cadet Class Sergeant-at-Arms. He served under nine Police Chiefs, from Bichsel to McManus, and during ten Presidential administrations, from Kennedy to Obama.

Police had long walked "beats" in the downtown area, but as the number of businesses and tourists in that area and along the river grew, the Bike Patrol Unit was established in 1990. In September 1991, Neal was assigned to that unit, where he would remain for his last 19 ½ years on the force. In 1996, he received his Master Peace Officer certification from the Texas Commission on Law Enforcement Officer Standards and Education (TCLEOSE).

Neal is a certified SAPD Bicycle Patrol Instructor and a certified International Police Mountain Bike Instructor, and has been since 1995.



1962 rookie photo.

He has served as the Lead Instructor for the SAPD Police Bike School, which teaches principles and on-the-road skills for safe and effective cycling in the performance of police duties. In addition to teaching the five-day course

to SAPD officers, he has also taught law enforcement officers from all over the state, including military police, university police, and police from as far away as El Paso.

During the 1996 National League of Cities Conference held in San Antonio, Neal presented a workshop on bike patrol and led visiting police chiefs on a bicycle tour of the downtown area.

His aggressiveness and initiative on the streets led to several recognitions/awards including:

1991: Commendation for Heroism from Robert J. Buckley, Senior Vice-President of Frost National Bank, who witnessed him rush to rescue a child about to be struck by speeding traffic. "The small child would have been killed if it had not been for Officer Mitchell."

1993: The Oak Farms Dairy Officer of the Month Salute and the Officer of the Year Award from District 20 American Legion for "being physically fit and consistently being one of the most productive assigned to this [Bike Patrol Unit] of 45 officers... making 371 arrests in the third quarter of 1993. This is not unusual work performance for Officer Mitchell."

1997: The Downtown Merchants Association presented the SAPD Bike Patrol with a Cannondale full-suspension mountain bike during a City Council Session, with a condition that it be ridden by Neal because of their appreciation for his being such a great goodwill ambassador for the downtown area.

Oak Farms Dairy Officer of the Month Salute for "bravery in saving the life of an individual...His job knowledge, commitment to excellence and dedication to duty along with his diligence, professionalism and commitment to the citizens of San Antonio are truly commendable."

During the 1990's, Neal worked security details for such luminaries as Pope John Paul, President Carlos Salinas de Gortari of Mexico, Her Majesty Queen Elizabeth II and His

Royal Highness Prince Phillip, Duke of Edinburgh, during their visits to San Antonio.

Throughout his career, Mitchell has received numerous letters of commendation, appreciation, merits, and efficiency notices for his police work, but his two most prestigious San Antonio Police Department Awards are as follows:



Undated photo of Neal from the '90s.

2000: Chief Al Phillipus presented him with a belated SAPD Purple Heart Medal for being wounded in the line of duty in the SWAT incident of 1979.

2002: Chief Albert Ortiz presented him the SAPD Lifesaving Medal for saving the life of an 18-year old young man. While off-duty on December 26, 2001, Neal noticed a burning car in a grassy median. He rushed to the car, cut the seat belt, releasing the unconscious young man, and pulled him to safety just before the car became completely engulfed in flames.

Neal has served as SAPD representative on the City of San Antonio Annual Hike-and-Bike Month Committee and the San Antonio/Bexar County Mobility Planning Organization's Metropolitan Bicycle Mobility Task Force; and as co-coordinator for the department's biannual Police Memorial Ride to Austin. He has visited elementary schools countless times to discuss safe bicycling for children. Extra police

(Continued on page 25)

Gary McLaughlin, PCI #005T, joined the Sacramento Police Department in March 1978, and retired in May 2010 after 32 years of service. For nearly half of his career, Gary has been involved with IPMBA. In 1991, he attended the First Annual Conference of Bicycle-Mounted Police in Tucson, Arizona, and in 2010, he was presented with a 20-year conference attendance award. He was elected to the IPMBA Board of Directors upon its founding in 1992 as a program of the League of American Wheelmen, holding the position of newsletter editor. He reported on such topics as bicycle selection, winter riding, and the



1994

development of a bike-specific course of fire. In 1994, editorial responsibilities were divided between Gary, representing the western US, and Andy MacLellan, representing the east. In 1996, the duo launched the “Big Mac Attack” — the practice of including product reviews in each issue of *IPMBA News*, which endures today. The first official product review, of the Crash Pack, was penned by Andy MacLellan; Gary reviewed the Shimano M-323 pedals in the second. In 1996, he teamed up with Kris LaFond to offer an advanced course



2009

in Moab, Utah. In 1998, Gary, Kathleen Vonk, Lou Ann Hamblin, and Mike Johnston introduced the IPMBA Police Cyclist Advanced Course to the IPMBA conference. The course later morphed into Survival Tactics and Riding Skills (STARS) and Night Operations, Firearms and Tactics (NOFATS). Gary’s tenure on the board lasted until 1999. He continued to be involved with the IPMBA conference, and was elected to another board term in 2003. He served as secretary and industry liaison until the end of his term in 2006. IPMBA congratulates Gary on a long and successful career, and wishes him “happy trails” in his retirement.

CONGRATULATIONS



Congratulations to Dwight Edwards, EMSCI #096T/PCI #1117T, of Cabell County EMS. As evidenced by the “T” that appears in his instructor numbers, Dwight has earned the distinction of IPMBA Instructor Trainer. Instructor Trainers are those instructors who have met a stringent set of criteria and completed a student teach. In order to apply for “IT” status, instructors must have: been an active IPMBA Instructor for at least four years; taught a minimum of 4,000 student-hour; taught a minimum of four approved IPMBA courses within the past four years, at least two with co-instructors; served as lead instructor in at least two classes taught with co-instructors; served as a lead or co-instructor of a class of 15 or more students; and taught at the IPMBA conference and/or pre-conference. Dwight completed his student teach during the IPMBA Instructor Course held May 1-5, 2010, in Chesterfield, Missouri.

Neil Mitchell Retires

(Continued from page 24)

activities included being on the award-winning “Roadkill Team” for sportsmanship in the MS Bike to Beach 150; attending the International Police Mountain Bike Association Conferences; providing support for the 1994 and 2004 IPMBA Conferences in San Antonio; and leading the Steering Committee which hosted the 2005 Texas Police Games, bringing 1200 police officers and their families to San Antonio.

When he took up cycling, it was not only on-the-job, but off-the-job as well. He was a member of the San Antonio Wheelman and the League of American Bicyclists and became a

civilian instructor under the Effective Cycling program.

In July 2002, Neal became a grandfather to Shane Alexander Mitchell, who, along with his two children Shane and Misty, is his pride and joy. He and his wife, Lina, enjoy traveling and are amateur bird-watchers. Now that Neal is retired, they hope to complete their visits to all of the 50 states and continue their world travels—they are currently at number 38 in US state visits and have been to 17 countries in North America, Europe and Asia. His favorites have been cruises in Alaska and the Mediterranean. On their 2009 Alaskan cruise, the captain renewed their 40th anniversary wedding vows.

And of course, there are still the sports. Even in retirement he retains his seat on the Texas Police Athletic Federation Board, and will continue to coordinate the basketball, cycling, police bike, and mountain bike events.

And so a long, successful career of 47 ½ years comes to a close. Asked if he had any parting words, Mitchell replied: “It’s been an incredible journey filled with challenging and very rewarding assignments as well as awesome friends and co-workers. I look through my rear-view mirror with enormous satisfaction at the job I’ve done as a police officer. And I look forward to enjoying my family, friends, and travels even more.”

Photos courtesy Lina Mitchell.

Trail Patrol

(Continued from page 1)

Midtown Greenway in Minneapolis. Cyclists accounted for 79 percent of all trail users in Three Rivers Parks. Metro trails have indeed become as busy as many roads, with the added challenge of competing trail uses, such as bicyclists vs. in-line skaters vs. walkers vs. speed bikers vs. family bikers, etc. Safe use of the trails requires an appropriate response by law enforcement.

In the past, law enforcement for bicycle violations on roads or trails was a low priority for many police agencies, as more serious crimes and calls for service pushed bike enforcement and education down the response hierarchy. Crime on trails has been historically low and petty in nature, so there was little need for a concentrated trail presence. However, recent accidents on or adjacent to trails and/or related to trail crossings in the metro area clearly indicated that a proactive effort to address trail safety was needed. This effort must focus on trail awareness and education as well as enforcement of violations.

A specialized and proactive "Trail Patrol" unit was established to deal with all trail-related issues and enforcement. Two sworn police officers and three non-sworn park service officers were assigned full time to trails. Daily duties include issuing citations to cyclists for running stop signs, documenting graffiti and responding to medicals. Officers mostly patrol by bicycle, but also utilize electric vehicles and occasionally ATVs, with a high emphasis on visibility.

Officer presence has by far produced the largest benefit in reducing issues on the trails. After partnering* with agencies like Hopkins and St. Louis Park Police Departments (who established Graffiti Net, an innovative and comprehensive system for tracking graffiti vandals), graffiti incidents on the trail system dropped 70 percent. While patrolling, officers immediately document graffiti when it is found. It is then temporarily covered with primer paint until proper

cleanup is completed. This sends the message to vandals that graffiti will not be visible for long (usually less than 24 hours) and that the behavior will not be tolerated.

The presence of officers on the trail system has also held more serious crime to a minimum while creating opportunities for great positive contact with citizens. The author has commented that in his 14 years of prior law enforcement experience, he has never received as many compliments for doing his job as he has received while doing trail patrol.

Officers also attend several cyclist-related special events each year in order to make positive contacts with cyclists and to educate them about Minnesota bike laws.

In 2008, Minnesota recorded 13 bicycle fatalities — the deadliest year to date. Three Rivers

Park District itself experienced a death on its trail system in 2009 and a number of bicycle accidents as well. Additionally, one cyclist was struck by a car and killed at a trail crossing when he disregarded a stop sign at a busy intersection, and a jogger was struck and seriously injured under similar circumstances.

As is the case for many vehicle accidents, bicycle-related accidents in the Park District were largely attributable to rider error or disregard of the safe rules of the road. Last year, Three Rivers Public Safety officers issued 85 citations and more than 100 written warnings to cyclists for various offenses, mostly for running stop signs at trail crossings. According to MNDOT's Share the Road Campaign, 50 percent of bicycle crashes occur when cyclists and motorists are on perpendicular paths.

The purpose of the Share the Road Campaign is to increase public awareness among both bicyclists and motorists of the circumstances and locations where crashes are most likely to occur. Materials to support the campaign include

pocket cards with eight tips to sharing the road. Three Rivers Police Officers distribute the cards to cyclists on the trail to help with their education efforts. Materials are available to order on the www.sharetheroadmn.org website. Several other law enforcement agencies across the state also use the materials for bicycle safety education.

Although many cyclists obey all rules of the road, some cyclists choose to ignore traffic laws because they don't believe the rules apply to them or it is an inconvenience to literally come to a complete stop, unclip from their pedals, etc. This is why police enforcement of cycling laws is important; it legitimizes cycling as part of the "mode" of transportation in our state. It is a right to ride a bicycle on a street or road, but a privilege to drive a motorized vehicle (issued in the form of a driver's license). Police departments play a huge role in the changing landscape of our roads, with the goal of ensuring public safety.

*Three Rivers Park District has partnered with a number of law enforcement agencies, primarily in Hennepin County, to improve trail safety. A number of staff members serve on regional and state-wide committees, working to address the many inconsistencies in signage and policies relating to safe use of trails and roads by bicyclists.



Danny assisting a cyclist.



Danny covers graffiti.

Danny McCullough currently works for Three Rivers Park District as a police officer. He has been appointed to the Minnesota State Non-Motorized Transportation Committee under MNDOT and serves on numerous other trail and pedestrian committees. He is a certified

International Police Mountain Bike Association (IPMBA) Instructor and is responsible for public safety issues on over 100 miles of regional trails. Danny began his work in law enforcement 13 years ago when he served as a senior park ranger for Tennessee State Parks for 10 years and was director of the Bicycle Ride Across Tennessee. He can be reached at dmccullough@threeriversparkdistrict.org.

This article appeared in the Spring 2010 issue of the *Minnesota Police Chief* magazine.

Photos courtesy Danny McCullough.

2010-2011 IPMBA Board of Directors

PRESIDENT

David Hildebrand

PCI #404T/EMSCI #118T

Denton Police Department
Denton, Texas

president@ipmba.org

Number of Years in Public Safety: 20

Number of Years on Bike Duty: 13

IPMBA Member Since: 1999

IPMBA Instructor Since: 2000

My First Bike: Sears version of a Schwinn Sting Ray.

Why I Became a Bike Cop: Boredom with car patrol.

My Advice to the New Public Safety

Cyclist: Don't be lukewarm; either go all in or don't go at all.

#1 Priority for IPMBA: To offer the best, most accessible, public safety cycling course in the world, so no public safety cyclist will be put out on duty without adequate training.

VICE PRESIDENT

Bernie Hogancamp

PCI #498

Homewood Police Department
Homewood, Illinois

vp@ipmba.org

Number of Years in Public Safety: 30

Number of Years on Bike Duty: 17

IPMBA Member Since: 2001

IPMBA Instructor Since: 2001

My First Bike: Gold Spyder with a banana seat.

Why I Became a Bike Cop: It is a great way to blend two of my favorite things, police work and cycling.

My Advice to the New Public Safety

Cyclist: Take your riding as seriously as you would any other tactic or technique that is important to doing your job well.

#1 Priority for IPMBA: Provide the best, most current training to public safety cyclists and never hesitate to evolve to meet the challenges of changing times and missions.

SECRETARY

Robert Hatcher

PCI #629/EMSCI #103

Delaware Police Department
Delaware, Ohio

secretary@ipmba.org

Number of Years in Public Safety: 14

Number of Years on Bike Duty: 10

IPMBA Member Since: 2000

IPMBA Instructor Since: 2002

My First Bike: Space Invaders-themed bike.

Why I Became a Bike Cop: To provide the community with a different style of policing.

My Advice to the New Public Safety

Cyclist: Obtain training and continue to hone your skills after your initial training.

#1 Priority for IPMBA: To provide the best and most complete training and resources.

TREASURER

Kurt Feavel

PCI #539

Univ. of Wisconsin Police Department (retired)
Madison, Wisconsin

treasurer@ipmba.org

Number of Years in Public Safety: 26

Number of Years on Bike Duty: 18

IPMBA Member Since: 2001

IPMBA Instructor Since: 2001

My First Bike: Probably a Huffy or something like it. My first "real" bike was a 1996 Trek 9000 full suspension, AKA the Inch Worm.

Why I Became a Bike Cop: Seemed like it would be fun and different.

My Advice to the New Public Safety

Cyclist: Stay in shape; and challenge yourself.

#1 Priority for IPMBA: Keep IPMBA at the top of the Public Safety Cycling world.

EDUCATION DIRECTOR

Mitch Trujillo

PCI #244T/EMSCI #248T

Boulder Police Department
Boulder, Colorado

education@ipmba.org

Number of Years in Public Safety: 18

Number of Years on Bike Duty: 14

IPMBA Member Since: 1996

IPMBA Instructor Since: 1999

My First Bike: A beat up Huffy, I believe.

Why I Became a Bike Cop: The glamour. Actually, I think it was in my DNA.

My Advice to the New Public Safety

Cyclist: Smooth is fast is smooth.

#1 Priority for IPMBA: Bottom line: develop the best public safety bike instructors and training materials.

CONFERENCE COORDINATOR

Tom Harris

EMSCI #030T/PCI #861T

East Baton Rouge Parish EMS/Livingston Parish Sheriff's Department

Baton Rouge, Louisiana

conferences@ipmba.org

Number of Years in Public Safety: 33

Number of Years on Bike Duty: 15

IPMBA Member Since: 1996

IPMBA Instructor Since: 1999

My First Bike: Western Flyer 1968

Why I Became a Bike Medic: To experience a different approach to public safety.

My Advice to the New Public Safety

Cyclist: Every day is a learning day.

#1 Priority for IPMBA: To help provide the best possible training and resources for public safety cyclists.

INDUSTRY LIAISON

Charlie Summers

PCI #512

Illinois State University Police Department
Normal, Illinois

industry@ipmba.org

Number of Years in Public Safety: 19

Number of Years on Bike Duty: 15

IPMBA Member Since: 1998

IPMBA Instructor Since: 2001

My First Bike: Redline BMX (I still have it!)

Why I Became a Bike Cop: It is the best way to patrol on a college campus.

My Advice to the New Public Safety

Cyclist: Continue to enhance your bike handling skills.

#1 Priority for IPMBA: To continue to provide the best quality training and equipment to the public safety cyclist.

EMS COORDINATOR

Marc Zingarelli

EMSCI #189/SCI #002

Circleville Fire Department
Circleville, Ohio

emsc@ipmba.org

Number of Years in Public Safety: 25

Number of Years on Bike Duty: 8

IPMBA Member Since: 2004

IPMBA Instructor Since: 2006

My First Bike: Schwinn Stingray

Why I Became a Bike Medic: So I could finally get paid to ride my bike.

My Advice to the New Public Safety

Cyclist: Get trained and/or come to a conference.

#1 Priority for IPMBA: To get more EMS agencies on bikes.

MEMBERSHIP COORDINATOR

Brad Miller

PCI #928/EMSCI #247

Lewisburg Police Department
Lewisburg, Pennsylvania

membership@ipmba.org

Number of Years in Public Safety: 22

Number of Years on Bike Duty: 8

IPMBA Member Since: 2002

IPMBA Instructor Since: 2006

My First Bike: AMF Evel Knievel BMX Bike

Why I Became a Bike Cop: Combining the career you love with the hobby you live for....it just doesn't get any better!

My Advice to the New Public Safety

Cyclist: Spend some money on a quality pair of padded shorts. You can thank me later!

#1 Priority for IPMBA: Providing cutting edge training with the most up-to-date techniques and equipment to public safety cyclists worldwide.

2010 Conference Highlights



International Police Mountain Bike Association
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Baltimore MD 21228

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Photo courtesy of Thomas Hilliker

Officer Scott Rowe of Five Rivers
Metroparks vs. the 2010 Competition.
See inside for more!

Ride alongside history
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