



Changing of the Guard

by Maureen Becker
Executive Director

Every year during the Conference, IPMBA has a changing of the guard of sorts. It isn't solemn and ceremonial like at the Tomb of the Unknowns, and it certainly isn't filled with pomp and circumstance like the one at Buckingham Palace. But every year, in certain ways, the guard changes, and 2017 was no different.



As we bid farewell to three Instructor-Trainers (David Hildebrand, Clarence White, and Tom Woods), we welcomed six more, including the newest, Dave Dager, who completed his student teach during the Conference.

As we bid farewell to board members Bernie Hogancamp and Mike Harris, we welcomed incoming president Wren Nealy and newly elected member Jason Bain, who holds the position of treasurer.

We welcomed 50 Instructors to a cadre that numbers nearly 2000, of whom more than 650 are still actively teaching for IPMBA. The rest have moved on in their careers and lives, and some have been lost, but their orders continue to be passed on to those entrusted with guarding IPMBA's standards and preparing each successive generation of public safety cyclists.

As a relatively young organization – celebrating 25 years of existence and 27 years of conferences – we are fortunate to have so many members of the “Old Guard” amongst us. Even though many are no longer involved with public safety cycling, they maintain their connection

...but what will remain will sustain: the sense of camaraderie that transcends agency, rank, and geography...

through membership and visiting during conferences when possible.

We were honored by the presence of founding members Allan Howard and Kirby Beck as well as former board members Jim Bowell and Al Simpson. They stood on the stage, congratulating each competition winner in turn, once again passing on their orders. As Mark Eumurian, owner of what may be the first-ever, bona fide bike company, accepted his medal, all sense of ceremony gave way to the laughter of comrades who have shared much throughout the years. That would never happen at Arlington or Buckingham, but it is not at all unusual at IPMBA.

The guard will continue to change as members and instructors come and go in their lives and careers, but what will remain will sustain: the sense of camaraderie that transcends agency, rank, and geography; and the pride that comes with having met the highest standard in public safety cycling.

The 2018 IPMBA Conference will be held at Washington University in Saint Louis, Missouri, June 4 - 9, 2018.

Things I Have Learned About Cycling: Advice from a Bicycling Consultant

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

In the twelve years since I retired from policing, I have worked as a bicycling consultant and expert during civil tort actions. I have read many reports, investigated the facts and been witness to the mistakes that cyclists from around the United States have made; mistakes which have either cost them their lives or caused serious bodily injury.

I would love to work on behalf of a conscientious cyclist, riding properly and legally, who was involved in a collision with a motorist who was violating their rights and placing them in danger. Those opportunities are rare. As a result, in the majority of cases, I find myself working for the defense and pointing out errors made by the injured cyclists.

There is one thing that I have learned: **people who have had some level of quality training in cycling and cycling skills are much less likely to be involved in serious crashes.**

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Looking Towards the Future and Honoring the Past



I am humbled and honored to be the 11th elected leader of the International Police Mountain Bike Association and the ninth to hold the title of President.

As I returned home from the 27th IPMBA Conference, I had time to reflect on the past and the things that led me to the present.

The honest truth of how I came to be a public safety cyclist is that I was "voluntold". I joined IPMBA in 2002 and remember how challenging the course was. From climbing stairs to off-road riding, it pushed me beyond my comfort zone. In 2004, once again, I was voluntold; this time to get my IPMBA Instructor certification.

Don't get me wrong, in the previous two years, I had learned how much fun it was to work on a bike in both EMS and law enforcement. However, as I went through the application process, I began to question if I had enough experience. Taking that step from "Cyclist" to "Instructor" was a big deal. I attended the 2004 Conference in Scottsdale, Arizona, and passed the Instructor Course, becoming certified as both an EMS and Police Cyclist Instructor.

This was my first conference and exposure to all IPMBA had to offer; it was excellent and memorable! The number of public safety cyclists from across the country and abroad was

impressive. I participated in my first obstacle course competition, and our team won second place. That medal and picture from the awards banquet hang on my office wall as a reminder of how growth can only be achieved through challenge.

In 2010, I applied to the Board but was not selected. Then-President David Hildebrand encouraged me to apply again. I did exactly that and at the 2012 Conference in Saint Paul, I was elected to the Board of Directors as the Secretary. I then served as EMS Coordinator and Vice President under the leadership of Bernie Hogancamp. Fast forward to Delaware, Ohio, and the 27th Conference, when I was elected President.

Given that my full-time employment is with Cypress Creek EMS (I am a reserve lieutenant with the Waller County Sheriff's Office), it is an additional honor to serve as IPMBA's second career EMS president. Thank you, Jim Bowell, for paving the way! Thanks also to T.J. Richardson, Al Simpson, Kirby Beck, Tom Woods, David Hildebrand, Charlie Summers, Mitch Trujillo, Tom Harris, and Bernie Hogancamp. Each of you played a part in guiding me along the way.

I want to take this time to thank Bob Hatcher of the Delaware Police Department for spearheading the planning and implementation of the 2017 IPMBA Conference. With the support of Delaware Chief Bruce Pijanowski and Ohio Wesleyan

University Director of Public Safety Bob Wood, he and his host agency team members did an outstanding job!

This conference marked a couple of "firsts" for IPMBA. It was the first time the conference was held on an academic campus AND the debut of a new, compressed format. Its success gives us something to build upon in 2018.

Looking towards the future, IPMBA will continue updating the Bylaws and Strategic Plan, provide guidance on embracing new technologies, and initiate the arduous task of updating the *Complete Guide* and the ITK.

My challenge to you is to get involved and be a part of keeping IPMBA great!

Look for more information in the near future.

My challenge to you is to get involved and be a part of keeping IPMBA great! Take a class, become an instructor, teach a workshop, obtain additional instructor ratings, network with colleagues, and challenge yourself.

I am proud to have this opportunity and pledge to serve you with dedication, honesty, and effort as we look towards the future of IPMBA.

...IPMBA's *Fundamental Skills for Public Safety Cycling* DVD in your training toolkit*...

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2017 CONFERENCE

June 5-10, 2017. The 27th Annual IPMBA Conference was held in Delaware, Ohio. It was the first IPMBA Conference to be held on a university campus – Ohio Wesleyan University. It was the first IPMBA Conference to be held in June. It featured a new, compressed format that enabled more attendees to stay through Friday and participate in the competition and awards ceremony. The first National Bicycle Response Team Roundtable brought together BRT subject matter experts from coast-to-coast and Canada. Change comes with challenges, but IPMBA is no stranger to challenges and, in partnership with Delaware Police Department and Ohio Wesleyan University Department of Public Safety, overcame all obstacles to the changes. More than 300 participants from 35 states, the District, and three Canadian provinces converged upon Delaware for an exceptional event. *Pages 5-16.*



The IPMBA board, staff, members, and conference attendees extend their sincere thanks to the Delaware Police

Department and the Ohio Wesleyan University Department of Public Safety for hosting the 27th Annual IPMBA Conference. We appreciate the support of Mayor Carolyn Kay Riggle and the City Council, Delaware Police Chief Bruce Pijanowski, OWU Public Safety Director Robert Wood, the Delaware Fire Department, the Delaware County Sheriff's Office, Delaware County EMA, Delaware County EMS, Dublin Police Department, Columbus Airport Police, and Columbus Regional Airport Authority. We are grateful for the generous in-kind and financial contributions from Delaware's business community, and we extend a special thanks to Main Street Delaware, 84 Lumber, Barley Hopsters, Blackwing Shooting Center, Byers Subaru of Dublin, Fraternal Order of Eagles #376, Meijer, Safeguard Printing and Promotional Products, and Sam Dong Ohio.

Special thanks to Delaware Patrolman Bob Hatcher, whose dedication to IPMBA and persistence resulted in this "paradigm shift" in the conference format. When he first suggested a

campus-based conference, the idea, as they say, "went over like a lead balloon." Never one to take "no" for an answer, Bob submitted a proposal to host the 2015 conference. For various reasons, one of which was the challenge of change, the 2015 and 2016 Conferences were held in Chandler, Arizona, and Asheville, North Carolina, respectively. Fortunately, persistence pays off and when invited to Delaware for the 2017 Conference, IPMBA accepted. Not only did we venture into a new venue, we compressed the format to enable more attendees to stay for the duration.

As soon as Delaware was awarded the conference, Bob shifted into planning mode, assembling a team whose efforts would result in an outstanding event. "Right-hand man" Adrian Foust and fellow committee members Ron Burkitt, Sean Franks, Pete Gomia, Mark Jackson, Renae Rice, Ramon Walls, Jon Weirich, Adam Willauer, and Bill Zoller invested many hours into the planning and implementation of this conference. They were supported by others too numerous to mention, but whose contributions are nonetheless valued.

One of the unexpected benefits of bringing the IPMBA Conference to a city like Delaware was the outpouring of support from the local community. Between the Citizens Police Academy Alumni Association and the Connections Volunteer Center, the bike check was staffed and the Bicycle Response Team members faced a formidable crowd of zombies. Downtown establishments offered discounts and the phrase, "we're glad you're here" was heard again and again. One could not walk a block without witnessing IPMBA

It is gratifying to know that we had a positive impact on the community.

members enjoying the local hospitality. It is gratifying to know that we had a positive impact on the community.

We could not have had that impact without the 300+ IPMBA members who converged upon Ohio Wesleyan University to hone their skills, shop for products, meet new friends, and reunite with old ones. We recognize that many have to overcome such obstacles as staffing shortages, training budget reductions, and travel restrictions to attend, and appreciate the priority you place on the quality training programs offered by IPMBA.



Photo by David Field

2017 CONFERENCE



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

Certified IPMBA Instructors

Christian Bailey, Scottsdale Police Department, Scottsdale AZ

Ed Brown, Orange County Fire and Rescue/ Osceola County Sheriff's Office (Ret.)

Jeff Brown, Dayton Police Department, Dayton OH

Ron Burkitt, Hilliard Police Department, Hilliard OH

Tim Cisler, Racine Police Department, Racine WI

Eddy Croissant, Tampa Police Department, Tampa FL

David Dager, U. of Pennsylvania Police Department, Philadelphia PA

James Dymont, Seattle Police Department, Seattle WA

Dwight Edwards, Cabell County EMS (Ret.), Huntington WV

James Englert, Arapahoe County Sheriff's Office, Centennial CO

Jim Fish, Washington Township Fire Department, Dublin OH

Adam Gaby, Five Rivers Metro Parks Police, Dayton OH

Troy Gielish, Irvine Police Department, Irvine CA

Brian Gillman, Cypress Creek EMS, Spring TX

Pete Gomia, Delaware Fire Department, Delaware OH

Artie Gonzales, Topeka Police Department (Ret.), Topeka KS

Jayme Green, Topeka Police Department, Topeka KS

Tom Harris, East Baton Rouge EMS, Baton Rouge LA

Mike Harris, Mill Creek Police Department (Ret.), Mill Creek WA

Bernard Hogancamp, Homewood Police Department (Ret.), Homewood IL

Mike Hudspeth, Guilford County EMS, Greensboro NC

George Andrew Humes, College Station Police Department, College Station TX

Mohamed Ibrahim, Metropolitan Police Department, Washington DC

Matthew Karnowski, Saint Louis Metropolitan Police Department, Saint Louis MO

Rebecca Lane, Fort Bend County EMS/Waller County Sheriff's Office, Rosenberg TX

Craig Lepkowski, Lake Forest Police Department, Lake Forest IL

Tristen Lopez, College Station Police Department, College Station TX

Tom Madera, Eastern Connecticut State U. Police Department, Willimantic CT

David Millican, Denton Police Department, Denton TX

Wren Nealy, Cypress Creek EMS/Waller County Sheriff's Office, Spring TX

Stephen Noftz, Ohio Health Protective Services, Athens OH

Ranceford Okada, Westminster Police Department (Ret.), Westminster CO

Gregory Parsons, Leesburg Police Department, Leesburg VA

Kenneth Petereit, College Station Police Department, College Station TX

Michael Pitman, Carmel Police Department, Carmel IN

Murray Prust, Saint Paul Police Department, Saint Paul MN

Joe Ralston, Topeka Police Department, Topeka KS

Bobby Sellers, Cypress Creek EMS/Montgomery County Pct. 3 Constable's Office, Spring TX

Gary Strang, London Police Service, London ON

Jeff Taylor, Cypress Creek EMS/Waller County Precinct 1 Constable, Spring TX

Matthew Tomlinson, Cypress Creek EMS, Spring TX

Michael Wear, Metropolitan Police Department DC, Washington DC

Clinton Webb, Denton Police Department, Denton TX

Guest Instructors

Gail Boxrud, Krav Maga Minneapolis, Minneapolis MN

Laura Comtois, Fit for Life Physical Therapy, Lewis Center OH

Thomas Mandzak, Cleveland Division of Police, Cleveland OH

Derrick Maready, Bike Cycles, Wilmington NC

Dante Pastrano, Krav Maga Minneapolis, Minneapolis MN

2017 CONFERENCE



Photo Courtesy Carla Jennings Photography

Congratulations New Instructors! The 2017 IPMBA Conference Instructor Course Graduates:

Mario Balarin, Grayslake Police Department, Grayslake IL; **Nathaniel R. Basner**, Evanston Police Department, Evanston IL; **John Bending**, Hoffman Estates Police Department, Hoffman Estates IL; **Scott Bixby**, University of Buffalo Police Department, Buffalo NY; **Leon Brinkley, Jr.**, MARTA Police Department, Atlanta GA; **Gordon Cairns**, Dayton Police Department, Dayton OH; **Leroy Carter**, Middle Tennessee State Univ. Police Department, Murfreesboro TN; **Leigh Cherni**, Cincinnati Police Department, Cincinnati OH; **Christopher Chin**, Forest Park Police Department, Forest Park IL; **Michael DeMaio**, Brick Township Police Department, Brick NJ; **Alexander Elloway**, University of Guelph Police Department, Guelph ON; **Kyle Fisher**, Franklin & Marshall Department of Public Safety, Lancaster PA; **Hao Ge**, Toronto Police Service, Toronto ON; **Clint Gilleland**, Metropolitan Nashville Police Department, Nashville TN; **Billy Graves**, DHS Federal Protective Services, Alexandria VA; **Ryan Henderson**, Windsor Police Service, Windsor ON; **Joe Hernandez**, Univ. of Texas Rio Grande Valley Police Department, Harlingen TX; **Tyler Hofacker**, Dayton Police Department, Dayton OH; **Steven A. Holmes**, Leesburg Police Department, Leesburg VA; **William Hopkins**, Lower Providence Township Police Department, Eagleville PA; **Joshua Jenkins**, Oxford Police Department, Oxford OH; **Brian Jones**, Baton Rouge Police Department, Baton Rouge LA; **Tim Kane**, JBSA-Lackland 802 Security Forces Squadron, JBSA-Lackland TX; **Daniel Korte**, Fairfield Fire Department, Fairfield OH; **Daniel Kuehl**, Univ of Wisconsin-Whitewater Police Department, Whitewater WI; **Danielle Lemon**, Salina Police Department, Salina KS; **Andre Marentette**, Windsor Police Service, Windsor ON; **Chris Marshall**, Fishers Police Department, Fishers IN; **John B. McAbee**, South Carolina Department of Public Safety, Columbia SC; **Scott Moffat**, Allegheny County Police, Pittsburgh PA; **James Mynatt**, Northeastern State University Police Department, Tahlequah OK; **Shane Nelson**, Everett Police Department, Everett WA; **Brent Alan Otte**, Bexley Police Department, Bexley OH; **Roman Ramos**, University of Texas at Rio Grande Valley Police Dept., Brownsville TX; **Douglas Schmidt**, London Police Service, London ON; **Nathan T. Silkett**, Olathe Police Department, Olathe KS; **Alexander Sullivan**, Cincinnati Children's Hospital Protective Services, Cincinnati OH; **Shawn Thomison**, Wichita Police Department, Wichita KS; **Justin Torek**, Peel Regional Police, Brampton ON; **David Tuttle**, Sunrise Police Department, Sunrise FL; **David Weyer**, Boca Raton Fire Rescue Services, Boca Raton FL; **Terrence White**, Cincinnati Police Department, Cincinnati OH; **Robert Woyicki**, Wake Forest Police Department, Wake Forest NC; **Gregory Zawilla**, City of Reading Police Department, Reading PA; **Bryan Zimmer**, Saint Lawrence University Security, Canton NY.

2017 CONFERENCE



Photo courtesy David Simpson

1



Photo by David Field

2



Photo by Maureen Becker

3



Photo by Maureen Becker

4



Photo by Maureen Becker

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1. The "Old" Guard
2. Marqui Kilson Faces Off In Defensive Tactics.
3. On the Air with Bob, Brian, and Capt. Moore
4. Inspiration
5. Bob's Office, Pre-Conference
6. Bicycle Response Team Roundtable
7. Delaware Chief Bruce Pijanowski
8. OWU Chief Bob Wood
9. "Redshirts" at Work



Photo courtesy Carla Jennings Photography

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Photo by David Field

7



Photo by David Field

8



Photo by Maureen Becker

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2017 CONFERENCE



Photo by Dave Field

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Photo by Dave Field

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Photo courtesy Carla Jennings Photography

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Photo courtesy Carla Jennings Photography

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Photo by Maureen Becker

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Photo courtesy Carla Jennings Photography

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Photo by Maureen Becker

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- 10. Larry Collins, Firearms & Street Survival
- 11. Bicycle Response Team vs. Zombies
- 12. Wyoming in Action
- 13. Cops and Models?
- 14. Krav Maga
- 15. "Special Ed" Bartelme
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- 18. Bike Parade on Sandusky Street
- 19. Pete Gomia's New Toy
- 20. Adam Willauer and the BRT



Photo courtesy Carla Jennings Photography

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Photo by Dave Field

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Photo by Maureen Becker

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Photo by Maureen Becker

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2017 CONFERENCE

The Bicycling Bishops?

by **Mike Harris**, PCI #1125
Federal Reserve Bank of San Francisco, Seattle
Former IPMBA Board Member

by **Ron Burkitt**, PCI #488
Hilliard (OH) Police Department
Former IPMBA Board Member

The City of Delaware, Ohio, was the location of the 27th Annual IPMBA Conference, specifically, Ohio Wesleyan University, home to the Battling Bishops. The annual obstacle course competition took place on the Jaywalk, a pedestrian plaza adjacent to the Hamilton-Williams Campus Center, the hub of campus and conference activities. It is well-endowed with stairs, ramps, and other features that seem to inspire creativity in obstacle course competition designers.

The bike parade, led by members of the red-shirted Command Staff, departed Hamilton-Williams and wended its way through downtown Delaware, past the businesses which had been so welcoming throughout the week. Upon returning to the Jaywalk, the riders assembled for the customary group photo. The excitement for the competition had been building all afternoon as the course took shape under the scrutiny of course designers **Jeff Brown**, Dayton (OH) Police Department, and **Ron Burkitt**, Hilliard (OH) Police. Those who attended the 2006 IPMBA Conference in Dayton may still have nightmares about the complex cone courses that weaved their way around the Wright Brothers statues, designed by Brown, Burkitt, and **Jim Bowell**, Troy (OH) Fire Department (now retired).

The creative spark struck Jeff when he spied construction cone bases lying within the week's worth of equipment in the back of a U-haul. Although they did not yet know it, within a few hours, riders would be navigating an improvised



Course walkthrough

washboard within a cone lane no wider than a few inches of the pedals. The excitement continued to build during the course walkthrough and safety briefing, as the designers traced the correct path through the maze.



Riders leaving the gate first confronted a tight ramp featuring a switchback that barely accommodated 26-inch rims, let alone 29ers. They descended the ramp and immediately proceeded down a set of stairs leading into the aforementioned cone lane. Prior to the washboard lurked a small ramp situated on a curve which masked an unseen obstacle called "centrifugal force". This ramp had the busiest spotters by far.

After the washboard came a small stair ascent and turn, the precursors to the obstacle that would be the nemesis of many and the source of much colorful language: a platform upon which perched a solitary cone just waiting to be cut with the front tire, while the rear tire stayed on the ground. This was followed by twelve pallets forming a raised, L-shaped pad, which the rider had to ascend, turn and descend before moving onto a long, thin bridge, and more tight turns.



Mike Hudspeth

After circumnavigating a sculpture, riders could earn back time by scooping up one of two half-tennis balls perched on top of cones and bringing it to the finish line. They finished with a sprint up a straight, wide, ADA-compliant ramp. This ramp rocketed competitors close to the most famous part of the course: the announcer, Allan Howard, PCI #001. Finally, a breath-taking, dynamic stair descent to the finish line. Whew.

All in all, the course was designed with many things in mind: fun, speed, skill, minimal damage to both the Jaywalk and competitors, and finish times under two minutes. Mission accomplished.

Every year the obstacle course is a fun but competitive event between individual and teams, and this year was no different. Clinching first place with a time of 1:15 flat was first-time conference attendee **Joseph Spragins** of the Fort Worth Police Department. His bio claims it was his "first time riding a bike", but there is a Cat 2 racer in Fort Worth who goes by the same name. Coincidence? Trailing by just a few seconds with a time of 1:19.22 was **Scott Bixby** of University of

(Continued on page 11)

2017 CONFERENCE



Fat Tire Competitor

(Continued from page 10) Buffalo Police, star of IPMBA's *Fundamental Skills for Public Safety Cycling* DVD. Though they did not know it at the time, the top two comprised one-half of first place team **Nothing in Common**, along with **Craig Martinez** of NYPD (fifth overall, 1:25.01) and **Gerome Pruitt**, DFW Airport Police. Get it?

Rounding out the top three with a time

of 1:23.11 was **"Special Ed" Bartelme** of Washington University Saint Louis Police. A covert Cubs fan, Ed was a member of second place team **Tornado Alley**. Team members **Ryan Skaggs** (Indiana University Police) gets paid to ride a bike and play with a dog; **Matt Karnowski** (Saint Louis Metro Police) thinks "bikes are fun"; and **Larry Collins** (Joliet Police) is "distant cousin to 'Joliet' Jake and Elwood Blues.

The third place team hailed from one of only four official commonwealths in the United States – the **Hershey Kisses**. Finishing with a "sweet" time of 6:34.50 were **Dave Dager**, University of Pennsylvania Police; **Robert Jones**, Easton Police; **Blake Kuntz**, Bethlehem Police; and **Manuel Rivera**, also Bethlehem Police. Can you name the other three commonwealths in the U.S.?

Amongst the women, **Lisa Taube** of Asheville Police Department claimed first place overall as well as in the 30+ age category with a time of 1:46.93. Lisa was the mastermind behind the 2016 IPMBA Competition in Asheville, so she knows her way around a cone course. Just a few seconds behind was **Deanna Flaughter** of Five Rivers MetroParks Police, collecting her second medal in as many years. Rounding out the top three and representing women under 30, **Marqui Kilson** of Denton Police brought home her first.

In the Open Category, guest instructor **Derrick Maready** of Bike Cycles in Wilmington, North Carolina, put up the winning time of 1:18.32, which was also the second best time. Volcanic Bicycles founder, owner, and lead bike-builder, **Eric Kackley**, finished second with 1:30.10 (eighth overall), followed by long-time supporter **Mark Eumurian** of Patrol Bike Systems, with a time of 2:27.00.

In a class of his own, 68-year old **Rance Okada**, retired from Westminster Police in Colorado, finished with a time 1.56.62 and a rank of 36th.

After the last competitor crossed the finish line, everyone pitched in and dismantled the competition course, leaving no trace behind. The University catering staff swooped in to serve the bar-b-que fare they'd been shuttling to their stations, dodging riders along the way.

Joining outgoing IPMBA President **Bernie Hogancamp** on stage for the Awards Ceremony were past IPMBA presidents **Allan Howard** (who also served as the competition announcer), **Kirby Beck**, and **Jim Bowell**, as well as former Education Director **Al Simpson**.

IPMBA recognized Instructor-Trainers **Tom Woods**, **David Hildebrand**, and **Clarence White**, all of whom recently announced their "retirement" from teaching Instructor Courses. As they step down from this important role, we congratulated those who have attained this rank within the past year: **Matthew Karnowski** (Saint Louis Metro Police), **Michael Pitman** (Carmel IN Police), **Mo Ibrahim** (Metropolitan Police DC), **Matthew Worm** (Omaha Police), **Tom Madera** (Eastern Connecticut State University Police), and **Dave Dager** (University of Pennsylvania Police). Instructor-Trainers are vital to the organization as through their volunteerism, each succeeding generation of instructors is certified.

Finally came the moment of anticipation



Cone Boys



Mark Eumurian



Lisa Taube, Blue Ribbon Winner

Photo by Maureen Becker

(Continued on page 12)

2017 CONFERENCE

Competition Results

—INDIVIDUAL COMPETITION—

Female under 30

Marquilla Kilson, Denton (TX) Police: 2:06.22

Female 30+

Lisa Taube, Asheville (NC) Police: 1:46.93
Deanna Flaughter, Five Rivers MetroParks (OH) Police: 1:49.31

Male Under 30

Nathan Becker, College Station (TX) Police: 1:26.28
John McAbee, South Carolina Department of Public Safety: 1:37.31

Male 30-39

Joseph Spragins, Fort Worth (TX) Police: 1:15.00
**** First Overall ****
Craig Martinez, NYPD: 1:25.01

Male 40-49

Scott Bixby, University of Buffalo (NY) Police: 1:19.22
**** Third Overall ****
Ed Bartelme, Washington University (MO) Police: 1:23.11

Male 50+

Dave Dager, University of Pennsylvania Police: 1:32.02
Jeff Taylor, Cypress Creek (TX) EMS: 1:47.55

—TEAM COMPETITION—

Nothing in Common: 6:15.80

Joseph Spragins, Fort Worth (TX) Police: 1:15.00
Scott Bixby, University of Buffalo (NY) Police: 1:19.22
Craig Martinez, NYPD: 1:25.01
Gerome Pruitt, DFW (TX) Airport Police: 2:16.60

Tornado Alley: 6:38.60

Ed Bartelme, Washington University (MO) Police: 1:23.11
Matt Karnowski, Saint Louis Metro (MO) Police: 1:28.80
Larry Collins, Joliet (IL) Police: 1:38.30
Ryan Skaggs, Indiana University Police: 2:08.40

Hershey Kisses: 6:34.50

Dave Dager, University of Pennsylvania Police: 1:32.02
Robert Jones, Easton (PA) Police: 1:32.90
Blake Kuntz, Bethlehem (PA) Police: 1:40.30
Manuel Rivera, Bethlehem (PA) Police: 1:49.20

—OPEN CATEGORY—

Derrick Maready, Bike Cycles, Wilmington NC: 1:18.16
**** Second Overall ****

Eric Kackley, Volcanic Bicycles, North Bonneville WA: 1:30.10
Mark Eumurian, Patrol Bike Systems, Saint Paul MN: 2:27.00

(Continued from page 11)
for everyone who had taken a chance on winning a firearm or a bike.

The lucky winner of the Sig Sauer P320 full-size 9mm was **Alex Sullivan** of the Cincinnati Children's Hospital Protective Services, while **Tim Broughton** of the Highlands (NC) Police Department is the happy owner of the Smith & Wesson MP Shield 9mm. The gun raffle was made possible by the Blackwing Shooting Center. In the meantime, **Erik Green** of NYPD rode away with a brand-new Safariland-Kona Patrol Bike, donated by Safariland.

The final and most important recognition of the evening went to the **Command Staff**, who received a resounding, well-deserved round of applause – an inadequate but heartfelt sign of gratitude for the effort they expended ensuring the success of the conference.

Congratulations to all the riders who participated in the competition this year. We look forward to the 28th Annual IPMBA Conference in Saint Louis, Missouri, June 4-9, 2018.



Bob Hatcher and Bernie Hogancamp



Safariland winner Erik Green with Troy Gelish



Delaware "Redshirts"

All photos by David Field except as noted.

2017 CONFERENCE

Exhibitors Round Out Another Great Show



Ohio Wesleyan University, home to the Battling Bishops and the Ghosts of Stuyvesant Hall, was also temporarily home to IPMBA. More than 300 attendees from 35 states and the District as well as three Canadian provinces converged on the City of Delaware, Ohio, for the 27th Annual Conference and Product Exhibition.



The IPMBA Conference hosts the only product exhibition designed specifically for companies interested in engaging the public safety cycling market. As such, it attracts representatives of the cycling, law enforcement, EMS, and security sectors. Public safety cycling is a niche market, and the fact that these companies include the IPMBA Conference in their travel and marketing budgets is testament to their commitment.

Every year, we welcome new exhibitors to the fold, and this year was no exception.

Our newest Corporate Member, **velofix**, was also one of our new exhibitors. Based in Vancouver, BC, velofix is North America's largest fleet of mobile bike shops, providing on-site service, builds, and repairs from fully-equipped Mercedes Sprinter vans. They hope to bring on-site fleet maintenance and

management to departments in their franchisees' areas.

Also joining us from the cycling industry for the first time were Detroit-based **Detroit Bikes**, which debuted its USA-built, 4130 Chromoly steel-framed mountain bike; **Envelo-SRSUNTOUR/NOVATEC**, providing product education, demonstrations, sales support, and service for SRSUNTOUR suspension and Novatec wheels; and **Magura USA**, manufacturers and/or distributors of Magura brakes, rotors, seatposts, Lake cycling shoes, and Supernova lights.

Velofix and **Envelo** joined veteran exhibitor **Volcanic** for IPMBA's first official outdoor demo, which hopefully will expand in the future.

From the EMS side of the industry came **Energispect Medical Solutions**. Energispect sells AEDs/monitors/defibrillators; training aids; airway management tools and supplies; and patient transport and handling equipment. Energispect offers IPMBA members 35% off MSRP on all AEDs through the IPMBA Product Purchase Program. From the law enforcement side hailed **TRU-SPEC**, supplier of uniforms, backpacks, and duty gear for military, law enforcement, and shooting sports markets.

In the personal protective equipment/accessories category was **SMITH Optics**. Willy Breen was back, this time with SMITH MilSpec Protective EyePro, shields, sunglasses, goggles, and bike helmets.

As much as we enjoy welcoming new exhibitors to the IPMBA Conference,

we never forget about those loyal companies who come back year after year, always innovating, seeking input, and solidifying their relationships.

IPMBA Corporate Members **ISM Saddles**, **MOCEAN**, **Police Bike Store**, **R&B Fabrications**, **Safariland**, and **Volcanic** were all in the room. **MOCEAN** supplied the instructors with shirts of "Saint Paul Blue"; **Police Bike Store** sponsored PESC and IC Night Operations with demos of the C3Sports light systems and provided both pens AND water bottles for the welcome bags.

R&B Fabrications supplied bright red, reflective striped bags to hold those pens and other "swag." **Safariland** generously donated a Safariland-Kona patrol bike, a raffle prize that found a new home with Erik Green of the NYPD. **Volcanic** provided hours of hands-on bike maintenance, helping ensure everyone had a smooth ride. They were supported in this effort by newcomer **velofix**. All attendees were also given **Volcanic** lanyards to ensure their namebadges remained in place.

Also returning were **Bellwether Technical Apparel**, **Kryptonite**, **National Association of School Resource Officers**, and **Patrol Bike Systems**. Rounding out the hall were two unique exhibitors: IPMBA Instructor **John Staskiowski** with his impressive



(Continued on page 14)

2017 CONFERENCE

(Continued from page 13)

collection of bike patrol unit patches, and **Carla Jennings**, printing out professional-quality conference photos on demand.

Although absent due to schedule conflicts, **Bratwear** (part of Sound Uniform Group) made sure **Barley Hopsters** quenched attendees' thirst with locally brewed beverages during the receptions, which were also sponsored by **MOCEAN**. They also outfitted the members of the Command Staff, bringing back the once-traditional "redshirts".

Corporate Member **Cygolite** was also unable to attend; however, they continued their sponsorship of *Nightlife District Operations and Tactics* and sent lights to demo. And **iFORCE Patrol Bikes** maintained a virtual presence and contributed product for the Silent Action.

Speaking of the Silent Auction, just over \$4000 was raised to help fund IPMBA's programs, thanks to the generous donations of the following:

Bern Unlimited, Bernie Hogancamp, Borealis Fat Bike, Bratwear, CERA Products, Cycle Siren, Cygolite, DETOURS, Dual Eyewear, First Spear, Gary Strang, iFORCE Patrol Bikes, ISM Saddles, Mike Harris, Night ProVision, Olympic Uniforms, Omaha Police Department, Patrol Bike Systems, Performance Bicycles, Police Bike Store, R&B Fabrications, Rance Okada, Rock Bar Cycling, Rudy Project USA, Showers Pass, SMITH Optics, Swagman, TOGS, Volcanic Bicycles, and ZOIC.

Rounding out our list of supporters are Corporate Member **Cera Products, Clif Bar, Dirt Rag**



Magazine, EMS World, HeroKit, Law Enforcement Technology, LEPN, Nugo Nutrition, and Police Magazine, all of whom contributed giveaway items for the welcome bags.

IPMBA thanks all those industry partners who participated in the 2017 IPMBA Conference.

Remember: sales matter. Please show your appreciation by patronizing these companies whenever you are evaluating products for personal or on-duty use.

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IPMBA thanks the exhibitors and other supporters of the 27th Annual IPMBA Conference. We appreciate those who were able to join us in the exhibit hall and those who provided sponsorships and in-kind contributions. Please support those who support you by patronizing them for ALL your public safety cycling needs!

Exhibitors



ISM Saddles

Contact: Laura Toll
Telephone: 813-909-1441

Email: laura@ismseat.com

Website: www.ismseat.com

Product/Service: ISM is the recognized leader in bicycle saddle design, dedicated to the health and wellness of all cyclists.



MOCEAN

Contact: Bill Levitt
Telephone: 949-646-1701

Email: bill@moceantactical.com

Website: www.moceantactical.com

Product/Service: Technical Law Enforcement, Bike Patrol, and Tactical Uniforms



Police Bike Store

Contact: Michael Espejo
Telephone: 973-366-5868

Email: info@policebikestore.com

Website: www.policebikestore.com

Product/Service: Fuji Police Bikes, C3Sports MaxPatrol-600 DLX Lights, and Additional Accessories



R&B Fabrications

Contact: Dan Eakins
Telephone: 419-594-2743

Email: dan@rbfab.com

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Product/Service: Complete line of bike panniers, fire, EMS, and police equipment bags. All manufactured in the USA.



The Safariland Group

Contact: Sean Lackey
Telephone: 800-347-1765

Email: sean.lackey@safariland.com

Website: www.safariland.com

Product/Service: Law enforcement bicycles, duty gear, and bicycle accessories.



velofix

Contact: Rachel Varn
Telephone: 443-791-9700

Email: rachel@velofix.com

Website: www.velofix.com

Product/Service: Velofix is North America's largest fleet of mobile bike shops, providing on-site service, builds and repairs from fully-equipped Mercedes Sprinter vans.



Volcanic Bicycles

Contact: Eric Kackley
Telephone: 509-427-8623

Email: info@volcanicbikes.com

Website: www.volcanicbikes.com

Product/Service: Toughest Patrol Bikes on Earth. Made in the USA. Accessories, Riding Gear, Lights and Off Duty Recreation.

Bellwether Technical Apparel

Contact: Timothy Coppock
Telephone: 310-884-7756

Email: tcoppock@bellwetherclothing.com

Website: www.bellwetheruniform.com

Product/Service: Since 1973, Bellwether has developed technical cycling apparel for serious cycling enthusiasts.

Detroit Bikes

Contact: Chris Kiesling
Telephone: 313-646-4109

Email: chris@detroitbikes.com

Website: www.detroitbikes.com

Product/Service: Detroit Bikes enters into the police bike market with a USA-made, 4130 Chromoly steel-framed mountain bike assembled with quality, hand-picked parts to best suit LEOs in the field. We feel strongly about providing our officers with a product they can trust.

Enerspect Medical Solutions LLC

Contact: Jonathan Rittenburg
Telephone: 702-586-4911

Email: jon@enerspect.com

Website: www.enerspect.com

Product/Service: Emergency Response Equipment: AEDs and accessories, Manikins, etc.

Envelo-SRSUNTOUR/NOVATEC

Contact: Jon Wells
Telephone: 262-770-7748

Email: jonwells@envelo.cc

Website: www.envelo.cc

Product/Service: Envelo provides product education, demonstrations, sales support, and service for SRSUNTOUR suspension and Novatec wheels.

Kryptonite

Contact: Daryl Slater
Telephone: 781-232-1294

Email: daryl.slater@allegion.com

Website: www.kryptonitelock.com

Product/Service: Kryptonite's passion is to provide smart, serious security and safety solutions like disc locks, chains, U-locks, and street lights.

Magura USA

Contact: Michelle Buchanan
Telephone: 618-392-2200 ext. 226

Email: buck@magurausa.com

Website: www.magurausa.com

Product/Service: All items for cycling. Magura Brakes, Rotors, Seatposts, Lake Cycling Shoes, Super Nova Lights.

National Association of School Resource Officers (NASRO)

Contact: Kerri Williamson
Telephone: 888-316-2776

Email: kerri.williamson@nasro.org

Website: www.nasro.org

Product/Service: NASRO provides the highest quality of training to school resource officers to promote safer schools and safer children.

Patrol Bike Systems

Contact: Mark Eumurian
Telephone: 651-773-8763

Email: mark@patrolbike.com

Website: www.ebiketools.com

Product/Service: Law enforcement bikes, equipment, clothing, and tools

2017 CONFERENCE

SMITH Optics

Contact: Willy Breen
Telephone: 888-206-2995
Email: willybreen@gmail.com
Website: www.smithoptics.com
Product/Service: MilSpec Protective EyePro, Shields, Sunglasses, and Goggles. PPE!! Road and Mountain Bike Helmets, Light- and Camera-Compatible.

TRU-SPEC

Contact: Tom Stock
Telephone: 770-427-1334
Email: tstock63@msn.com
Website: www.truspec.com
Product/Service: TRU-SPEC® is a leading supplier of uniforms and personal equipment to military, law enforcement, public safety, and shooting sport markets.

Virtual Booth



iFORCE Patrol Bikes

Contact: Skip Jones
Telephone: 724-431-2335
Email: info@iforcebikes.com
Website: www.iforcebikes.com
Product/Service: Custom U.S.-made patrol bicycles and vehicle-grade light/siren kits.

Supporters



EMS World

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



Cera Products

Website: www.ceraproductsinc.us
Product/Service: Rice-Based Hydration Products

Bern Unlimited

Website: www.bernunlimited.com
Product/Service: Helmets

Borealis Fat Bikes

Website: www.fatbike.com
Product/Service: Fat Bikes

Cycle Siren

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

Dick Kramer Studios

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

Dirt Rag/Bicycle Times

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

First Spear

Website: www.first-spear.com
Product/Service: Premium tactical equipment for elite military and law enforcement units.

Hero Kit

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

Night ProVision

Website: www.nightprovision.com
Product/Service: Bicycle Lights/Tactical Flashlights

NuGo Nutrition

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

Police Magazine

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

Primal Wear

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

Rock Bar Cycling

Website: www.rockbarcycling.com
Product/Service: Rock Bar Gear and Training Case for Bikes and Packs

Rudy Project USA

Website: http://bit.ly@rudy-ipmba
Product/Service: Eyewear

Showers Pass

Website: www.showerspass.com
Product/Service: Waterproof apparel and bags

Sound Uniform Group (Bratwear/Olympic)

Website: www.bratwear.com/
www.olyuniforms.com
Product/Service: Uniforms

SouthComm Law Enforcement Group

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

Swagman

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

TOGS

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

Whistles for Life

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

Zoic

Website: www.zoic.com
Product/Service: Cycling Apparel

Contributing Members

- ▶ James Englert
- ▶ Brian Gillman
- ▶ Mike Harris
- ▶ Tom Harris
- ▶ Bernie Hogancamp
- ▶ Craig Lepkowski
- ▶ Wren Nealy
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Dual Eyewear: OpTX for Bike Ops

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

Technology's potential is dependent upon its exploitation.

It is well-proven that a pair of quality, UV-rated, tinted sunglasses protects against glare, harmful rays, and eye strain. The lenses act as a shield for airborne debris (e.g., shrapnel, bugs, sputum, etc.). They allow us to see more clearly in varying conditions and enable us to perform high risk tasks, like patrolling by bike.

These are but a few of the advantages. There is a company, however, that exploits eyewear technology in a unique way by adding a feature to its glasses that enhances vision in ways you wouldn't expect. That added feature is spot magnification. That company is Dual.

You may have already heard of Dual, a small company based in Boulder, Colorado, that specializes in sunglasses with built-in spot readers. You probably have already read the product reviews by my esteemed colleagues, Kirby Beck and Mike Harris (*IPMBA News*, Fall 2015). Both reviews praised the flagship Dual SL2 Pro model and its spot magnification technology.

But some of you might be thinking, "My eyes are just fine", or "I'll just buy a pair of cheap readers". Okay, sure, you can just take a chance with your favorite expensive sunglasses and/or carry your cheap readers in your pocket. But if your line of work is hard on your eyewear, or taking a timeout in the middle of a call to change glasses is tactically unsound, then maybe, if you read on, you might discover that the technology Dual employs will benefit the cyclist with perfect vision, combine durability with value, and enhance safe riding techniques and tactics.

Model TX

Dual continues to develop new models. The TX is one of its latest. It has become my favorite pair, from their Cycling-Sport line. The model uses raw aluminum adjustable arms, black Grilamid TR-90 (thermoplastic nylon)

frames, and 100% UVA, UVB, and UVC lenses. It also looks very classy on or off the bike.

Pros: The glasses have proven to be extremely durable. The frames are strong and flexible, and the aluminum arms bend to the wearer's head dimensions. The lens curvature has just the right amount of wraparound for wind protection, and each lens has a cutout area near the temple which I've found promotes air flow and decreases fogging. The arm tips have rubber as do the adjustable nose pieces. At less than an ounce, I can barely discern any weight.

The clarity of the lenses rivals some of the nicest lenses around. I've inadvertently dropped the glasses on the ground several times, and there is nary a scratch. The lenses hold securely, but will pop off upon significant impact, which allows the glasses to collapse before breaking. So they are scratch-proof and impact-resistant.

I do have 20:15 vision, but struggle with mild farsightedness that requires me to have spot readers with a 2.0 diopter. Dual offers 1.5, 2.0, or 2.5 diopters for each of its models. Selecting a diopter is easy. Just go to Dual's website and view any model. Skim down the menu on the right side of the screen and select "Choosing Viewing Powers" for helpful advice.

TXploited: That brings me to maybe the most overlooked feature, but one that benefits public safety cyclists. The spot reader is a small section of the bottom corner of each lens that allows the rider to keep his/her head up and facing forward, while the eyes can glance down through the spot readers at a bike computer without actually tilting the head. Close-up tasks, like writing a ticket, treating a wound, fine-tuning a bike, and focusing on a small

keyboard or screen are easily accomplished in the same fashion while off the bike.

Now, why would the simple tilting of your head down to focus on what's below be a potential safety issue? Quite simply, because if your head is held upright, only your eyes will track up and down, allowing less body movement, and ultimately, a fuller view of what's in front of you. Subtle? Perhaps. But for public safety cyclists, every little thing counts.

Cons: I can find only one downside to the TX. While the lenses are replaceable, Dual has not introduced a clear or amber lens. I've been told they will come out later in the year. I'm willing to wait to broaden the TX potential.

Pricing: The Dual TX is listed at \$69.95 retail. Subtract the discount of 40% off (IPMBA Product Purchase Program), and they cost a very reasonable \$42. Well worth the price for me. There are other models on their website worth looking at. I can't wait to get the ThinOptics.

I'd definitely recommend Dual Eyewear's TX model for bike operations. Check them out at <http://www.dualeyewear.com/cycling-sport/dual-tx.html>, for further details, and go to Dual's listing in IPMBA's Product Purchase Program for ordering information.

Be safe. Ride, rest, repeat.

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

Photos courtesy Dual Eyewear



Legacy Safety & Security Armored Tee Shirt

INDUSTRY

by Bruce Jackson, PCI #239T/EMSCI #325T
Northern Virginia Criminal Justice Training Academy

During the 2016 IPMBA Conference in Asheville, North Carolina, I was drooling my way through the vendor area and the Silent Auction when something I had to have caught my eye.

There on the Silent Auction table was a tee-shirt equipped with Level IIIA panels that weighed almost nothing. Seriously, an armored tee-shirt. It was a modular set up in that it was a tee-shirt with four internally sewn pockets to hold four separate ballistic panels. It came with two 10" x 12" panels configured in the "Shooters Cut", and two 6" x 6" side panels. Each panel fits within its own pocket inside the shirt, and due to the compression design, there is no need for any type of Velcro straps to secure them into the shirt. After I thoroughly pawed over it, I had to put a bid in. I got outbid a couple of times, but I persevered and when Maureen called to tell me I was the highest bidder, I was thrilled. Shortly thereafter, a box arrived at my front door, containing my very own armored tee-shirt.

After getting the blessing of the boss, I decided to give the vest a good wear test. As I mentioned earlier, the shirt relies on compression to hold the panels in the pockets and in place on your body, which means the shirt needs to fit snugly. Because there are seams inside the shirt where the openings for the armor panels go, the dealer will tell you to wear an athletic style compression tee-shirt against your body, followed by the armored tee-shirt, and finally your uniform shirt. This will prevent chafing and the shirt will be more comfortable. I will admit that the shirt did feel very snug at first, but because the material is so flexible, I quickly got used to it.

I wore the vest daily under my uniform shirt as well as on plainclothes assignments. The one comment I got more than any other was, "El-Tee. Where's your vest?" The armor is so thin and light, they questioned if I was even wearing armor. This was even more beneficial when I was on a plainclothes assignment in coat and tie during the endless cycle of political events leading up to the election. Wearing the armored tee-shirt underneath a dress shirt and not having the obvious "printing" of a vest was really sweet. Finally, I wore the shirt during several basic Police Cyclist Courses, and no one even noticed that I had the armor on.

The Pros:

It is very lightweight and comfortable. The panels are rated Level IIIA, which means they will protect against most modern handgun rounds up to 44 magnum. You may end up with some broken ribs, but the vest will prevent lead poisoning.

Tee-shirts are available in black, white, red, camo, tan, light blue, and dark blue, so getting shirts to match the uniform should not be a problem. Remember though: it is a crew neck compression shirt that will be visible from an open collar, so follow your agency policy if you have one.

The Cons:

The vest is a modular design, so there are four separate panels. When you don the shirt, you will find gaps in between the panels. In my case, the gaps were about one-and-a-half to two inches. However, I believe that wearing your armor is a balancing act. Weight, stopping ability, and comfort all have to be considered. If the vest isn't comfortable, it won't get worn. That said, this won't work for those who want or are required to have full, wraparound protection.

The panels are not custom cut. The side panels are 6" x 6", and the front and back panels are 10" x 12". Legacy also offers 11" x 14" panels for taller officers, and since I got my set, they have upgraded the side panels to 6" x 8" to provide more protection.

Finally, because the vest is worn close to the body, it doesn't allow you to take it off as readily as an external carrier. On hot days, you may find yourself pulling the shirt away to let it vent and get some air down the front to cool off, but to be honest, I didn't really notice it.

The important thing for me is comfort. If it isn't worn, it isn't protecting. I don't worry about the bullet that has my name on it. When I'm done, I'm done. The bullet that I worry about is the one addressed "To whom it may concern", and that's why I wear my armored shirt.

The MSRP on the website is \$229.99 for the armored shirt, and extra shirts are \$74.99. They also sell an armor kit for \$349.99, which includes an armored tee-

shirt, the four panels and an external tactical MOLLE carrier that will hold the soft panels, rifle plates or both.

For more information, visit www.legacysafetyandsecurity.com and/or contact Rob Hausman at rhausman@legacysafetyandsecurity.com. Rob is awesome to work with, and he told me that he can provide a coupon code for 10% off anything purchased from their site.

Bruce Jackson retired from the George Mason University Police Department in November 2016, at the rank of Lieutenant. He now serves as a Professional Development Coordinator for the Northern Virginia Criminal Justice Training Academy, which allows him to teach as much as he wants while constantly seeking out new and exciting training opportunities for the Academy's member agencies. You can reach him at bjackson13@gmail.com.

Photos courtesy Bruce Jackson



Ready to Rumble: Blauer Rumble and Rumble Shorty Bike Gloves

by Andy Shiu

Lake Forest (IL) Police Department

Upon graduating from the IPMBA Police Cyclist Course many years ago, one of the first presents I purchased for myself were bike gloves. After all, who doesn't want a pair of fingerless gloves emblazoned with "POLICE" on the knuckles? I went through many sets of "bike gloves" over the years, eventually settling for a pair of fingerless workout gym gloves. I was frustrated by the poor craftsmanship of the gloves out there. The "top-of-the-line" at that time wore out on me – with the stitching on the palms coming loose after the first few times riding. Others fell apart over time, or were well-padded for riding but too bulky for firearms manipulation.

Most recently, I've had the opportunity to use and review another fine Blauer product, the Rumble Bike Gloves. I wore these gloves literally every day I could. Riding days, firearms training days, defensive tactics training days and during BRT training/deployments. I couldn't beat these things up enough. In fact, I've only had ONE issue with them. I wore them so much that the Velcro strap on one glove finally broke when I was putting them on during a bike detail, but the gloves still work flawlessly otherwise.

The first of many things I look for in a patrol bike glove is versatility. Will it help me maintain control of my bike, resist impact, and yet allow me to manipulate people or deploy firearms? Will I be able to maintain tactile feeling? Are they padded too much or not enough? How will they withstand the sudden jerking and torque while dealing with a suspect who is actively resisting? Do they offer any protection while searching suspects? These Blauer gloves are a resounding YES all the way around.



Now granted, wearing bike gloves to search suspects isn't necessarily the best idea. Gloves lined with Kevlar or another protective lining are preferable. However, if necessary, the long-fingered Rumble bike gloves can double as tactile yet effective searching tools while protecting your hands. I wore them this past winter while searching a pair of suspects. With no loss of

dexterity, I found drug-related evidence/sharp objects in their pockets. I've also used both the short- and long-fingered gloves during my Department's rigorous defensive tactics and firearms instruction programs; they protect the hands without sacrificing tactile feeling. Given the use of items mounted not only on belts but also on MOLLE body armor carriers, dexterity while wearing gloves proves to be very important. Blauer Rumble bike gloves allow for critical manipulation while maintaining officer safety.

Another feature I look for in any police equipment, not just gloves, is durability. Will it work every day I put it to use? After each use – shift, BRT, or training deployment – literally every time I took these Blauer gloves off my hands – I inspected them closely. Although they usually had dirt on them, there were no tears, loose, or frayed stitching. They were perfect for everyday use and comfort.

So there you have it. Aside from a Velcro strap, the Blauer Rumble brand bike gloves have been ideal. When used solely used as a bike-riding tool, they fit the bill perfectly. However, they are capable of so much more. Give them a try! You won't be disappointed.

Officer Andy L. Shiu is a 16-year police officer with the Lake Forest (IL) Police Department. He is IPMBA-certified as a Police Cyclist and as a Bicycle Response Team rider. He specializes in defensive tactics and

firearms instruction. He can be reached at shiua@cityoflakeforest.com.

Add "New Event" to your smartphone calendar

Title: 28th Annual IPMBA Conference
 Location: Saint Louis, Missouri
 Starts: June 4, 2018
 Ends: June 9, 2018



Support our Corporate Members!

INDUSTRY

IPMBA is excited to welcome **Bicycle Patrol Outfitters**, **Cera Products**, **Cygolite**, **iForce**, **ISM Saddles**, and **Jones & Bartlett Learning** to another year of Corporate Membership. **Bicycle Patrol Outfitters** is a full-service bike patrol supplier; **Cera** offers a range of rice-based hydration products; **Cygolite** produces bicycle lights; **iForce** builds patrol bikes in the USA; **ISM** produces ergonomic bicycle saddles; and **Jones & Bartlett** publishes public safety training material, including the *Complete Guide to Public Safety Cycling*.

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



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



Jones & Bartlett Learning
Product: Educational Materials,
Complete Guide to Public Safety Cycling
Phone: 800-832-0034
Website: www.jblearning.com



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



Mocean
Product: Technical Bike Patrol Uniforms
Phone: 949-646-1701/877-662-3680
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IPMBA Welcomes vélofix to Corporate Membership

Velofix (www.velofix.com) is proud to be a IPMBA Corporate Member and was honored to participate in the 2017 conference in Ohio. Velofix is North America's largest fleet of mobile bike shops, with more than 100 locally-owned franchises across North America. Velofix was founded on the simple concept of making bike service and maintenance more convenient for cyclists; rather than having to book an appointment weeks in advance and transport bicycles to a bricks and mortar storefront, velofix brings the bike shop directly to customers at their homes, offices, or wherever is most convenient! Velofix mobile bike shops are fully-equipped workshops housed in a Mercedes Sprinter van stocked with top-quality Park Tools and a robust inventory of parts and accessories. Velofix mobile bike shops are adept at all types of bike maintenance, repair, builds and packing for transport. Velofix is proud to work with dozens of public safety agencies in the United States and Canada and looks forward to serving many more through the IPMBA relationship.

Velofix will work with your agency to build a custom program to meet your needs. Everything from regular fleet maintenance contracts to on-demand repair services are available, and local velofix franchise owners are honored to help provide on-site support and adjustments at cycling-related events you organize in your community. Through velofix DIRECT, velofix customers can purchase more than 30 top bike brands online, which will be professionally built by a certified mechanic and delivered to your doorstep with a professional fitting and any accessories you might wish to add. Velofix would be happy to provide your organization with a custom proposal for building bicycles purchased online, or for packing and shipping bicycles to an event. Quantity-based discounts are provided. To connect with your local velofix mobile bike shop to learn how velofix can save your organization time, money and hassle related to your bicycle fleet, please contact Rachel Varn, rachel@velofix.com or 443-791-9700.

Product Purchase Program

Visit <http://ipmba.org/membership/product-purchase-program> for the full IPMBA Product Purchase Program listings.

New Listings

Bellwether Technical Apparel

Product: Uniforms

Discount/Cost to Members: 30% off Retail Prices

Contact Name: Fred Gonzalez

Phone: 888-800-5999 ext. 182

Email:

fgonzalez@bellwetherclothing.com

Website: www.bellwetheruniform.com

Notes: Enter IPMBA30 at checkout to receive the discount.

Enerspect Medical Solutions

Product: AEDs: HeartSine/Philips/Physio-Control LIFEPAK

Discount/Cost to Members: 35% off MSRP on all AEDs

Contact Name: Jon Rittenburg

Phone: 702-269-9931

Email: jon@enerspect.com

Website: www.enerspect.com

Notes: Email jon@enerspect.com with contact information and IPMBA membership number.

Updated Listing

ISM Saddles, LLC

Product: ISM Bicycle Saddles

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

Contact Name: Laura Toll

Phone: 813-909-1441

Email: orders@ismseat.com

Website: www.ismseat.com

Notes: Enter Coupon Code FIRSTRESPONDER at checkout.

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What Should Be in Your Toolbox

GEARS AND GADGETS

by Jared Williams, PCI#1214
Tacoma (WA) Police Department

As I write this article, I am three days away from shoulder surgery and looking at a six-month recovery, including six weeks in a sling. Needless to say, I have a bit more time on my hands for doing nothing, both at work and at home. I realized (after a nudge from Maureen) that it's been a while since the last installment of *Gears and Gadgets*.

I've been pondering what to write about for the last week, as I sit behind a desk entering department training data into a computer...

Then it dawned on me. I've talked about how to make repairs to your bicycle, but I haven't really touched on what tools you should have to make those repairs. Our departments give us many tools to do our job effectively. It's all about having the right tool for the job.

The world of bike repair is no different. Having the right tools in your toolbox is essential. There are some basic "must-haves" that every bike mechanic should own, and then there are some tools that are more "exotic" and only needed on rare occasion.



Before I list the actual tools, the most important thing to have in your "tool box" is to be in good standing with your local bike shop (LBS). If you are in the good graces of the staff at your LBS, they will take very good care of you, both in terms of service and product discounts. Stop in once in a while just to see how things are going and chat with all the employees. Share some war stories with them, or offer to take them on a ride-along. Bring them a box of donuts, some coffee, or even a six-pack of beer; these small gestures go a long way towards building a good relationship.

Here is a list of essential tools that you should own before you attempt any bike repairs. The tools listed here can generally be purchased individually, or as part of a full tool kit from any reputable bike tool manufacturer such as Park Tool, Pedro's, or Spin Doctor. There are plenty of brands out there to choose from, so check your local bike shop to see what they carry.

- ✘ Workstand. These come in various styles. You can get a fixed-floor standing model or a portable one. If space is an issue, I recommend the portable type. Fixed stands are more stable, but I've never had any real issue working with our Park portable bike stands. I would avoid a bolt-on, bench-mount stand. I used one for a short time and found it was difficult to work on some parts of the bike.
- ✘ Pedal wrench.
- ✘ Allen wrenches in metric sizes from 2mm – 10mm. These can be a traditional L-shaped wrench or a T-handle. Both have their benefits, and it would be a good idea to have both styles in your tool box.
- ✘ Three-way allen wrenches. These typically come in 2, 2.5, 3mm and 4, 5, 6mm. Use of a three-way wrench allows you better control and torque when making adjustments.
- ✘ Bottom bracket tools. There are various types of bottom brackets, and they all have a different tool for installation and removal. It's essential that you have the correct tool for any type of bottom bracket you might work on.
- ✘ Open end wrenches in metric sizes from 5mm-19mm. Essential sizes are 13-17mm, as these are the most common sizes used to adjust hubs.
- ✘ Cone wrenches from 13-18mm.
- ✘ Axle and spindle vice tool. You need this to hold your wheel if you are making any kind of hub adjustments.
- ✘ Crank pullers for both square taper and splined cranks if you still use this technology.
- ✘ Wire cutters, needle nose pliers, channel lock pliers.
- ✘ Cable housing cutter. This is not just a general pair of wire cutters. Having a good quality cable housing cutter is essential when installing new cables and housing.
- ✘ Chain whip or chain whip wrench. For removing a cassette.
- ✘ Cassette lock-ring tool.
- ✘ Chain tool. For removing and installing a chain.
- ✘ Spoke wrenches.
- ✘ Disc truing tool (if you have disc brakes). You can also use a crescent wrench for this.
- ✘ Derailleur hanger alignment tool. Most bikes have removable derailleur hangers so you can replace them if they get bent or broken. But having this tool will help make sure things are exactly where they need to be for clean, crisp shifting.
- ✘ Steel core tire levers. You'll break the cheap plastic ones if you are constantly using them.
- ✘ Torx wrench set. Most bikes manufactured in the last few years have Torx bolts in various locations.
- ✘ Good quality torque wrench that measures in/lb, ft/lb, and Nm. You would be surprised how easy it is to over-tighten bolts, often resulting in failed components. I recommend having two torque wrenches, one for low-torque applications and one for high torque applications. Most torque wrenches don't have the range of adjustment necessary for both.
- ✘ Set of screw drivers (both flat head and Phillips).
- ✘ Brush set for cleaning (various sizes of soft-bristle brushes).
- ✘ Lots of shop rags.
- ✘ High volume floor pump.



(Continued on page 24)

(Continued from page 23)

✂ High quality bicycle specific grease and lubricants. White lithium grease is good for general uses, but I recommend a high-quality bicycle grease from a manufacturer such as Park Tool or Phil Wood. Pick a good chain lubricant based on your riding style and weather; ask your LBS what they recommend for your area.

There are other tools that are worth having if it is in your budget to purchase them, and you have the knowledge to use them properly. Depending on the age and technology of your bike fleet, some additional tools may become a necessity as well.

✂ Wheel truing stand. Very important if you are constantly rough on your wheels. However, truing a wheel can be difficult to learn and master without a lot of practice. There are a lot of ways you can screw up a wheel if you don't know what you're doing. A decent truing stand can also run several hundred dollars, so it may be worth it to have your LBS take care of these repairs.

✂ Tap and die set. Good to have for stripped bolts. On our old 2005 Trek

police bikes, we have had a number of stripped bolts where the racks install to the frame. A tap and die set is essential to making these repairs. They aren't generally too expensive, depending on the brand and size of the set. Learning how to use these tools is not terribly difficult either.

✂ Bearing/headset press. This is essential for the proper installation of any press fit bearings. It's also necessary for proper headset installation. However, unless you are working on a large fleet of bikes and constantly replacing bearings or cups, it's generally better to have your LBS take care of these issues.

✂ Headset/bearing removal tool. Just like the press, you probably only need this if you do a lot of this sort of work. This tool is fairly inexpensive, but what's the point in removing a bearing or headset if you don't have a way to put a new one back in?

✂ Frame alignment tools. Again, something that you would need to have some good working knowledge of to use. Even your LBS probably doesn't use these very often, as they are only used to straighten out your bike frame in the event of a crash.

Oftentimes, frames end up with cracks and other catastrophic damage as a result of such incidents.

✂ Air compressor. Good to have if you have a large fleet of bikes that doesn't get used often. Makes topping off the tires much quicker. Air compressors are also a necessity if you are running any type of tubeless tire setup.

Not everyone has a strong mechanical aptitude, so know your personal limits. If you are interested in learning to work on bikes, keep an eye out for the next IPMBA Maintenance Officer Course. If you are unable to attend, and in good standing with your LBS, see if you can hang out for an afternoon or two and pick up some knowledge on bike repair.

Time to be ready for a long recovery... now where did I put that complete series of *Pacific Blue* on DVD?

Jared is currently a Police Patrol Officer for the Tacoma Police Department. He loves to tinker and can often be found obsessing about the mechanical state of his bicycles. He can be reached at jared.williams@ci.tacoma.wa.us.

Photos courtesy Jared Williams

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Retiring “Ts”



IPMBA thanks **Tom Woods** and **David Hildebrand** for their years of service as IPMBA Instructor-Trainers. Both have recently announced their retirement from teaching the IPMBA Instructor Course.

IPMBA founding member Tom Woods retired from the Denton (TX) Police Department in 2013 after 35 years of service. He served on the IPMBA board from 1992-1998, including a term as chair, and helped author both the *Complete Guide to Police Cycling* and the *Complete Guide to Public Safety Cycling*. As an IT, Tom instructed at 17 Police Cyclist Instructor Development courses (the pre-cursor to the Instructor Course) and Instructor Courses between 1997 and 2015, helping prepare 534 new instructors to teach the IPMBA curriculum.

1997: Nashville TN
1999: Chicago IL
2001: Cincinnati OH
2003: Charleston WV
2004: San Antonio TX

2005: El Paso TX (US Border Patrol)
2006: Dayton OH; Tacoma WA
2007: Baton Rouge LA
2007: Fredericksburg VA
2008: Indianapolis IN

2009: Tacoma WA; Albuquerque NM
2010: Baton Rouge LA
2012: Saint Paul MN
2013: Baton Rouge LA
2015: Spring TX

David Hildebrand, PCI #404T/EMSCI #118T, currently serves as a lieutenant with the Denton (TX) Police Department. David served on the IPMBA Board of Directors from 2016-2012 and as President from 2008-2012 and was a contributor to the *Complete Guide to Public Safety Cycling*. David instructed at 14 Instructor Courses attended by 500 students between 2003 and 2014, including all three held in the UK.



2003: Charleston WV
2004: San Antonio TX
2005: Scottsdale AZ; York, England
2006: Dayton OH
2006: Southampton, England
2007: London, England

2008: Indianapolis IN
2010: Chesterfield/Saint Louis MO
2011: Richmond VA
2012: Saint Paul MN
2013: Baton Rouge LA
2014: Tampa FL

IPMBA is indebted to Tom and David for their long-term contributions to the professionalism of IPMBA’s training courses and hopes they will continue to share their knowledge, experience, and enthusiasm for bike patrol for years to come.

Photos courtesy Tom Woods

Welcome, New Instructor-Trainer

IPMBA congratulates **Dave Dager** of the University of Pennsylvania Police Department on having attained the rank of Instructor-Trainer. In order to achieve this status, an IPMBA Instructor must meet a set of criteria that includes at least four years and 4,000 student-hours of teaching in various situations as well as teaching at the IPMBA Conference, followed by a student teach.

Dave completed his student teach during the 2017 IPMBA Conference, June 5-9, in Delaware, Ohio. Due to the number of students and the size of the instructor cadre, teaching the Instructor Course at the conference presents unique challenges and opportunities, and Dave rose to the occasion. For more information about becoming an Instructor-Trainer, please visit <http://ipmba.org/images/uploads/2014Instructor-TrainerCriteria.pdf>.



Photo by Maureen Becker



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AMR Launching Bike Medic Team

by Jim Pollard

American Medical Response (AMR), Jackson MS

Jackson, Mississippi – When you're badly injured, a heart attack hits you, or some other medical emergency strikes, you expect an ambulance with medics to come help, fast. As of April 2017, in some situations in Hinds County, a paramedic or an EMT on a *bicycle* might reach you first.

Bike medics can reach a patient faster than an ambulance crew at events with thousands of attendees, an event with a great deal of vehicle traffic or one that's spread over a big area. Each bike will carry a defibrillator, the device which can shock a patient's heart to help it beat again. Having a bike medic start lifesaving care before the ambulance crew arrives can make a huge difference for the patient."

about safety. So, it's great public relations. It's also good for our medics' and EMTs' health and morale, too."

Phillips said the bike-medical team won't replace the ambulances AMR provides for events. "Our bike medics are another tool in caring for the community, augmenting the ambulances we send to events."

But a 32-hour course, really? The old saying, "It's as easy as riding a bike," doesn't apply when the rider has some 30 pounds of medical gear and supplies on-board and a human life depends on the medic. The course covers just about every aspect of the bike medic's work you might think of, and then some.

Safety, of course, is a major topic.

Trussell said, "The students in the course must prove to me by week's end that they have developed the observational and physical skills required to avoid getting injured or injuring others while on their bikes."

Other topics include making simple repairs on the bikes, sometimes while on duty, and preventive maintenance.

Why mountain bikes? Phillips said, "These are rugged bikes suitable for a range of surfaces, dry or wet, from street and alley pavement to dirt trails to open fields and even stairways."

Stairways? The students learn to handle the bikes on stairs of various kinds, such as concrete steps and flights of metal stairs.

When will AMR's bike-medical team begin operating? Phillips said, "You'll see first us at some events this spring. We'll help cover selected big events year-round such as city-sponsored fireworks shows, WellsFest in September, our state fair in October, the Blues Marathon in January, our huge St. Patrick's Day parade in March and I could go on and on."

Photo by Sarah Warnock
For the Clarion-Ledger



Eight paramedics and EMTs with AMR Central Mississippi attended a 32-hour course the week of April 10, 2017, to become "bike medics." The operation has purchased four mountain bikes and special saddle bags.

AMR Central Mississippi now has the state's first emergency medical bike team certified by the International Police Mountain Bike Association (IPMBA). While hundreds of police departments in numerous countries have had bike teams for years, ambulance service and fire-rescue bike-medics are less common.

Why bike medics? Paramedic Eric Phillips, head of AMR's team, said, "Time lost in reaching a life-threatening patient reduces the chance of survival. Now think about the dozens of festivals, outdoor concerts, parades and long footraces in our area.

William Trussell of Advanced Police Training in Biloxi taught the course. Over the past 12 years, he has taught dozens of courses for IPMBA across the U.S. and abroad. The IPMBA has developed courses customized for law enforcement, EMS, search-and-rescue and other public safety agencies.

There are other reasons for AMR to add bike medics to the operation.

Phillips said, "A medic on a bike is going to be faster than even our 'medi-carts,' which are golf carts converted into mini-ambulances. Plus our folks are modeling safe biking by wearing helmets and following the rules of the road and we're setting the example of getting good exercise. When they're not responding to an emergency, our medics can have good conversations with folks at the event. We'll stop and talk with youngsters

IPMBA Members on the Move

IPMBA thanks the following members for their support of IPMBA and wishes them well as they move on to new phases in their careers and lives.

Jim Bulleigh, Minneapolis (MN) Police Department – retirement

Adam Carter, Niagara Regional (ON) Police Service – transfer

Scott Elliott, Niagara Regional (ON) Police Service – retirement

Joseph Falcon, Bentonville (AR) Police Department – retirement; now Senior Manager, Global & Corporate Security for Walmart Corporation

Terry Hall, DuPage County (IL) Sheriff’s Office – retirement; now a V.O.I.C.E. volunteer for Lee County (FL) Sheriff’s Office

Steve Holly, Clark County (NV) Park Police – retirement

Chris Langmeyer, Framingham (MA) Police Department – retirement; now operating Spunkmeyer’s Equipment and Training, working in sales for First Spear LLC, and working for the Department of the Air Force Police, 66th Security Forces Squadron, Hanscom Air Force Base

Charles Longo, Navy Support Activity-Panama Beach (FL) – department disbanded bike unit

Ray Ranne, Chicago (IL) Police Department – retirement; now working for Palatine (IL) Police Department

Matthew Swartz, New York State Police – retirement; now teaching at FLETC

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Noteworthy ...

Congratulations to Sgt. Andrew Penny, Lee County Sheriff's Office, who inspired recent IPMBA Police Cyclist Course graduate Terry Hall to submit the following commendation:

I want to submit a commendation for IPMBA PCI #1454, Sgt. Andrew Penny of the Lee County Sheriff's Office, who conducted an excellent course November 14-18, 2016, at Florida Gulf Coast University. He presented the material clearly, making sure each student "got it." In the practical exercises, he was patient and encouraging while never relaxing strict adherence to IPMBA standards. He led me to gain skills I would have thought impossible. Taking (and successfully completing) his IPMBA course is one of the greatest things I've ever done and fulfilled a long-standing ambition.

Congratulations to Terry Hall, Lee County (FL) Sheriff's Office, on having successfully completed the IPMBA Police Cyclist Course at the age of 75.

Lee County Staff Officer Jeffrey Pierot stated, "We are so proud of Terry! His accomplishment of completing such a rigorous and demanding course has set a new standard. His representation of our agency, while has always been outstanding, with the bicycle has increased his visibility and contact with the public in a most positive manner."

Terry is a member of the V.O.I.C.E. (Volunteer Observers Impacting Community Efforts) Team. His duties include bike patrol of shopping malls, parks, and schools, as well as traffic control, missing persons, special events, and other support. He is also a Parking Enforcement Specialist.

Terry is curious to know if he is the oldest person to take the class. If you or anyone you know was older than 75 while taking the IPMBA Course, email info@ipmba.org.



Congratulations to Sgt. Evan Coward, Asheville Police Department, on being named Officer of the Year for 2016.

Photo courtesy Asheville Police Department



Photo courtesy Lee County Sheriff's Office



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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.

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- ▶ James Beutel, Evesham (NJ) Fire
- ▶ Arthur Chatman, Jr., Armed Security on Bikes (TX)
- ▶ Dwight Edwards, Cabell County (WV) EMS (ret.)
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IPMBA Remembers

Retired Saint Paul cop Tim Bradley, a big dreamer with a bigger heart, dies at 63

streets. His father, Robert Bradley, was a Saint Paul police officer from 1949 to 1977 and said he knew Tim would follow in his footsteps when a mailman found him at the age of five trying to direct traffic on Minnehaha Avenue.

After graduating from Harding High School, Tim Bradley worked his way through Lakewood Community College (now Century College) by playing trumpet in a band at nightclubs. He joined the Saint Paul police department in 1975.

Like his father, Bradley wanted to spend his career as a patrol officer, not trying to climb the ranks, though he often had the police chiefs' ear with the projects he proposed.

"When people say to me, 'Why are you a street cop? You've been a street cop for 30 years.' I go, 'Yeah, I chose to be. It was a calling,'" Bradley said in a 2005 interview with oral historian Kate Cavett. "And, no, I don't just like to help people; that's one of the nice things that comes out of it. ... I'm so proud to say that I am a street cop."

Bradley served as a field training officer, showing the ropes to more than 100 Saint Paul officers over the years. He trained Todd Axtell and John Harrington, who went on to become Saint Paul police chiefs.

"Tim Bradley's fingerprints are on every creative act within the police department that I think of over the course of my time as chief, and Bill Finney's time and Tom Smith's time," said Harrington, who now heads Metro Transit police. "Chiefs come and go, but Tim Bradley is one of a kind."

His creative side also came out in his police work and, when Harrington teaches community policing, he said he uses Bradley and his longtime police partner, Lucia Wroblewski, as his example of "what real community policing looks like." Bradley's idea to bring the bike patrol back to the police

department, after being dormant for about 70 years, was rooted in the same premise of connecting with the community. The department restarted the bike patrol in 1993 and it remains in place.

Twice in his career, Bradley was named Saint Paul Police Officer of the Year and he won the medal of merit for rescuing a woman from a burning apartment. He also spent years serving as Santa Claus during officers' visits to children who were hospitalized.

"He had so many ideas and they were all good, and then he had the gift of sometimes pestering upper management to say 'yes,'" said Wroblewski, who partnered with him on patrol for 17 years. Bradley retired in 2011.

Bradley's projects are too numerous to list. Some include decorating the East District police station rooftop with Christmas lights for more than 20 years — it started with hundreds of lights and grew to 30,000; creating the "Wall of Honor" in the lobby of Saint Paul police headquarters for officers killed in the line of duty; volunteering to build out the hall in the Saint Paul Police Federation's new building; and working on historical displays with the Saint Paul Police Historical Society in the lobbies of police headquarters and the Western District.

In May, Bradley became sick, and doctors believed he had idiopathic pulmonary fibrosis, a disease in which lung tissue becomes scarred, and the only way to save his life was a lung transplant, Wroblewski said.

When he was hospitalized for the last time in February, Bradley was still talking about and sketching out ideas — a permanent ice castle (refrigerated from the inside) that he dreamed up for Harriet Island and a ceremonial pipe for an Ojibwe medicine man who was a friend.

(Continued on page 33)



Photo by John Doman, Pioneer Press

by Mara H. Gottfried
Pioneer Press, March 2, 2017

[Ed's Note: IPMBA founding member Kirby Beck met Tim during his first IPMBA Police Cyclist Course in Minnesota in 1993. Beck stated, "He was clearly a one of kind character who definitely fell in love with bike patrol. He took it back to Saint Paul, along with his long time partner Lucia Wroblewski, and they made it big part of policing in Saint Paul, especially the Eastside where they worked."]

Tim Bradley could not go anywhere on Saint Paul's East Side without hearing, "Hi, Officer Bradley!"

After all, it was the place he spent 35 years patrolling as a Saint Paul police officer. It's also where he grew up.

Bradley's influence extended beyond the East Side. He was full of ideas that he spent hours researching, sketching and eventually building. They included: A huge memorial bell that he brought to fallen officers' funerals around Minnesota; a time capsule, which stands more than seven feet tall outside Saint Paul police headquarters, filled with 20th century police artifacts; and a 30-ton memorial boulder for slain Maplewood police Sgt. Joseph Bergeron, at the spot where the officer was killed along the Bruce Vento Regional Trail in Saint Paul.

Everything that Timothy Robert Bradley did in his life he did big and with his whole heart, say people who knew him. He was surrounded by friends and family when he died Monday at 63 after battling lung disease.

Bradley was born on April 27, 1953, in Saint Paul. He grew up on Minnehaha Avenue between Flandrau and Kennard

IPMBA Remembers

Paul Conner

February 24, 1970 – February 5, 2017



Born and raised in Glen Burnie, Paul Conner attended Glen Burnie High School and the Community College of Baltimore. He began his Law Enforcement career as a Baltimore City Police Officer (1990-1994). He transferred to Anne Arundel County Police Department and patrolled the Northern District for almost his entire career (1994 – 2014). He was most notably assigned to the Bike Patrol Unit.

Throughout his career, Corporal Conner was the recipient of many awards recognizing him for his outstanding service to the citizens of Anne Arundel County, as well as a contributing author to several police related publications.

- | | | | |
|------|--|-----------|---|
| 2014 | Anne Arundel County Police Department Eastern District "Patrol Officer of the Month" | 2006 | <i>IPMBA News</i> Winter Issue: Review of 2005 Trek Public Safety Bicycle |
| 2010 | Anne Arundel County Police Department "Silver Star Award" | 1999 | Baltimore Sun "Patrol Officer of the Year" |
| 2009 | Northern Anne Arundel County Chamber of Commerce "Officer of the Year" | 1999 | Governor's Office of Crime Prevention "Officer of the Year" |
| 2009 | <i>IPMBA News</i> , Fall Issue: "DWI Suspect Thinks He Can Escape Bike Officer"
Quoted <i>IPMBA News</i> in "See You at The Carnival (or Not...)", by Sean Patrick Norris, <i>Maryland Gazette</i> (published August 5, 2009) | 1996 | Anne Arundel County Police Department "Commander's Award" |
| 2007 | Anne Arundel County Executive "Award of Excellence" | 1994 | Southland Corporation "Officer of the Year" |
| 2007 | Contributor to IPMBA's <i>The Complete Guide to Public Safety Cycling</i> | 1994 | Baltimore City Police Department "Officer of the Month" |
| 2007 | <i>IPMBA News</i> , Spring Issue: "Bike School Goes to the Carnival" | 1993 | Baltimore Sun "Patrol Officer of the Year" |
| 2006 | Honorary Member of the Glen Burnie Improvement Association | 1993 | Baltimore City Police Department "Officer of the Month" |
| | | 1992 | Baltimore City Police Department "Officer of the Month" |
| | | 1991 | Baltimore City Police Department "Officer of the Month" |
| | | 1991-2014 | Numerous letters of appreciation from community residents |

Paul was certified as an IPMBA Police Cyclist in 1996 and as an IPMBA Instructor in 2002, remaining active for 10 years. He never hesitated when called upon to assist with IPMBA projects and articles. He had a true passion for bike patrol.

Paul is survived by his wife, Stephanie; daughters Jena and Shelby; and son Chase; and many others who loved him unconditionally. He was preceded in death by his son Brett Conner.

Remembering Tim Bradley

(Continued from page 32)

Bradley was not Native American, but he believed strongly in their spiritual practices. He carved pipes from pipestone and wood, and also sewed leather medicine bags in recent years.

Though Bradley wanted to finish the projects, it was the people in his life who mattered most. He tried to hold on for the birth of his fourth grandchild, due in April; his mother's 90th birthday in July; and a retirement party he was planning for Wroblewski in June.

"I think he was kind of living for all that, but he just couldn't make it," Wroblewski said.

Bradley was able to say goodbye to his family and friends, thank doctors and nurses for caring for him at the University of Minnesota Medical Center's East Bank Hospital, and lead a Native American pipe ceremony and prayer in his hospital room before he died.

On Monday, Bradley's daughter, who lives in North Dakota and is pregnant, went to have an ultrasound. She didn't want to know the gender of

the baby in advance, but had the technician convey it in a message that only Bradley saw.

"He looked happy when he found out," the younger Tim Bradley said.

Then, the older Tim Bradley asked the hospital to turn off the oxygen he was receiving.

"We were right there with him, right there holding onto him," said Bradley's son, who along with Wroblewski talked to Bradley until he died.

Board Profiles



Photo by David Field

Gary Strang, James Englert, Brian Gillman, Mike Wear, Jason Bain, Craig Lepkowski, Tom Harris, Wren Nealy

President

Wren Nealy, Jr., EMSCI# 154-B/PCI#860-B
Cypress Creek EMS/Waller County Sheriff's Office
Spring, Texas

Email: President@ipmba.org

Number of Years in Public Safety: 28

Number of Years on Bike Duty: 18

IPMBA Member Since: 2000

IPMBA Instructor Since: 2002

Duty Bike: Cannondale

Personal Bike: Cannondale

Dream Bike: None

Best Part about Being on a Bike: Being seen, without being seen.

Vice President

Tom Harris, PCI #861T-B/EMSCI #030T-B
East Baton Rouge Parish EMS/Livingston Parish
Sheriff's Department

Baton Rouge, Louisiana

Email: VP@ipmba.org

Number of Years in Public Safety: 40

Number of Years on Bike Duty: 21

IPMBA Member Since: 1996

IPMBA Instructor Since: 1999

Duty Bike: Volcanic

Personal Bike: Volcanic

Dream Bike: I have it already!

Best Part about Being on a Bike: Being accessible to the public. The interaction with the kids and public on a bike makes a world of difference in the perception of public safety.

Best Part

The work is satisfying and appreciated ...

About Being on a Bike

... [making a] difference in the perception of public safety.

... positive interactions with while doing the job I love.

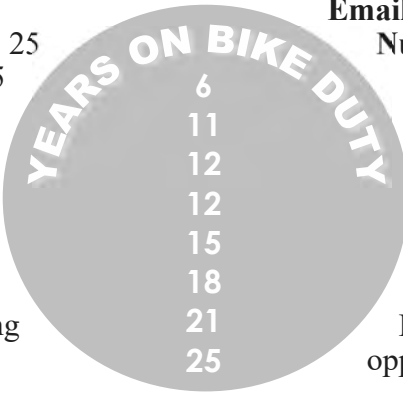
Being seen, without

Board Profiles

Secretary

Craig Lepkowski, PCI #1180-B/EMSCI #272-B
Lake Forest Police Department
Lake Forest, Illinois

Email: Secretary@ipmba.org
Number of Years in Public Safety: 25
Number of Years on Bike Duty: 15
IPMBA Member Since: 2009
IPMBA Instructor Since: 2010
Duty Bike: Trek Police Edition
Personal Bike: Trek Police Edition
Dream Bike: None
Best Part about Being on a Bike:
Getting out in the fresh air and making community contacts.



Conference Coordinator

Brian Gillman, EMSCI #189T-B
Cypress Creek EMS
Spring, Texas

Email: conferences@ipmba.org
Number of Years in Public Safety: 21
Number of Years on Bike Duty: 12
IPMBA Member Since: 2005
IPMBA Instructor Since: 2007
Duty Bike: Cannondale LE2
Personal Bike: Volcanic
Dream Bike: I do not have one.
Best Part about Being on a Bike:
I enjoy the events we work and the opportunity to interact with the public.

Treasurer

Jason Bain, PCI #1046-B/EMSCI #278-BB
Saint Paul Police Department
Saint Paul, Minnesota

Email: treasurer@ipmba.org
Number of Years in Public Safety: 22
Number of Years on Bike Duty: 11
IPMBA Member Since: 2007
IPMBA Instructor Since: 2007
Duty Bike: Volcanic
Personal Bike: Trek 1500
Dream Bike: One that I don't have to wrench on.
Best Part about Being on a Bike: Being able to connect with the public more easily, and coming to work in shorts.

Industry Liaison

James Englert, PCI #1081
Agency Name: Arapahoe County Sheriff's Office Centennial, Colorado

Email: industry@ipmba.org
Number of Years in Public Safety: 18
Number of Years on Bike Duty: 12
IPMBA Member Since: 2006
IPMBA Instructor Since: 2008
Duty Bike: Volcanic
Personal Bike: Walt Works
Dream Bike: I don't really have a dream bike.
Best Part about Being on a Bike: Being outside and on the bike.

Education Director

Mike Wear, PCI #516T-B/EMSCI #059T-B
Metropolitan Police Department
Washington, DC

Email: education@ipmba.org
Number of Years in Public Safety: 30+
Number of Years on Bike Duty: 25
IPMBA Member Since: 1998
IPMBA Instructor Since: 2001
Duty Bike: Volcanic
Personal Bike: Volcanic
Dream Bike: Custom-built Volcanic for bike camping; steel blue with an ISM saddle

Best Part about Being on a Bike:
I love the opportunity to cruise the streets, having positive interactions with the public while doing the job I love.

Membership Director

Gary Strang, PCI #1457/EMSCI #381
London Police Service
London, Ontario, Canada

Email: membership@ipmba.org
Number of Years in Public Safety: 34
Number of Years on Bike Duty: 6
IPMBA Member Since: 2013
IPMBA Instructor Since: 2014
Duty Bike: Norco
Personal Bike: Argon 18 Gallium Pro
Dream Bike: I have them.
Best Part about Being on a Bike:
There is no better occupation than being a police officer on a bicycle in a downtown environment. The work is satisfying and appreciated by the business community. Staying fit is just a bonus.

IPMBA MEMBER SINCE

- 1996
- 1998
- 2000
- 2005
- 2006
- 2007
- 2009
- 2013

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Advice from a Bicycling Consultant

(Continued from page 1)

Many of my cases have involved cyclists using bike lanes. These so-called “safer places to ride” on the roadway don’t always live up to the advertising or perception. Bike lanes too often give cyclists the impression they are no longer part of traffic, and they become dependent on the painted lines for their safety. Several deceased riders left me with the impression that they concentrated on staying between the lines, ignoring the vehicles and traffic around and in front of them, even as they rode swiftly along.

One young man was commuting in a left-side bike lane on a busy one-way street on the south side of a large downtown area. He was enjoying a strong tailwind, his newly rebuilt single-speed bike, and the speed they brought him. He was apparently so tuned into his speed, and staying between the bike lane stripes, that he neglected to look ahead. When he finally noticed the heavily loaded semi turning across the bike lane in front of him, he applied his rear brake, skidded 31 feet and ran into the trailer’s rear set of tires. The tires rolled right over him. His relatives told the newspaper reporter he was a very safe cyclist! Not that day.

At intersections, bike lanes can be as dangerous, if not more so, than riding in the traffic lane. Cyclists in bike lanes are often hidden behind other vehicles and more vulnerable to turning cars – especially oncoming cars making left turns. Don’t trust your safety to paint! When necessary, move out of the bike lane and into the traffic lane. That will make you more visible, more relevant, and more predictable to other vehicles around you. It will force you to become part of traffic.

As in the previous example, it is more dangerous to operate in a bike lane when around large vehicles like buses, semi-tractor-trailers, and other trucks. NEVER ride alongside a bus or truck anywhere it may make a turn. This is especially true when you are tempted to pass one while in the bike lane. As visible as you may think you are, you may learn too late that you were not

seen. When a truck or bus makes a right turn, it will trap a cyclist, leaving them with nowhere to go.

To avoid having their trailer track over curbs, pedestrians and waiting cars, 18-wheeler drivers start their turns much later into the intersection, doing what is called a buttonhook turn. Sometimes cyclists figure the truck

for riding in traffic, it is not true for people riding across roadways on paths and trails.

The Federal Highway Administration’s (FHWA) Knoblauch Study learned that pedestrians who are running when they enter a crosswalk are as much as three times more likely to be struck by a driver who does not see them.



Photo Courtesy Kirby Beck

Safe cyclist? Not that day.

really isn’t turning at all, so they continue toward the intersection. Too many cyclists have died making that mistake. Either stop and wait for the truck or bus to proceed through the intersection, even if you were ahead of it, or get in behind it and become a regular part of traffic. Those large conveyances are complex and their drivers have much more to watch out for and do than drivers of most other vehicles. Cyclists need to be extra cautious whenever they are around them.

Other popular facilities frequently used by cyclists are sidewalks, bike trails and bike paths. Trails usually meander through parks, neighborhoods or forests. Bike paths, typically designed for multi-modal use, often parallel the streets, much like a sidewalk. These facilities present few problems until the user arrives at an intersection with the roadway or a driveway. One of the tenets IPMBA espouses for safely operating in traffic is “*Cyclists fare best when they act and are treated as drivers of vehicles.*” While that is true

Cyclists ride even faster than a running pedestrian, and a cyclist’s chances of being struck are even greater. Add to that danger the fact that users of a trail, sidewalk, or side path can legally approach the intersection from either direction, and drivers are even less likely to see you.

The number of cases I have worked in which a person was riding on a trail or sidewalk, against the flow of adjacent traffic, is enlightening. Drivers look for people approaching the street or driveway at walking speeds, especially from their left. They search near the edge of the crosswalk or the corner. Very few drivers look far down the sidewalk or trail for approaching cyclists. At the same time, the cyclists assume they are seen and ride right in front of the vehicle as it starts out into traffic. That is but one reason why IPMBA teaches our students to be extra cautious when operating on a sidewalk. Here is the tenet for crossing a roadway or driveway while riding on a path, trail

(Continued on page 38)

Advice from a Bicycling Consultant

(Continued from page 37)

or sidewalk: "Cyclists on a sidewalk or path fare best when they act and are treated as slow-moving pedestrians."

Check your local laws, but in a number of jurisdictions, cyclists are considered pedestrians when operating upon a sidewalk or within a crosswalk. Pedestrian laws, not cycling laws, would then apply. Pedestrians may not have the right of way until they are actually WITHIN the crosswalk. Entering a crosswalk at 10-12 mph, and expecting the right of way before you get there, may have a disastrous result.

A 2014 study entitled *Every Bicyclist Counts* (http://bikeleague.org/sites/default/files/EBC_report_final.pdf), compiled by the League of American Bicyclists (The League), reported that 40% of the fatal crashes in the League's database were what they called "rear-end crashes".

Unfortunately, the study gave few details about the dynamics of these incidents. I know that of the cases I have reviewed, very few have been what I would call a rear-end crash. Two rear-end crashes I do recall both occurred during nighttime hours. Both involved cyclists who

used no legal lights or reflectors. In one, the cyclist was wearing dark clothing and no helmet. He was riding in the traffic lane at 11:30 at night on an exceptionally dark, 45 mph roadway, with virtually no street lighting. The driver who struck him had a very high BAC. I asked the attorney if the fellow had left a suicide note!

Don't trust your safety to paint! When necessary, move out of the bike lane and into the traffic lane. That will make you more visible, more relevant, and more predictable ...

Only one of the crashes I have consulted on was a true rear-end crash occurring during daylight hours. It involved a motorist who was following too closely behind a large vehicle. When the driver of the rear car pulled out to use a freeway-style

diverging lane, she struck the cyclist from behind at high speed. The driver was unable to see the cyclist because the large vehicle blocked her view. From my review, it appeared the cyclist had been riding legally, predictably and correctly.

Sadly, the trooper who investigated the case didn't know the law. In his report, he put the fault on the cyclist (I presume for riding too near the road), ignoring the fact the driver had been following the vehicle in front too closely. She admitted she was driving only about one car length back at 55 mph, so the Trooper knew it, but he did not mention it on the report. The cyclist survived, but suffered permanent brain injury and had his life changed forever. Fortunately a good attorney, and a certain cycling expert, were able to help him win a \$3.5 million award to help make his life a bit more comfortable.

Based on the cases I have reviewed, I find the League's claim difficult to understand and believe more facts are needed to explain it. At the same time, I have to admit that the issues of distracted driving cause me concern. Hi-viz clothing and daytime rear lighting seem to be more appropriate and necessary than ever.

The takeaway I'd like to leave you with is this: people who ride bicycles all too often believe they know all there is to know about riding a bike. In reality, they just don't know what they don't know. I've seen Category 2 racers and cyclists who ride over 5,000 miles a year involved in life-ending or life-changing incidents. Experience and miles are not a replacement for quality cyclist education and training.

Most readers of this piece have probably received some level of cyclist training. I am sure you now realize that there is much more to riding a bike safely than you ever imagined before you had training. I have come to believe that trained cyclists are much less likely to be

(Continued on page 39)

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Advice from a Bicycling Consultant

(Continued from page 38)

involved in serious bicycle-related crashes. They also become safer motorists around cyclists.

As public safety cyclists, it should be our goal to help provide opportunities for civilian cyclists in our communities to receive quality cyclist training. There are several good, civilian cyclist education programs available. These include the League's *Smart Cycling* program, and American Bicycling Education Association's (ABEA) *Cycling Savvy* program.

IPMBA Instructors can contact The League (www.bikeleague.org) to be grandfathered into the League's Instructor cadre. I also strongly encourage members wishing to engage the community in quality bicycle education to seek out a *Cycling Savvy* course (www.cyclingsavvy.org) and take it. I have – and I've taken it twice – it is that good. It will make you a smarter cyclist and better instructor. As the program expands, there is a need for more instructors, and active IPMBA members would be a wonderful fit.

Ride safely – and keep learning.

Kirby Beck retired after 28 years with Coon Rapids Police Department. He has 14 years of police bike patrol experience. He has taught bicycle safety and traffic cycling to children and adults for more than 25 years. As a training consultant, he co-taught the Bicycle Safety and Accommodation Course for the National Highway Institute, sponsored by NHTSA and FHWA. A founding member and past President of IPMBA, he was co-creator of the IPMBA Police Cyclist Course and Instructor Course. He contributed to both the Complete Guide to Police Cycling and the Complete Guide to Public Safety Cycling. He can be reached at kirbyp42@aol.com.

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Conference Highlights



NEWSLETTER OF THE INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION

IPMBA - PROMOTING AND ADVOCATING EDUCATION AND ORGANIZATION FOR PUBLIC SAFETY BICYCLISTS VOL. 26, NO. 2

Newsletter of the
International Police Mountain Bike Association

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