

Winter 2012

ipmba



news

Newsletter of the International Police Mountain Bike Association

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

Vol. 21, No. 1

Bootleggers, Gangsters, and IPMBA

by Maureen Becker
Executive Director

Bootleggers, gangsters, and a guy named Pig's Eye Parrant. St. Paul's residents — permanent and temporary — at times have had a somewhat unique relationship with law enforcement, which makes it an intriguing place for an IPMBA conference.

Pierre "Pig's Eye" Parrant is recognized as the first non-Native American resident of what was to become St. Paul. He was a French-Canadian fur trapper and part-time bootlegger who migrated to Fort Snelling in the Minnesota Territory, where he made a fine living selling liquor to squatters, indigents, and soldiers. Forced off the land in 1838, he staked his claim at the entrance to Fountain Cave, just upstream from what is now downtown St. Paul. There, he established a wildly popular watering hole known as Pig's Eye Pandemonium. It flourished until 1844, when he was compelled to give up his claim.

Fast forward to the Prohibition era, when St. Paul gained a reputation as a "safe haven" for gangsters. St. Paul had something of a truce with criminals: as long as the gangsters didn't tear up the city, local authorities would not bother them. Hence it became a popular place to "lie low" between crime sprees, attracting the likes of John Dillinger and his moll Evelyn Freschette, "Ma" Barker, "Prettyboy" Floyd, and "Babyface" Nelson. It was also the birthplace of Al Capone's chief rival — George "Bugs" Moran.

As you peruse this 10th Annual Product Guide, make a wish list. Then come to 22nd Annual IPMBA Conference in St. Paul to fulfill it!

At the 22nd annual IPMBA Conference, you can follow in the footsteps of these infamous characters at the 1902 Federal Court House and Post Office (where many of them were

tried), among the grand houses of Summit Avenue, and in the shadows of the Wabasha Caves. You may even sample the legacy of Pig's Eye!

As rich in history as St. Paul is, the main reason to attend the IPMBA Conference is the outstanding training. This is followed closely by the opportunity to discover what's new in products and services for public safety cyclists. Industry leaders attend the conference to launch products, display their wares, provide demos, solicit input, and mix and mingle with you! Whether you are "in the market" for new bikes, uniforms, accessories, and other bike-related merchandise, or just like to keep your product knowledge on the cutting edge, the IPMBA Conference is *the* place to be.

As you peruse this 10th Annual IPMBA Product Guide, make a wish list. Then venture forth to one of America's most bicycle-friendly states for the 22nd Annual IPMBA Conference, where you will visit with the vendors, improve your public safety cycling skills, and explore St. Paul's colorful and storied past.

For updates, including a current list of vendors, and to register, visit www.ipmba.org/conferences.htm.

St. Paul's Got it All! April 28-May 5, 2012.

Use of Force: The Impact of Your Bike

By Michael Wear, PCI #516T/EMSCI #059T
Metropolitan Police Department (DC)

The bicycle patrol officer is often in the midst of contact with citizens. Empirical data show that bike officers have more citizen contact than conventional automobile patrols, as reported in *Bicycle Patrols: An Underutilized Resource*.

"Analysis of these data provides evidence that bicycle patrols result in over twice as much contact with the public compared with automobile patrols. The field observation perspective revealed clear tactical advantages to bicycle patrols." (Menton, 2008)

The role of the bike officer is frequently equated with Community Policing activities, but bike officers are involved in nearly all aspects of law enforcement, ranging from traffic stops to fatal confrontations. Like any other law enforcement agent, the bicycle officer will use force. The difference lies in the choice of tools or weapons available to confront a suspect. It is possible to have "shots fired...spray deployed...baton strikes...in pursuit-got one running" and so on. Each of these activities requires training. Officers prepare for a variety of engagements with specific applications in the deployment of methods/techniques/skills, accompanied by a distinct written policy.

"Law enforcement officers are authorized to use force in specified circumstances, are trained in the use of force, and typically face numerous circumstances during their careers when use of force is appropriate." (Justice, 1999)

Police officers make the news daily with coverage ranging from fouled crime fighting measures to events whose notoriety stems

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People of Integrity = Organization of Integrity



For the last four years, I have had the honor and privilege of serving as your President. I want to give you a heartfelt and sincere “**Thank You**” for the opportunity to have done so. It has been a high point of my law enforcement career to have worked with the Board of Directors and the members of this organization. I have learned

much, experienced much, and have been witness to exceptional effort by people serving an organization for which they care deeply.

It has been said that you are able to determine what your priorities are by looking at how you spend your time. Without a doubt, I can say that the folks staffing the Board of Directors and Executive Director positions have this organization at the top of their priority lists. The amount of time that goes into trying to guide and direct an organization that spans three different professional disciplines and around the world is monumental. The people serving this organization take on these efforts willingly, with purpose, and with the intention of doing what they believe is best for the organization.

What I am referring to is the level of integrity of the people with whom I have worked and served alongside these past years. I have witnessed and participated in discussions, arguments, agreements, and disagreements (sometimes all in the same meeting) that stem from the sincere desire of each person to better this organization. I would like to think, as I finish my last term as your President, that we have accomplished our goal of pushing this organization to continuous improvement.

I now understand the mixed feelings and emotions that past presidents and board members feel when their terms come to an end. There is a desire to continue to push ahead, but, at the same time, there is a feeling of accomplishment and a realization that the time is right to step aside so that others can gain the experience and bring their strengths to the organization. While I’m not sure if my time on the Board is over, I do know that my time as President is ending. I greatly appreciate the opportunity that has been afforded me and want to assure you that your organization is in good and caring hands.

BECOME AN IPMBA INSTRUCTOR



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

Call 410-744-2400 or email info@ipmba.org for an instructor application packet. In the simplest of terms, to become an Instructor, you must meet the criteria outlined in the packet, apply to IPMBA headquarters, be approved, then register for and attend one of the Instructor Courses. The first course of 2012 will be held April 28-May 2, 2012, in St. Paul, Minnesota, in conjunction with the annual IPMBA Conference.

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

ipmba news

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

IPMBA Membership is \$55.00 per year.

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

Built Tough To Work As Hard As You

Only Volcanic Bikes are hand-built in the USA specifically and exclusively for the Bicycle Patrol Industry, to the standards required to withstand the rigors of daily patrol.

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- Proven Components
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- Available Volcanic PATROL Fork

A longer service life means more value for your investment, unmatched by any other manufacturer.



THE 2012 APB

APPROACH PATROL BICYCLE

Frames are available in a wide range of colors, with options for POLICE, SHERIFF, EMS, SECURITY, FIRE decals and more. Contact our team of professionals for information about customizing bikes specifically for your department.

**THE TOUGHEST
PATROL BIKES
ON EARTH!**



Hand-Built in the USA

Volcanic

Volcanic Manufacturing LLC

82 Tiny Drive
Skamania, Washington 98648
(360) 943-8613
info@volcanicbikes.com www.volcanicbikes.com

POLICE BIKE STORE

www.PoliceBikeStore.com

PoliceBikeStore.com – Our name says it all. We are in business to fulfill all of your Police Bike Patrol needs. From bikes, lights and tools to eyewear, helmets, uniforms and much more. We outfit everyone from Individual Officers to large Federal Agency Fleets. **Quantity Discounts and Packaged Deals Available**



Simply Better



Fuji Police Bikes - Brand New 29er Model

The bikes that have been long anticipated are now available for immediate shipment, ranging in size from 15" to 22" Frames complete with Fuji's state-of-the-art Altair frame technology.

- ✓ Dual Disc Brakes
- ✓ 24 and 27 Speed Models
- ✓ Quality Shimano Gears
- ✓ Rock Shox Recon Air Fork with Remote Lockout
- ✓ Combination Packages Available

Recent Customer Comment
"I credit you and your company for exceptional Customer Service and professionalism!"
Mary L., Defense Supply Center



Smith & Wesson



Complete Selection of Smith & Wesson Bicycles

Proud Corporate Member of IPMBA and partnered with the leading brands in the Bike Patrol Business.

Shipping Nationwide since 2004, Supplying Police Departments, EMS Units and Security Departments throughout United States and the US Military Worldwide.



**Bicycles – Lights – Tools – Pumps
Vehicle Racks – Helmets – Eyewear – Computers
Bags – Sirens – and Uniforms Too**



Blackburn



Smith & Wesson



Safe, Easy and Secure Online ordering, Plus, we accept Purchase Orders, PO's and can invoice your

Order Online at www.PoliceBikeStore.com or by phone at 973-366-5868

Tele: 973.366.5868

Fax: 888.773.1427

Website: www.policebikestore.com

Email: info@policebikestore.com

Brand New Alert Trailblazer III Light System - This system has everything you need right out of the box



- ▶ New and Improved bright LED Headlights
- ▶ Super bright pursuit lights available in a variety of color combinations
- ▶ Rear commuter taillight and pursuit lights - visible from front and rear
- ▶ Built in Siren available in Hi-Lo or Wail
- ▶ Includes spare long lasting battery - never run out of power when out on patrol

Product Guide

Welcome to the tenth annual IPMBA Product Guide! This year's guide begins with the 30th anniversary of InterBike — highlighting innovative products — and concludes with a list of suppliers who support IPMBA. The Product Guide continues to keep you on the cutting edge of public safety cycling AND brings you lots of savings, so be sure to take advantage of them! *Pages 5-19.*

InterBike 2011: 30 Years and Still in Vegas

By **Charlie Summers, PCI #512**
Illinois State University Police Department
IPMBA Industry Liaison

In 2011, InterBike celebrated its 30th anniversary in Las Vegas. Although initially planned for Anaheim, Ca., the show returned to Las Vegas. The tradeshow pulled out all the stops, and the industry seemed excited to be back in Vegas. There was much more enthusiasm and it seemed like a larger crowd than in 2010.

As always, the show presented IPMBA President Dave Hildebrand and me with a tough job to conquer. This year, it filled up two floors of the Sands Convention Center. For those of you who have never had the opportunity to visit the Sands, it is an overwhelmingly large place. It took us three days to cover the two levels and I guarantee we didn't see it all.

Dave and I noticed right from the start there were many new products and vendors at this year's show. For you 29er fans, the industry has come up with some sweet products. In fact, from our perspective, it could have been called The Year of the 29ers. With new lines of 29er bikes and related products and accessories, they are fast becoming the bike of choice.

One of the hot new items was from **Urge** helmets, which has come up with a totally new concept in helmet design. This



helmet is designed for mountain use, but with the venting of an XC style helmet. The vents are very large to optimize air circulation and the general structure of the

helmet has been reinforced with alloy tubes in order to pass the high security and homologation tests. The visor is flexible and light, which is a nice feature in case of the inevitable drop or crash. The helmet has a unique array of padding, and the front of it houses a large frontal pad to absorb sweat. The strap system crosses on the back of the neck for a nice, comfortable fit.

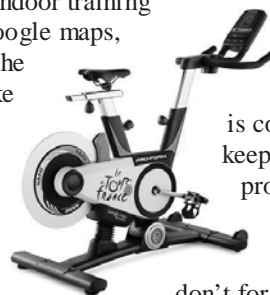
Another "hot" item for those of us who are buried in snow over the winter was a new design in bicycle snow chains from **Slipnot**.



These chains are for use in harsh conditions such as ice, snow, and even mud. They can be used with either disc or caliper brakes. They are available for both 26-inch and 29-inch

tires. I viewed a short video clip of them in use, which showed a significant improvement in traction when riding in harsh conditions.

Another item that fascinated us was the new **Le Tour de France** training system from **ProForm**. This is an indoor training bike, but with the help of Google maps, you can ride the Tour from the "comfort" of home. The bike makes adjustments so you can feel every incline and descent the terrain has to offer. This was one unique ride, to say the least, and a great workout.



One of the items I hoped to see this year, which I spoke of last year, was the **DOSS** (Drop Off Steep Stuff) drop seat post from **Fox Racing Shox**. According to the reps, though, we are going to have to wait another year while they perfect it. All is not lost, however. They have introduced the **Smart Suspension** setup pump concept. This system will calibrate your suspension by using a Garmin GPS



or Android smart phone to run through Fox's Intelligent Ride Dynamics application and set your suspension for the terrain. Even better, they are launching a totally sweet, 34mm

stanchioned 29er fork.

We also checked out the new line of **Bern** helmets. They have an outstanding line of helmets for all kinds of weather, and are eager to work with us. They have even set us up with some demo products, so look for those reviews in a future issue.

The Bern reps introduced us to the new line of **Adidas** sunglasses, which are super-nice. They set us up with some demos, and you'll be reading about those soon as well. I am hopeful you'll be seeing both these vendors in St. Paul.



These were just a few highlights of what is to come for 2012. There were countless new bike designs and other products. As evidenced by the fact that InterBike continues to expand, the industry is constantly evolving. It is hard to keep track of all the innovative products with potential for public safety cycling use.

In the midst of all this new stuff, don't forget about all the wonderful companies that have supported us throughout the years. Please shop the Product Purchase Program and patronize our advertisers, exhibitors, and other supporters at every opportunity.

Charlie serves as industry liaison on the IPMBA Board of Directors. He can be reached at cesumme@ilstu.edu.

Product Purchase Program

Welcome to the IPMBA Product Purchase Program! In an effort to make your shopping experience more focused and productive, participating companies are listed by category. Each company appears in the category that best represents the nature of their product line. There may be some overlap, so be sure to check out all the categories and listings.

Expanded listings of the Product Purchase Program are maintained at www.ipmba.org/ppp.htm. Visit often for new listings and updates. Listings link directly to company websites, so browse around and start saving! Not sure where to start? Read *Dream Bike 2011* at www.ipmba.org/reviews.htm for inspiration!

Bicycles



IFORCE BIKES

Product: iFORCE Patrol Bicycles and Accessories
Cost to Members: Contact for special pricing.
Contact Name: David Mysliwiec
Contact Info: 724-431-2276/info@iforcebikes.com
Website: www.iforcebikes.com

MONTAGUE BIKES CORPORATION

Product: Paratrooper Tactical Folding Mountain Bike
Cost to Members: Special Prices on Selected Models
Contact Name: Jonathan Vandenberg
Contact Info: 800-736-5348 x 204/jvandenberg@montaguebikes.com
Website: www.montaguebikes.com

Bicycle Accessories and Components



R & B FABRICATIONS

Product: Panniers & Safety Vests
Cost to Members: 15% off Retail
Contact Name: Liz Meeker
Contact Info: 800-553-1911/info@rbfab.com
Website: www.rbfab.com



VOLCANIC BICYCLES

Product: Volcanic "PATROL" Fork
Cost to Members: \$250 + FREE Shipping
Contact Name: Eric Kackley
Contact Info: 360-943-8613/eric@volcanicbikes.com
Website: www.volcanicbikes.com

BRAKE DIRECTOR

Product: Brake Director: One-Hand Power Braking System for Bicycles
Cost to Members: \$110
Contact Name: David Krafchick
Contact Info: 206-285-6518/
davidk@brakedirector.com
Website: www.brakedirector.com/police.htm
Notes: Contact with member number for directions to a special purchase page. Special Police Bicycle Setup Available. Call for details.

BYCYCLE, INC.

Product: Bicycle Saddle
Cost to Members: 20% off Retail
Contact Name: Jim Bombardier
Contact Info: 877-397-2165/
bicycleinc@qwestoffice.net
Website: www.bicycleinc.com

CANE CREEK CYCLING COMPONENTS

Product: Thudbuster Suspension Seatpost
Cost to Members: \$99
Contact Name: Chris Strout
Contact Info: 800-234-2725/chris@canecreek.com
Website: www.canecreek.com

DETOURS

Product: Bike Bags
Cost to Members: 25% off all non-sale merchandise
Contact Name: David Gaible or Shawn Parks
Contact Info: 877-489-5208/orders@detours.us
Website: www.detours.us
Notes: Online: Enter promo discount code GO IPMBA!

ERGO THE SEAT

Product: "The Seat" Ergonomic Bike Seat
Cost to Members: \$35 lycra/gel; \$28 vinyl; \$20 faux leather
Contact Name: Thomas White
Contact Info: 425-270-3548/daedalus@nwlinc.com
Website: www.thecomfortseat.com

ERGON USA

Product: Ergonomic Grips, Backpacks, Tools, Pedals
Cost to Members: 35% off Retail; 15% off PC2 Pedals
Contact Name: Jeffrey Neal
Contact Info: 323-428-3495/jeffrey@ergon-bike.com
Website: www.ergon-bike.com

FOX RACING SHOX

Product: Fox Racing Shox MTB Suspension
Cost to Members: 45% off Retail
Contact Name: Andrew French
Contact Info: 800-369-7469/
prodeals@foxracingshox.com
Website: www.foxracingshox.com
Notes: Contact for order form; fill out completely and return by fax or email. Allow 1-3 weeks for processing.

KENDA USA

Product: Premium Bicycle Tires & Tubes
Cost to Members: 60% off MSRP
Contact Name: Cindy
Contact Info: 614-729-7881/
cgardner@kendausa.com
Website: www.kendatire.com
Notes: Contact Cindy for log in to discount purchase site.

SWAGMAN

Product: Bicycle Carriers (Roof/Hitch/Trunk)
Cost to Members: 15% off Retail
Contact Name: Debbie Finnie
Contact Info: 800-469-7924/debbief@swagman.net
Website: www.swagman.net
Notes: All Shipments Made from Orville, WA.

TALLAC DESIGN

Product: Cage Holding Systems, Frame Bags, Mounting Devices
Cost to Members: 30% off MSRP
Contact Name: Allen Young
Contact Info: 831-331-9828/tallacdesign@gmail.com
Website: www.tallacdesign.com
Notes: Send email with item and quantity. We will either send you a PayPal request or, if you submit a PO, invoice you.

VMI LOGISTICS, LLC

Product: Wipperman Chains
Cost to Members: Wholesale Pricing
Contact Name: Shane Rohleder
Contact Info: 800-422-2104/970-472-0125/
shane.rohleder@cantitoeroad.com
Website: www.cantitoeroad.com
Notes: Contact for order form. Provide name and membership number when ordering.

WTB

Product: Tires, Saddles, Grips, Wheel Parts
Cost to Members: 15% off Wholesale Prices
Contact Name: Mike Clifford
Contact Info: 415-389-5040 x 20/
mclifford@wtb.com
Website: www.wtb.com

Bike Patrol Supply Companies



POLICE BIKE STORE

Product: Fuji, S&W, Lights, Sirens, Bags, Accessories, Uniforms, More
Cost to Members: Additional 5-10% off web prices
Contact Name: Michael Espejo
Contact Info: 973-366-5865/
info@policebikestore.com
Website: www.policebikestore.com

4BIKE-POLICE.COM

Product: Police Bikes by Fuji, S&W, Marin, KHS; "Head to Toe" Outfitting
Cost to Members: 10% off Regular Prices
Contact Name: Mark "The Masked Merchant" Leonard
Contact Info: 501-517-5338/
LCGInc@sbcglobal.net
Website: www.4bike-police.com
Notes: When ordering online, use coupon code IPMBA 10 for 10% discount.

BIKE TAC DESIGNS

Product: Bike Sirens, Bikes, Accessories
Cost to Members: Contact for Discounts
Contact Name: Mel or Annie Galli
Contact Info: 541-892-5344/sales@biketac.com
Website: www.biketac.com
Notes: Send email with IPMBA membership.

MADISON BICYCLE SHOP

Product: Bikes, Uniforms, and Accessories
Cost to Members: Up to 15% off; up to 12 months financing same as cash
Contact Name: Sal Piccolo
Contact Info: 973-377-6616/
contact@madisonbicycleshop.com
Website: www.madisonbicycleshop.com
Notes: Complete police application. Call to demo a complete police mountain bike.

PATROL BIKE SYSTEMS

Product: Bikes, Uniforms, Equipment, Park Tools
Cost to Members: Contact for Pricing
Contact Name: Mark Eumurian
Contact Info: 800-208-2032/
patrolbike@earthlink.net
Website: www.patrolbike.com

TACTICAL WEAR ONLINE

Product: Under Armour, Camelbak, Benchmade, MOCEAN, public safety supplies
Cost to Members: Discounted rate for registered users
Contact Name: Donald Erb, PCI #205/EMSCI #018
Contact Info: 717-666-2348/
erbd@tacticalwearonline.com
Website: www.tacticalwearonline.com
Notes: Must register on website to qualify for discount. Click on "Contact Us" to register.

Clothing and Accessories



BRITE-STRIKE TECHNOLOGIES

Product: Package: 1 pr police cycle gloves, 1 white A.P.A.L.S, 1 set A.P.A.L.S-Air (red), 1 set A.P.A.L.S-Air (blue)
Cost to Members: \$40
Contact Name: Jon Neal
Contact Info: 508-746-8701/
customerservice@brite-strike.com
Website: www.brite-strike.com
Notes: Request IPMBA package deal and provide IPMBA # when ordering.

MAXIT DESIGNS

Product: Under Helmet Thermal Accessories, Sock Liners, Wicking Headbands
Cost to Members: 35% off Retail
Contact Name: Liz Fuoco
Contact Info: 800-556-2948/info@maxit-inc.com
Website: www.maxit-inc.com, www.headgator.com
Notes: Please provide IPMBA membership number and expire date.

POINT 6

Product: Premium Merino Wool Socks
Cost to Members: 40% off MSRP
Contact Name: Brynn Bennett
Contact Info: 571-393-1307/
brynn.bennett@gmail.com
Website: www.point6.com
Notes: Contact Brynn for 40% LEO discount code for the website. Payment is made directly to Point6 and product is shipped to the purchaser. Discount code is for public safety only and must not be shared. Free shipping for orders over \$125.

SOCKGUY

Product: High Performance Cycling and Running Socks
Cost to Members: 30% off on Police and Sheriff socks
Contact Name: Michael Foley
Contact Info: 760-804-1344/michael@sockguy.com
Website: www.sockguy.com
Notes: Online: Enter promo code JOHNNYLAW2012 at checkout and click recalculate.

SPENCO IRONMAN CYCLING GLOVES

Product: Spenco/Ironman and Police Cycling Gloves
Cost to Members: 40% off MSRP
Contact Name: Bill Paine
Contact Info: 215-327-5206/painews@aol.com
Website: www.spencogloves.com
Notes: Order directly through Bill Paine.

TERRY PRECISION CYCLING

Product: Bikes, Accessories, Seats, Apparel
Cost to Members: Wholesale Prices on Terry Apparel
Contact Name: Abbie Newell
Contact Info: 802-861-7615/
abbie@terrybicycles.com
Website: www.terrybicycles.com
Notes: Contact Abbie via email for pro deal form.

ZENSAH

Product: Compression Apparel
Cost to Members: 30% off Regular Cost
Contact Name: Ryan Oliver
Contact Info: 305-935-4619/customer@zensah.com
Website: www.zensah.com
Notes: When ordering online, type "IPMBA30".

ZOIC CLOTHING

Product: Cycling Apparel
Cost to Members: 40% off Retail
Contact Name: Customer Service
Contact Info: 877-484-9642/
customerservice@zoic.com
Website: www.zoic.com
Notes: Use code PUBS2011 at online checkout.

The IPMBA Product Purchase Program was updated as of January 2012. Information has been provided by the participating companies and is subject to change without notice. Participation in the Product Purchase Program does not indicate endorsement or recommendation by IPMBA, nor does it indicate the company's sponsorship of IPMBA.

EMS

OPENHOUSE PRODUCTS

Product: Panniers, Cycle Bags, Lyteline High-Viz Products
Cost to Members: 15% off Regular Prices
Contact Name: Bruce Burns
Contact Info: +44 (0) 151 647 4044/
bruce@openhouseproducts.com
Website: www.openhouseproducts.com
Notes: Provide IPMBA membership number when ordering.

STAT PACKS

Product: Trauma Bags & Accessories
Cost to Members: 25% off MSRP
Contact Name: Andrew Tepper
Contact Info: 435-627-2265/
atepper@statpacks.com
Website: www.statpacksstore.com
Notes: Enter coupon code IPMBA25% online during checkout or reference when placing phone orders.

Eyewear

ESS EYEWEAR

Product: MilSpec Sunglasses and Eye Protection

Cost to Members: 40% off MSRP

Contact Name: Brynn Bennett

Contact Info: 571-393-1307/

brynn.bennett@gmail.com

Website: www.esseyepro.com

Notes: Contact Brynn for 40% LEO discount code for the website. Payment is made directly to ESS and product is shipped to the purchaser (contact Brynn for PO and department check orders). Discount code is for public safety only and must not be shared. Free shipping on orders over \$75. ESS is a subsidiary of Oakley, Inc.

GARGOYLES EYEWEAR

Product: Eyewear

Cost to Members: 40% off MSRP

Contact Name: Bill Paine

Contact Info: 215-327-5206/painews@aol.com

Website: www.gargoyleseyewear.com

Notes: Order directly from Bill Paine.

GATORZ EYEWEAR

Product: Eyewear (Polarized, Photochromic, and Defender Series Lens)

Cost to Members: 25% off regular prices

Contact Name: Toni Bagheri

Contact Info: 951-813-3003/858-334-3868/

tonib@gatorz.com

Website: www.gatorz.com

Notes: Must contact Toni directly.

RUDY PROJECT EYEWEAR

Product: Sunglasses, Sport Eyewear, Helmets, Goggles

Cost to Members: 40% off Retail

Contact Name: Chris Lupo

Contact Info: 949-272-2457/

chris@rudypjectusa.com

Website: www.rudypjectusa.com

Notes: Online: Go to www.e-rudy.com. Add items to cart and checkout. Enter VIP code: sportmask.

ZEAL OPTICS

Product: Sport Eyewear and Goggles

Cost to Members: 50% off retail.

Contact Name: Terri Gooch

Contact Info: 888-454-9325/info@zealoptics.com

Website: www.zealoptics.com

Notes: Enroll at www.promotive.com/lawenforcement to place discounted orders.

Footwear, Maintenance, and Specialty Items

FOOTWEAR

PATROL CYCLE LLC

Product: Patrol Cycle Shoe

Cost to Members: \$79.95

Contact Name: Mark Eumurian

Contact Info: 800-208-2032 x 201/

patrolbike@earthlink.net; bgorton@patrocycle.com

Website: www.patrocycle.com,

www.patrobike.com

MAINTENANCE

UNITED BICYCLE SUPPLY

Product: Bicycle Tools and Parts

Cost to Members: Wholesale Pricing to

Departments

Contact Name: Mark Super

Contact Info: 541-482-1750/ubs@bisp.net

Website: www.unitedbicyclesupply.com

Notes: Call to establish an account for your department to be eligible for wholesale pricing on all products.

SPECIALTY ITEMS

ARMORPUR

Product: Odor Neutralizing Products for Body Armor

Cost to Members: 10% off Retail

Contact Name: Lorenza Vidris

Contact Info: 973-244-1862/

Contact@armorpur.com

Website: www.armorpur.com

Notes: Enter coupon code "IPMBA" on check out page; 10% will be automatically deducted.

CYCLEAWARE

Product: Cycling Mirrors and Day-to-Night Visibility Products and Accessories

Cost to Members: 15% off Retail

Contact Name: Elizabeth Gilbert

Contact Info: 831-333-9135/info@cycleaware.com

Website: www.cycleaware.com

Notes: Online: enter discount code IPMBA; phone: mention IPMBA when placing order.

ELHN BADGE & EMBLEM DESIGN

Product: Custom Police Badges, Emblems, Pins, Coins

Cost to Members: 25% off

Contact Name: ELHN Rep

Contact Info: 800-316-3001/

elhnbadgedesign@aol.com

Website: www.elhnbadge.com

Notes: Call or email design/quantity for price quote.

GSM OUTDOORS

Product: Epic Action Cam

Cost to Members: 5% Discount

Contact Name: Terry S. Johnson

Contact Info: 760-207-8078/tjohnson@gsmorg.com

Website: www.epicstealthcam.com

Notes: Email orders to orders@gsmorg.com.

LIFT & STORAGE SYSTEMS, INC.

Product: Automatic Bike Lift Storage Systems

Cost to Members: \$4,450 (30 bikes); \$6,450 (60 bikes)

Contact Name: Shawn Jones

Contact Info: 800-825-4777/sjones@liftnstore.com

Website: www.liftnstore.com

NUGO NUTRITION

Product: Nutrition/Energy Bars

Cost to Members: \$1.02/bar; \$15.25/box

Contact Name: Alyssa Nard

Contact Info: 888-421-2032/

anard@nugonutrition.com

Website: www.nugonutrition.com

Notes: Call 888-421-2032 to order, and have your IPMBA membership number & expiration date handy.

POLAR ELECTRO INC.

Product: Polar Heart Rate Monitors

Cost to Members: Wholesale Pricing

Contact Name: Tricia Sterland

Contact Info: 877-630-9924/

tricia.sterland@polarusa.com

Website: www.polarusa.com

Notes: Email Tricia for order form.

PROMOTIVE.COM

Product: Outdoor-Bike-Action Sports Gear

Cost to Members: Promotional Prices on Gear; Free Pro-Deal Membership

Contact Name: Peter Lake

Contact Info: 877-420-2766/

Website: www.promotive.com/lawenforcement

Notes: Go to the website and apply for the law enforcement team.

TIMEX WATCH CORPORATION

Product: All Timex Products

Cost to Members: 40% off MSRP

Contact Name: Bill Paine

Contact Info: 215-327-5206/painews@aol.com

Website: www.timex.com

Notes: Order directly through Bill Paine.



Lights, Sirens, and Electronics

ALERTE SYSTEMS INC.

Product: "Trail-Blazer" Bike Light Kit

Cost to Members: 10% off 1-10 units; 15% off 11-20 units

Contact Name: Bill Phillips

Contact Info: 800-728-1536/

sales@alertesystems.com

Website: www.alertesystems.com

CATEYE ELECTRONICS

Product: Computers, Heart Rate Monitors, Lighting Systems, Safety Lights

Cost to Members: Industry Pricing

Contact Name: Liz Weiss

Contact Info: 800-522-8393/liz@cateye.com

Website: www.cateye.com

Notes: Go to https://shopcateye.com/login.php?action=create_account and create an Industry account. Enter IPMBA for shop name. Account will be confirmed via email. Wait 24 hours for full access.

CYCLE SIREN

Product: Cyclesiren Police & EMS Mini-Sirens for Bike Patrol

Cost to Members: 10% off Retail

Contact Name: Greg Bohning

Contact Info: 877-477-4736/info@cyclesiren.net

Website: www.cyclesiren.com

Notes: E-mail or call with your name and IPMBA membership number.

Uniforms



BRATWEAR

Product: Bike Uniforms

Cost to Members: 10% off Standard

Price List

Contact Name: Bill or Sally

Contact Info: 253-517-4000/bill@bratwear.com or

sally@bratwear.com

Website: www.bratwear.com



MOCEAN

Product: Bike Patrol Uniforms

Cost to Members: 25% off Retail

Contact Name: Bill Levitt

Contact Info: 877-662-3680/moceanbl@aol.com

Website: www.mocean.net

Notes: Discount available only on orders placed directly with Mocean.

OLYMPIC UNIFORMS/J. MARCEL

Product: Bike Patrol Uniforms

Cost to Members: 10% off Retail Prices

Contact Name: Julie Cruise

Contact Info: 888-722-9222/rep@olyuniforms.com

Website: www.olyuniforms.com

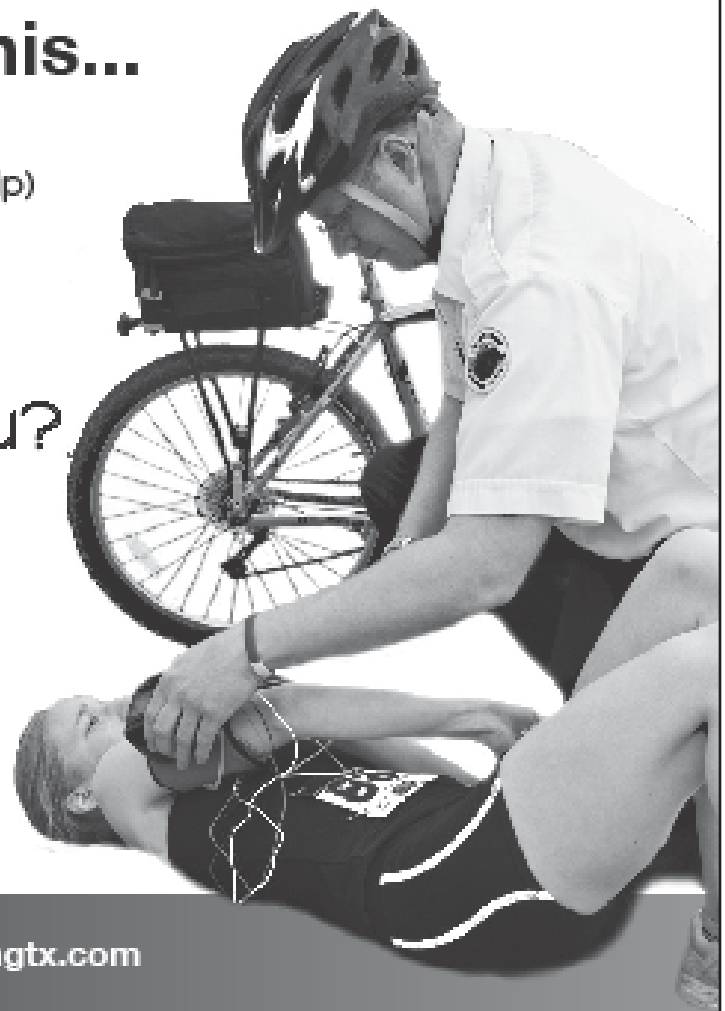
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BiSaddle: Best Shock Absorber of a Seat

By Michael Maxon
Omaha Police Department

Ed.'s Note: This review was posted to Bicycle website and submitted to IPMBA News by BiSaddle inventor Jim Bombardier. Permission to repost was granted by the author.

My initial BiSaddle impression was, "Well, this can't be any worse than the best seat I've had." I selected the steel frame with elastomer pads because I'm cheap and weight is not an issue as I carry stuff with me. The elastomer is supposed to be firmer and since I'm no lightweight, it seemed like the best idea. I weigh 205, carry a backpack weighing 10-15lbs, and ride a Trek 4300 mountain bike with 1.5" road tires.

My first ride with BiSaddle was the 16-mile OWL night ride in Omaha on July 16, 2011. At first, it was difficult to keep from shifting about since it felt fairly weird, but I soon realized I was just shifting around because that's what I've been doing for 20 years on an uncomfortable perch of a seat. The next day, the only soreness I noticed was in the backs of my legs, just under the seat. I had been trying to scoot back too far the whole time and therefore was putting pressure on the muscle.

The lack of balance or control from the non-existent saddle nose was apparent at first, but then I realized I only had to change a bit of positioning to keep the seat where I needed it. When mounting up, I instinctively use the saddle nose to push against the clipped-in leg until the other side is in, so I just had to pay attention to what I was doing.

Control while riding wasn't even an issue. In fact, when I leaned forward, aero-style, with my hands out front and forearms on my

handlebars, the seat was more comfortable on my hamstrings than the edges of a normal saddle. Since the seat contacts my legs higher up than normal, I am actually more solid in that position. I think that out-of-the-saddle technical work will require good technique and less slop from the rider. Not a big deal if you're as good as you think you are...

Monday's ride to work was 17 miles. I angled the seat back a bit and narrowed the rear section a pinch. It still felt really strange but it is getting better. The sore spots are pretty much history. There is no discomfort/borderline pain. I don't feel like I rode but a couple of miles.

As with any new piece of equipment, this will take some adjustments. I was skeptical about this thing and surely didn't want to drop \$93.80 (with shipping) on just a seat. At this point I feel how the seat works and there is definitely no destructive pressure. Normally, my right toes go numb within 10 minutes; that's not happening.

One giant bonus is that since nothing is under the junk, I'll never get another kick there when hitting a pavement seam, stick, stray cat, or whatever. That alone is worth the price. This is the best shock absorber of a seat ever. An additional bonus – ventilation since there's nothing in the middle to block the breeze!

Thank you, Jim!

For more information or to order, visit www.bycycleinc.com.

Michael Maxon is an Administrative Assistant III, Uniform Patrol Bureau, Deputy Chief's Office, of the Omaha Police Department. He can be reached at michael.maxon@ci.omaha.ne.us.

WATCH NO-NOSE ON YOUTUBE

The Chicago Police Department and the National Institute for Occupational Safety and Health (NIOSH) have created a one-minute YouTube video to create interest in the use of noseless (no-nose) bike seats among bike patrol officers. This brief video quickly dispels some purported problems of noseless seats. The officers are able to ride in traffic, conduct police work, and have complete bicycle control to the extent that they can ride "no-handed," all while using a noseless bike seat.

After a decade of research studying the reproductive health effects of the bicycle seat on bicycle police officers, NIOSH has shown that the noseless (no-nose) bicycle seat is a good intervention to relieve harmful pressure in the genital area and, at least in part, restore sexual function. While the science is strong and has been published in highly respected medical journals, recommendations have been made, and the seats have been integrated into major police departments like Chicago, the shift of large numbers of public safety cyclists to this "healthier design" has been slow. In an attempt to raise awareness of this important intervention, NIOSH created a video showing how the Chicago Bicycle Patrol officers have integrated the noseless seat into their standard safety equipment.

To view the YouTube video, visit <http://www.youtube.com/watch?v=kEzfgS36eEE>

For more information please contact NIOSH at sms4@cdc.gov or visit <http://www.cdc.gov/niosh/topics/bike/>.

Dr. Steve Schrader leads the Reproductive Health Assessment Team for NIOSH and has been conducting occupational studies on reproductive health since 1983. He was the project officer for the NIOSH bicycle research studies.

Sgt. Joe Andruzzi has been the commanding officer of the Chicago Police Department's Bicycle Patrol Unit since March 1999. He oversees a fleet of more than 450 bicycles and trains 100-200 officers yearly for bike patrol. He also is an avid user and advocate of the noseless bike seat.

Teny Cyclone Rims

By Joshua Rymon, PCI# 1252
Metropolitan (DC) Police Department

I recently had the opportunity to test a set of wheels by Teny Rims, a company based out of Taiwan. They have been making bicycle wheels since 1990, and also produce wheels for scooters and wheelchairs. Their bicycle rims only became commercially available in the United States in May 2011, so until now, I knew very little about the company.

My initial reaction had little to do with the wheels themselves, but was instead based on the quality of customer service I received. In the days of hour-long waits on hold and automated email accounts that no one actually checks, I was contacted directly by the company's United States CEO, Calvin Watkins.

I expected to receive the wheels in the mail within a few weeks, but instead he offered to drive down to DC from Baltimore to deliver them personally. It was a pleasant surprise, to say the least, and hopefully representative of the type of service that can be expected when working with the company professionally.

The wheels themselves are made of an aluminum magnesium alloy, and have six wide, integrated spokes. Unlike the ones on a traditional bicycle wheel, these spokes are a beefy 'T' shape, attached directly to the hub and rim. This type of construction seems like it would be much stronger and more durable than that of a

regular wheel, but it comes at the cost of being able to adjust the tension of each spoke if the wheel comes out of true. The wheels are available in a variety of colors, in addition to traditional black.

I tested the wheels on my Trek 6000, riding singletrack in some parks near DC. When I swapped the Teny Cyclones for the stock wheels on my bike, I was surprised by the difference in weight. The Teny wheels are significantly heavier. I'm not talking about some barely noticeable amount, but more of a "why does this feel like it has a boot tied to it?" difference. As a roadie at heart, my initial impression was that no wheel could be good enough to justify that sort of an increase in weight. Weight is not as much of an issue on a patrol bike, but it still remains a concern when you take into account the additional gear with which public safety cyclists are already laden.

Once I hit the trails on the Teny Rims, I noticed two things: first, the additional weight made a noticeable difference while climbing; and second, once I was able to get up and over the hills, the bike was rock solid underneath me, able to take on whatever sort of abuse the trail could throw at it. I don't know how much of the effect was psychological, but having a pair of heavy, solid metal wheels did inspire some extra confidence to push myself and my bike a bit harder into obstacles in the trail.

They rode surprisingly well, though I did find myself unusually fatigued during some rides.

I cannot speak about the long-term durability of the wheels or their integrated hubs, but they seemed to hold up well during my rides. For departmental use, I would not recommend them for hilly areas or for riders who may already have trouble with the weight of a patrol bike. If neither of these are an issue, the Teny Rims might be an option. As a bonus, they also add a unique appearance that would serve as a conversation item to help engage parts of the community.



For more information or to purchase, go to www.tenyrim.com, or contact Calvin Watkins at 443-552-4821 or sales@tenyrim.com.

Josh is an IPMBA Police Cyclist instructor, part-time mountain biker, and full-time roadie. He can be reached at joshua.rymon@dc.gov.

Action Wipes: Ready for Action

By Scott Picquet
Chandler (AZ) Police Department

I attended the 2011 InterBike Expo in Las Vegas. There, amongst the thousands of products, I discovered the Action Wipe. Or, perhaps I should say, the creator, Martha Van Inwegan, discovered me. It was a chance encounter, but when she found out I was a bike cop from sunny Arizona, she sent me home with about 30 samples.

Action Wipes are all-over body wipes designed for quick clean-up when you don't have time to shower. They are larger, softer, and lack the "baby-fresh" scent of similar wipes.

Not long afterwards, I had worked a long shift and needed to change quickly from my sweaty bike uniform into civilian clothes

to attend to duties at an inside venue. I was a little self-conscious about how dirty I was when I remembered the samples in my bag. I grabbed one and used it to wipe off the grime. To my surprise, it was quite refreshing.

According to their website, Action Wipes are safe, gentle, and contain only natural ingredients like tea tree and eucalyptus oils. These are good for cleaning minor cuts, scrapes, and road rash, as well as removing poison oak and poison ivy oils.

The company, Life Elements, also produces a Sports Spray purported to neutralize body odor, deodorize rooms, cars, and lockers, and even repel insects.

Visit www.actionwipes.com, call 805-462-2215, or email contact@actionwipes.com.

Rolling with the Big Boys

By David Cohen

Maryland-National Capital Park Police

Ed.'s Note: The title of this article was inspired by a workshop conducted by Don Coppola, PCI #1079, whose research prompted IPMBA's approval of the 29er for public safety use.

I am a volunteer with the Maryland-National Capital Park Police in Montgomery County, Maryland. Volunteers help patrol the Maryland-National Capital Park and Planning Commission's 405 parks and properties, acting as additional "eyes and ears" for the uniformed officers. I do most of my patrolling on bicycle, on both paved and natural surface trails. As a senior volunteer, many other volunteers seek my advice on equipment and other bicycle-related matters.

Long before I started volunteering with the Park Police, I got hooked on mountain biking. I have owned several different types of mountain bikes over the years, from rigid single-speeds to geared, full-suspension bikes. My first patrol bike was my 1998 Klein Pulse Comp, which I adapted for patrol duty simply by adding a Topeak Beam rack. After a year of patrolling, I had identified the Klein's deficiencies and compiled specs for my ideal volunteer patrol bike: multiple speeds, front shock with 100mm travel, and disc brakes, preferably hydraulic. I found the right combination in a Trek 6500, and that has been my faithful patrol mount for the last three years.

Recreationally, I have been riding a Trek Fuel full suspension bike since 2005. After seven seasons, the full suspension bike was getting pretty worn out and I began shopping for a replacement. For years, I had been watching the development of the 29-inch wheel mountain bike from what I considered an oddity, to what I considered it a fad. Finally, I realized that the 29er is here to stay. This was reinforced during the Montgomery County Epic, a fund-raising ride for the local mountain bike advocacy group.

I was patrolling a section of the trail during the ride, and as we watched the riders, it became apparent that 29ers

outnumbered their smaller-wheeled cousins by about a five-to-one ratio. There had to be a reason for this, so I began looking seriously at the larger-sized bicycles.

Instead replacing my Trek Fuel with a full suspension, I decided to go with a hardtail 29er, a Felt Nine Sport. For just under \$1,000, it came with a 100mm Rock Shox fork, hydraulic disc brakes and Shimano Alivio derailleurs (you can opt for better specs at the \$1,599 and \$2,299 price points). I have fallen in love with this bike. It does everything well, and I have even been thinking of utilizing it in the patrol role.

In the past, the suggestion of patrolling on a 29er would have raised eyebrows. One of the concerns expressed was that they could not fit smaller riders. If a smaller rider wanted a 29er, he or she would have to go to a custom frame builder, which is impractical for most police departments.



However, the 29er has evolved considerably over the last few years, and these frame geometry issues have been resolved. 29ers are now available in the same 15.5" (small) frame size as the venerable Trek Police bikes. I am 5' 6" tall, and the 29er fits me like a glove. When I am in the saddle, the difference in the wheel size is indiscernible.

Another concern was the lack of wheel and tire choices. Over the last couple of years, the selection of wheels and tires has exploded to include a wide array, from slick and semi-slicks to knobby tires of just about any kind of pattern imaginable. You can now get virtually any tire that is available in the 26-inch size in a 29-inch size. The wheels have become stronger, lighter and more durable.

Mountain bike manufacturers have caught onto the skyrocketing popularity of the 29er, and the high-end "26er" is rapidly becoming a thing of the past. For instance, Specialized, which pioneered the mass-produced mountain bike with the 1980's Rockhopper, now offers seven models of 29-inch mountain bikes, but only three 26-inch models. Just as most police departments are dealing with the reality of finding replacements for the ubiquitous Ford Crown Victoria, they will someday have to embrace the 29er, which is becoming the preferred platform for the majority of mountain bikes.

Now that the disadvantages of the 29ers have been addressed, we can focus on the greatest advantage: the ability to roll over obstacles with greater ease and stability than one could on a 26er. Here is a perfect example. I was on a night ride at Little Bennett Regional Park in Clarksburg, Maryland. We were descending the Tobacco Barn Trail, which has some "old school" railroad ties in the trail to help manage erosion. The trail was covered with leaves. As I approached a railroad tie, my front wheel fell into a deep rut. All I had time to do was slide back in the saddle, utter an expletive, and wait for the inevitable over-the-bar when my bike impacted the railroad tie. However, the "endo" never happened. The 29-inch wheels simply rolled over the railroad tie. Had I been on a 26-inch wheeled bike, the story would have been very different, as evidenced by another rider, who caught the railroad tie with his back tire, causing him to slide out and crash.

The geometry on the 29er has gotten so good that it has become a remarkably stable platform. Steering response has been quickened with the use of 72-degree head angles. I have found that the 29er is able to stay upright at extremely low speeds, and excels at maintaining traction on steep upgrades. To use another example from my ride at Little Bennett Regional Park, while I was climbing an 18% grade, my rear wheel spun three times on loose ground. Each time, I was able to recover and continue my climb.

(Continued on page 13)

IMPACT Radio Accessories

By John Miller, PCI #1005
Scottsdale (AZ) Police Department

We police cyclists are always looking for ways to improve our ability to communicate well in the face of everyday interferences, like rain, wind, background noise, constant pedaling motion, and movement. To aggravate our situation, our agency recently switched over to digital audio, which has created additional challenges. Our existing equipment, which operated well with the analog radios, suddenly began digitizing minor wind noise to a constant loud squelch. As a result, we needed to find new microphone equipment for our radios.

Fortuitously, IMPACT Radio Accessories, via IPMBA, offered us an opportunity to “test drive” some of their radio connector adaptor equipment. We jumped at the chance. IMPACT has been supplying radio products for public safety, military, security, retail and hospitality personnel since 1999, so their staff knows their stuff. Just as importantly, all IMPACT components are backed with a three-year “no hassle” warranty.

Although IMPACT offers a wide variety of equipment for all radios in use in the field, we were partial to those accessories

that improved the quality of our transmissions and our ability to hear broadcasts, were reliable, and were flexible enough to make both our police cyclists and dispatchers happy.

The product we tested was the P3W-AT1, which is described on their website as “designed for ultimate stealth use and for users who simply can’t afford to sacrifice reliability and performance.”

The P3W features a micro MEMS surface mount Knowles™ mic inside an incredibly small mic, dual clips for multiple securing options, and anchored Kevlar™ reinforced cabling.

During the test, our officers were pleased that there was no wind noise being digitized by their microphones. Better yet, they were very impressed with their ability to communicate in extremely loud conditions, such as bars packed with patrons and blaring music.

At the conclusion of the testing period, I emailed our bike unit members, advising them that I had to assemble the equipment for its return to IMPACT Radio

Accessories. One of our police cyclists advised me, in no uncertain terms, that I was not welcome to have his equipment back. He said that he liked the flexibility of the equipment, as he could wear the wire set with either his standard patrol uniform or his police cyclist uniform with universal effectiveness. Further, he advised that the quality of both the microphone and the earpiece were impressive.

Our experience with the P3W-AT1 has been very positive. Well-designed equipment, good reputation, and a solid warranty make a recipe for success.

For more information about the P3W-AT1 and other products, visit www.impactcomms.com or call 866-532-9005.

Detective John Miller has been with the Scottsdale Police Department since 1994 and assigned to the Scottsdale Police Bike Unit since April 2000. He also served six years as a Counterintelligence Special Agent with the U.S. Army. He has been an IPMBA member since 1996, and an instructor since April 2007. He can be reached at johmiller@scottsdaleaz.gov.



Rolling with the Big Boys

(Continued from page 12)

Climbing that same hill on a 26er, I have never been able to recover after my rear wheel spun out. With the added stability comes increased officer safety.

29ers also have a reputation of not being able to turn as quickly as 26ers. This is not the case. I will admit the 26-inch wheeled bike feels quicker, but there isn't anything that I was able to do on the 26er that I can't do on a 29er. The 29er can handle “the box” and other cone courses with ease at low speeds and is still very maneuverable at higher speeds. The 29er has a larger contact patch, so the tires give you more “bite” when maneuvering at speed, which can negate any maneuvering advantages a 26er may have.

With its larger wheel size, the 29er is able to cruise at higher speed, and uses less energy to maintain lower speeds. The gearing on a 29er is no different than on a 26er; you still have the standard 44/33/22 front triple chainring mated to the 11–32 rear cassette. However, each rotation of the cranks gives you an additional 11.5% more distance than a 26-inch wheeled bike in the same gear. I have had no trouble maintaining a steady 15 mph on level ground without significant exertion. Less exertion means patrolling with less fatigue. It also means that when a situation calls for maximum speed, the 29er is going to provide more top-end speed than the 26er, which could mean the difference between making an arrest and having one get away.

While some departments may still regard the 29er with some trepidation, there really is no need to do so. Since its debut, bicycle manufacturers have listened to the riding public and addressed the weaknesses

and disadvantages the bikes had four years ago. The 29er's ability to roll over obstacles more easily than 26er, excellent stability, good maneuverability and more efficient drivetrain, make it clear that the 29er is now the superior patrol platform and should be considered the patrol bike for the future.

David Cohen has been a volunteer with the Maryland National Capital Park Police, Montgomery County Division, since 2007. In 2011, he was awarded the Maryland Recreational and Parks Association Agency Volunteer of the Year Award. David leads group night mountain bike rides by Special Use Permit as part of a collaborative effort between the Maryland-National Capital Park and Planning Commission (M-NCPPC) and Mid-Atlantic Off Road Enthusiasts (MORE), the local mountain bike club. When not volunteering, David works as the Chief Financial Officer for Washington Talent Agency, and plays keyboard in the band Onyx. He can be reached at onyxsax@aol.com.

Storm Quest Saddle: Carbon Comfort

By Scott Smith

Contributing Editor, Police Magazine

I do not claim to be a world class rider, heavy duty rider, or a cop on bike patrol. What I am is a beat-up GI, former federal police officer and reserve deputy who has had bi-lateral knee replacements. This means I needed a good way to rehabilitate my knees from surgeries.

Fortunately, my orthopedist is a big fan of pedaling and suggested setting my Fisher on a stationary rack. It seemed like a good idea to me; however, my butt disagreed. I had forgotten how much a bike seat hurts when you haven't ridden in many moons. If this rehab thing was going to work, I needed to find a better saddle. Fortunately, I had just returned from TREXPO East with my mountain of magazines and advertisements. In one of them, I noticed an advertisement for RideOut Technologies' Storm Quest saddle.

The Storm Quest, built from waterproof Kevlar, is designed for the rigors of bike patrol and other prolonged daily excursions. According to the information on RideOut Tech's website, their saddles are built to reduce pressure points, chafing, and bike-induced inflammation; in general, to be markedly more comfortable. The images of the seat looked good, and the idea of the saddle not making my butt hurt was what I had in mind.

I contacted RideOut Tech's head bike seat designer, Jeri Rutherford, and she quickly sent one of the Storm Quests on

its way. Initially, I thought the seat was a bit small because, in the photos, it looked larger, like a touring saddle. However, I thought, "I'll give it a whirl," and put it on the Fisher. I was surprised to discover that the Storm Quest was very comfy on my delicate little butt, OK, no laughing; my big a**.

The Storm Quest and the other Comfort saddles are designed to be minimalistic. Jeri told me that less is good when it comes to bike saddles, not just to reduce weight, but also to reduce chafing and wear on the body. It is how the saddle fits and contours to your rear end, and ultimately how it supports you, that matter.

What makes the Storm Quest and the Comfort Carbon saddles unique is the patented "crossbow supports". These carbon fiber supports flex to dampen by absorbing and dispersing the road shock through the entire seat. The thermal molded base plate is molded to the contours of the human body to "fit" your butt better. Multi-density foam is used to deliver a saddle that is comfortable for the long haul. The fit, padding and flex of the Carbon Comfort saddles will make your ride more enjoyable.

When you try this saddle, you should lower your height about a half an inch as it sits a bit higher on the stem than a standard bicycle saddle. Personally, I found I needed to raise my handlebars, but the Storm Quest changed how I sat, and raising the handle bars took stress off my shoulders.

When I did try the saddle on the street, I found the design of the Storm Quest allows for a smooth exit. This means you can exit the bicycle quickly should you have to move to a foot pursuit.

Another feature I like about the Storm Quest is the Urban Touring Bag. This is an optional-purchase bag which attaches to a bracket on the Comfort Carbon and Storm Quest saddles. I suggest it because of the three built-in, flashing red LEDs. They are very bright and will draw motorists' attention, adding to your safety.



Overall, I like the Storm Quest. It rides well, especially while endurance riding, like on a stationary set-up, when your butt and inner thighs seem to get sore more quickly than during real riding. I did not have this issue with the Storm Quest. Like shoes that fit, having a bicycle saddle that fits helps make the ride and the day go better. When the ride is literally going nowhere as it is on a stationary rack, a slightly sore, tired butt is a good reason to quit. The Storm Quest has helped combat this. It just felt right, and continues to feel good daily as I work on rehabilitating my knees.

If you are looking for a new bicycle saddle for your patrol or personal bike, consider RideOut Technologies' Storm Quest. You will appreciate the comfort and the ride.

For more information, visit www.rideouttech.com, call 208-866-5313, or email jeri@rideouttech.com.

Scott Smith is a former federal police officer for the Department of Veteran's Affairs who currently serves as a reserve officer. He is a certified Law Enforcement Firearms Instructor who has attended several major training centers. He can be reached at gunsmittys1@yahoo.com.

BIKE PATROL SIREN

CycleSiren Features:

- ✓ Sound modes are **Wail**, **Yelp** and **Horn** (Whistle sound available).
- ✓ Daylight viewing LED strobe lighting. Color options, **Red/Blue**, **Red/White** and **All Blue**.
- ✓ Powered by a 9.6-volt Ni-MH RC battery that fits into the Police rack or side gear pack.
- ✓ For **Police & EMS** Bike Patrol.



Accessories:

- LED Taillights: Blue/Amber, Red or Blue.
- Ultra-Bright White LED Patrol Light.

Please visit our Web site
www.cyclesiren.com
Or telephone us at
714-628-8935.

Spenco Heat Wave 2.0 Full-Fingered MTB Glove

By David Hildebrand, PCI #404T/EMSCI #118T
IPMBA President
Denton (TX) Police Department

For the past 15 – almost 16 – years, I have always worn half-finger gloves while biking. This included road, mountain, and patrol riding. The only time I wore anything with full fingers was when the temps here in Texas got down into the frigid 50's (just kidding...sometimes it gets down into the 20's and even lower around here).

At the beginning of the summer, I was speaking with Bill Paine, who reps for Spenco and is very active supporter of IPMBA and our efforts. He sent me a pair of Heat Wave 2.0 gloves to try and my summer of full-fingered glove activities commenced.

I was impressed with the fit of the gloves from the start. They are nicely designed and seem to follow the contours of my hands quite well. One thing that was different from any of my other gloves is that the Velcro® closure at the wrist wraps around underneath the wrist rather than on the top of it. I do have a tendency to wear my equipment until it falls apart, but I now realize that many glove makers have moved to this configuration, and I will admit that I'm a fan of it. The closure is smaller and

narrower, and its positioning under the wrist makes it much less likely to get snagged and pulled open accidentally.

The backs of the gloves have a mesh covering that makes them breathable, which is very important here during the summer. This partially addressed one of my concerns about full-fingered gloves for summer time use. The fingers themselves have a soft spun finish that provides for decent dexterity while riding and doing other tasks, further assisted by silicone patches on the tips of the index and middle fingers. The gloves also have the requisite terry thumb for keeping things clean while riding.

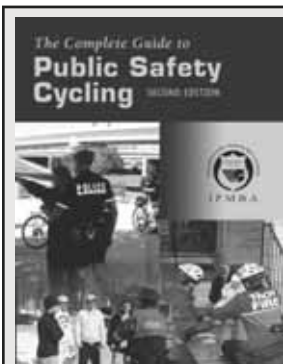
The gloves have worn well for several months, and I have enjoyed the additional protection that the full fingers provide. I've even moved to wearing them singularly for off-road riding. The padding is well-placed and not so bulky that it hinders manipulation of bike-related gear or weapons. The tips of the fingers have started to fray a little due to use and washing but they are still very serviceable. The only issue that I have had with their construction is some small tears at the base of the thumb where the padding is placed. The stitches of the thumb and the padding pulled away

slightly early on but have not gotten any worse with further use.

My only major problem that I've encountered since using these gloves is that I have entered the 21st century regarding electronic components, and I cannot use my iPhone while wearing them. While this is not a major issue for some, as a supervisor who is on his phone quite a bit, this has caused me some consternation because I have to take one glove off each time I need to use my phone. It's probably not fair to blame this on the glove but it is something to consider if you have a touch screen phone and want to wear full-fingered gloves on duty.

Overall, I have been suitably impressed with the Spenco Heat Wave 2.0 gloves and would recommend them for use by our members. They can be purchased from Bill who participates in our Product Purchase Program and is a staunch supporter of IPMBA. Visit www.spencogloves.com for more information, and then contact Bill at 215-327-5206 or painews@aol.com for 40% off the retail price.

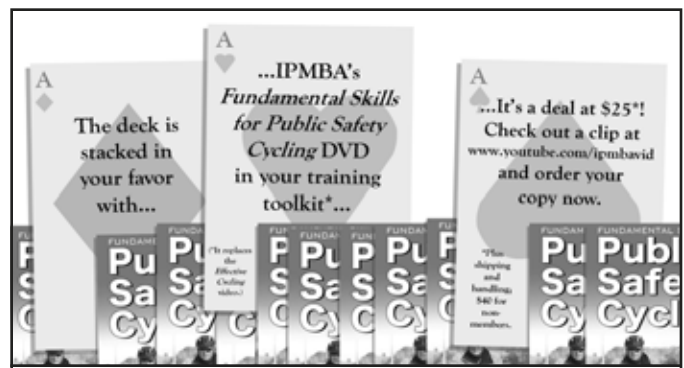
David Hildebrand is the Southside Patrol Lieutenant for the Denton Police Department. He has been a firearms instructor since 1997 and a bike officer since 1996. He currently serves on the IPMBA Board as President. He can be reached at david.hildebrand@cityofdenton.com.



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Five Ten Shoes: Pursuit and Impact

By Jeff Britton, PCI #1205
Central Point (OR) Police Department

In February 2010, while attending the San Francisco Bike Expo, I met Luke Hontz, the rep for Five Ten. My experience with Five Ten started a couple of years ago when I went to Whistler for a downhill trip. I bought a pair of Five Ten Impacts and was impressed by how well my feet stayed on the pedals without being clipped in. When I returned from my vacation, I tried them on bike patrol. After using them for several months, I was sold. As the bike team supervisor and IPMBA Instructor, I made them part of our approved equipment.

Luke told me that Five Ten has designed a line of shoes for law enforcement and the military. I am always on the lookout for a good pair of shoes, so Luke agreed to send me a pair to try out. About three weeks later, I received a box from Five Ten containing a pair of Pursuit shoes, which are marketed for law enforcement.

The Pursuit

The Pursuit shoe is a well-made, stealthy, black leather and suede rubber shoe. It is specifically made for military, special ops, SWAT, fire rescue and all other first responders. The Five Ten web site advises "the highly specialized Stealth® Phantom™ outsoles offer the highest friction available; the non-squeak, non-

marking and rugged, protective non-reflective leather uppers make this the shoe of choice for the tactical market".

I put the shoe on and immediately noticed that it is

both comfortable and runs true to size. It is a great-looking shoe. I broke it in with my regular duty uniform and was satisfied with both its look and function – as a regular patrol shoe. I wore it the next day

on bike patrol and discovered immediately that this shoe was not designed for bike riding.

I approached a person to contact and performed a dismount. As I was still moving and kicking down the rear mount kickstand, my laces got wrapped up in it. Luckily, I was able to get them unwrapped before I went down. This was not an auspicious beginning. The loose laces, coupled with the complete and utter lack of retro-reflective markings, spelled doom for the shoe's bike patrol potential.

While we might consider the Pursuit for regular patrol, the Impact will remain the approved and assigned bike patrol shoe for our department.

The Impact

Take a good look at the feet of many of the top downhill racers and you will probably notice that they wear Five Ten shoes. Five Ten got their start making climbing shoes, developing a high-friction, durable rubber compound dubbed "Stealth®". Other athletes, including downhill racers, quickly realized that the extremely sticky Stealth® rubber soles grip flat pedals like glue. Honestly, this is like clipping in. You have to make a genuine effort to pull your foot up off the pedal to move it. I had to adjust my toe straps at first and get used to putting my feet in and out of them all over again. Once I got used to the sticky soles, though, I was hooked. In fact, all eight of our bike team members are now wearing the Five Ten Impact shoe.

The Impact shoe is black with a retro-reflective logo and piping for great night visibility. It comes in both low- and high-top models, so if you have ankle problems or you like the extra protection, they got that covered. The tongue is designed so

that you can tuck the laces down inside, out of the way. Neither I nor any of my officers have had any issues with the laces getting wrapped up in the chain ring, cranks, or kickstand. The shoe is very comfortable and runs true to size. The Stealth® rubber sole also wraps up around the sides of the shoe for protection and grip. The top of the toe has a rubber tip, which I have found keeps my toes a little drier and warmer during the cooler parts of the year. The shoe is also very comfortable for walking during those times you need to be off the bike.

The shoe has worn well and has not shown any signs of defects. It is available in US sizes 5-13, 14 and weighs 25.6 ounces. The cost is listed on the website as \$124.95 for the low top and \$134.95 for the high top.

You can purchase them online at

www.fiveten.com or use the website to locate a dealer. For more information, visit www.fiveten.com and select "Freeride" under footwear. The Pursuit can be found under "Enforcer".



Jeff is a Lieutenant with the Central Point Police Department (OR). He has been a member of the bike patrol team since 2004 and a LEBA instructor since 2004. He was certified as an IPMBA Instructor in 2010. Jeff loves downhill and cross country riding in Southern Oregon and Lake Tahoe. He can be reached at or 541-210-7251 or jeff.britton@centralpointoregon.gov.



CORPORATE MEMBERS



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



Bratwear
Product: Uniforms
Phone: 253-517-4000
Website: www.bratwear.com



Brite-Strike Technologies
Product: Tactical Illumination Products and Lighting Solutions
Phone: 508-746-8701
Website: www.brite-strike.com



Cycle Force Group
Product: Smith & Wesson Bicycles
Phone: 515-232-0277
Website: www.cyclefg.com



Cycling Sports Group/Cannondale
Product: Schwinn, Mongoose, GT, Cannondale, Ironhorse
Phone: 608-268-8908
Website: www.cyclingsportsgroup.com



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



iFORCE Bikes
Product: iForce Patrol Bikes and Accessories
Phone: 724-431-2276
Website: www.iforcebikes.com



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



Mocean
Product: Technical Bike Patrol Uniforms
Phone: 949-646-1701/877-662-3680
Website: www.mocean.net



Police Bike Store
Product: Complete line of police bikes & accessories
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Website: www.policebikestore.com



R & B Fabrications
Product: Panniers & Safety Vests
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Safariland
Product: Body Armor, Duty Gear, Firearms Accessories
Phone: 909-923-7300 x 33735/800-347-1200
Website: www.safariland.com



Trek Bicycle Corporation
Product: Bicycles & Accessories
Phone: 920-478-2191 x12427
Website: www.trekbikes.com



Volcanic Bicycles
Product: Custom Police Bicycles
Phone: 360-943-8613
Website: www.volcanicbikes.com

Supplier Listing

The Supplier Listing is a listing of companies which have shown their dedication to public safety cyclists over the past year through their active participation with and support of IPMBA, as conference vendors, PPP participants, advertisers, and sponsors.

4Bike-Police.com

Product: Police Bikes by Fuji, S&W, Marin, KHS; Complete Bike Accessories and Duty Gear
Phone: 501-517-5338
Website: www.4bike-police.com

Alerte Systems Inc.

Product: Lights & Sirens
Phone: 800-728-1536
Website: www.alertesystems.com

AMC Media

Product: From A to Z by Bike
Phone: 800-667-6119
Website: www.amcmmedia.net

ArmorPUR

Product: ArmorPur Outershell Fine Wash and Odor Neutralizer
Phone: 973-244-1862
Website: www.armorpur.com

Athena GTX

Product: Small, lightweight, patient-worn wireless vital signs monitor system transmitting NIBP, SpO2, HR/PR
Phone: 515-288-3360
Website: www.athenagtx.com

Bike Tac Designs

Product: Bike Sirens, Bikes, Accessories
Phone: 541-218-3489
Website: www.biketac.com

Brake Director

Product: One-Hand Power Braking System
Phone: 206-285-6518
Website: www.brakedirector.com/police.htm

Bycycle, Inc.

Product: Alternative Saddle
Phone: 877-397-2165/503-452-1361
Website: www.bycycleinc.com

Cane Creek Cycling Components

Product: Suspension Seatposts
Phone: 800-234-2725
Website: www.canecreek.com

Cateye Electronics

Product: Computers, Heart Rate Monitors, Lighting Systems, Safety Lights
Phone: 800-522-8393
Website: www.cateye.com

Cycle Siren

Product: Light & Siren System
Phone: 877-477-4736
Website: www.cyclesiren.com

CycleAware

Product: Bicycle Safety Products
Phone: 831-333-9135
Website: www.cycleaware.com

Cyclops

Product: Bicycle & Tactical Ops Equipment & Accessories
Phone: 843-259-8368

Cygnus Law Enforcement Group

Product: Law Enforcement Product News, Law Enforcement Technology
Phone: 800-291-3911
Website: www.officer.com

Cygolite

Product: Lighting Products
Phone: 714-437-7752
Website: www.cygolite.com

Dero Bike Rack Co.

Product: Bike Racks
Phone: 800-891-9298/612-359-0689
Website: www.dero.com

DiNotte Lighting

Product: Ultimate Road and Trail Lights
Phone: 603-929-0123
Website: www.dinottelighting.com

Dirt Rag/Bicycle Times

Product: Dirt Rag and Bicycle Times
Phone: 800-762-7617 x110
Website: www.dirtragemag.com

DutySmith

Product: Speed Set Duty Gear
Phone: 541-870-4646
Website: www.dutysmith.com

Electric Police Bike

Product: Electric Police/EMS Bikes
Phone: 724-321-5257
Website: www.electricpolicebike.com

ELHN Badge & Emblem Design

Product: Custom Police Badges, Emblems, Pins, Coins
Phone: 203-364-8644/800-316-3001
Website: www.elhnbadge.com

Ellsworth Handcrafted Bicycles

Product: Bicycles
Phone: 760-788-7500
Website: www.ellsworthbikes.com

Elsevier/JEMS Communications

Product: Journal of Emergency Medical Services; EMS Today
Phone: 800-266-5367/619-699-6267
Website: www.jems.com

Ergo the Seat

Product: Ergonomic Bike Seat
Phone: 425-270-3548
Website: www.thecomfortseat.com

Ergon USA

Product: Ergonomic Grips, Backpacks, Tools, Pedals
Phone: 323-428-3495
Website: www.ergon-bike.com

ESS Eyewear

Product: Protective Eyewear
Phone: 208-726-4072
Website: www.esseyepro.com

First Aid Supplies Plus

Product: Bike Supplies & Accessories; First Aid Supplies; AEDs
Phone: 703-449-5438
Website: www.firstaidsuppliesplus.com

First Line Technology

Product: PhaseCore Personal Cooling Products
Phone: 703-955-7510 x 140
Website: www.firstlinetech.com

Fox Racing Shox

Product: Fox Racing Shox MTB Suspension
Phone: 800-FOX-SHOX
Website: www.foxracingshox.com

Gargoyles Eyewear

Product: Eyewear
Phone: 215-327-5206
Website: www.gargoyleseyewear.com

Gatorz Eyewear

Product: Eyewear (Polarized, Photochromic, Defender Series Lens)
Phone: 800-767-4287
Website: www.gatorz.com

GSM Outdoors

Product: Outdoor Sports Equipment
Phone: 760-207-8078/877-269-8490
Website: www.epicstealthcam.com

Haix North America

Product: Footwear
Phone: 859-281-0111/866-344-4249
Website: www.haix.com

Hold Fast or Die

Product: Pedal Retention
Phone: 917-903-4743/443-708-2561
Website: www.holdfastordie.com

Iosso Products

Product: Lubes
Phone: 888-747-4332
Website: www.iosso.com

Kenda USA

Product: Tires, Tubes, & Accessories
Phone: 614-729-7881/866-536-3287
Website: www.kendatire.com

Lift & Storage Systems, Inc.

Product: Automatic Bike Lift Storage Systems
Phone: 800-825-4777/651-777-1554
Website: www.liftnstore.com

Louis Garneau

Product: Bike Uniforms & Custom Apparel
Phone: 800-448-1984/802-334-5885
Website: www.louisgarneau.us

LouKa Tactical Training LLC

Product: Firearms Training Video
Phone: 734-260-2975
Website: www.loukatactical.com

Mad March Racing

Product: Mountain Bike Camps and Coaching
Phone: 805-570-3330
Website: www.madmarchracing.com

Madison Bicycle Shop

Product: Complete Line of Bikes, Uniforms & Accessories
Phone: 973-377-6616
Website: www.madisonbicycleshop.com

Maklite

Product: Illuminated Safety Products
Phone: 800-888-5427/773-276-7500
Website: www.librasafety.com

Marin Bikes

Product: Bicycles for Public Safety Use
Phone: 415-382-6000 x102/800-222-7557
Website: www.marinbikes.com

Maxit Designs

Product: Performance Headwear
Phone: 800-556-2948/916-489-1023
Website: www.maxit-inc.com, www.headgator.com

Mirrycle Corp.

Product: Bicycle Bells (Incredibell), Mirrors
Phone: 303-442-3212
Website: www.mirrycle.com

Montague Bikes Corporation

Product: Folding Bikes
Phone: 800-736-5348 x 204/617-491-7200
Website: www.montaguebikes.com

Mountain Racing Products

Product: Power Grips, Straps/Pedals, White Bros. Forks, Kreitler Rollers, Tamer Suspension Seatposts
Phone: 970-241-3518
Website: www.mountainracingproducts.com

MyPoliceStuff.com

Product: Police jewelry, custom products, challenge coins, dog tags, and more!
Phone: 336-416-1913
Website: www.mypolicestuff.com

NuGo Nutrition

Product: Nutrition/Energy Bars
Phone: 888-421-2032
Website: www.nugonutrition.com

Olympic Uniforms/J. Marcel

Product: Uniforms
Phone: 206-722-1412/888-722-9222
Website: www.olyuniforms.com

Openhouse Products

Product: Emergency Services Bags and Related Products
Phone: +44 (0) 151 647 4044
Website: www.openhouseproducts.com

Patrol Bike Systems

Product: Bikes & Accessories, Uniforms
Phone: 800-208-2032/651-773-8763
Website: www.patrolbike.com

Patrol Cycle LLC

Product: Patrol Cycle Shoe
Phone: 800-208-2032/651-773-8763
Website: www.patrolcycle.com, www.patrolbike.com

Point 6

Product: Merino Wool Socks
Phone: 877-949-9665
Website: www.point6.com

Polar Electro Inc.

Product: Polar Heart Rate Monitors
Phone: 877-630-9924
Website: www.polarusa.com

Police Magazine

Product: Police Magazine
Phone: 310-533-2498
Website: www.policemag.com

Prestacycle

Product: Air Compressors, Tools
Phone: 518-288-5000
Website: www.prestacycle.com

ProGold Lubricants/ABC Compounding

Product: Lubes
Phone: 888-519-0324/404-766-3990
Website: www.progoldmfr.com

Promark Int'l Inc.

Product: Law Enforcement Equipment
Phone: 800-645-4443
Website: www.publicsafetymall.com

Promotive.com

Product: Outdoor-Bike-Action Sports Gear
Phone: 801-456-6921/877-420-2766
Website: www.promotive.com/lawenforcement

Redman Training Gear

Product: Defensive Tactics Training Gear
Phone: 800-865-7840/772-388-9892
Website: www.redmangear.com

Revision Military

Product: Eyewear
Phone: 802-879-7002/800-383-6049
Website: www.revisioneyewear.com

The information has been provided by the participating companies and is subject to change without notice. Inclusion in this list does not indicate endorsement by IPMBA, nor does it indicate the company's sponsorship of IPMBA.

Supplier Listing

Rudy Project Eyewear

Product: Helmets, Sunglasses
Phone: 888-860-7597/949-272-2457
Website: www.rudyprojectusa.com

SAFETEC

Product: First Aid, Infection Control Products
Phone: 716-895-1822/800-456-7077
Website: www.safetec.com

Simunition®

Product: Simunition®
Phone: 863-712-2902
Website: www.simunition.com

SockGuy

Product: Socks, Arm Warmers
Phone: 760-804-1344
Website: www.sockguy.com

Spenco Ironman Cycling Gloves

Product: Ironman Cycling Gloves
Phone: 215-327-5206
Website: www.spencogloves.com

Stat Packs

Product: EMS Backpacks, Vests, Equipment Carriers
Phone: 435-627-2265
Website: www.statpacksstore.com

Street Crimes Seminars

Product: Street Crimes Seminar
Phone: 800-275-4915/773-594-0945
Website: www.streetcrimes.com

Swagman

Product: Bicycle Racks
Phone: 800-469-7924/250-490-7924
Website: www.swagman.net

Swiftwick

Product: High Performance Socks
Phone: 615-370-8611/800-895-5858
Website: www.swiftwick.com

Tactical Wear Online

Product: Under Armour, Camelbak, Benchmade, MOCEAN, public safety supply
Phone: 717-666-2348
Website: www.tacticalwearonline.com

Tallac Design

Product: Cage Holding Systems, Frame Bags, Mounting Devices
Phone: 831-331-9828
Website: www.tallacdesign.com

Terry Precision Cycling

Product: Bikes & Accessories
Phone: 802-861-7615/800-289-8379
Website: www.terrybicycles.com

Timex Watch Corporation

Product: Watches, Heart Rate Monitors
Phone: 215-327-5206
Website: www.timex.com

Trikke Tech, Inc.

Product: Trikke Patrol Vehicle
Phone: 805-693-0800
Website: www.trikke.com/patrol

TrueView Video

Product: Tactical Video Eyewear
Phone: 972-489-6872
Website: www.trueviewvideo.net

Twofish Unlimited

Product: Specialty fasteners for bottle cages, pumps, locks, batteries, etc.
Phone: 510-527-5273
Website: www.twofish.biz

Ultimate Test Labs

Product: Mobile Measures of Human Performance
Phone: 708-647-2800
Website: www.ultimatestlab.com

United Bicycle Supply

Product: Bicycle Tools and Parts
Phone: 541-482-1750
Website: www.unitedbicyclesupply.com

United Uniform

Product: Uniforms
Phone: 909-381-2682/800-299-5281
Website: www.uumfg.com

Velo Press

Product: Cycling Books, Videos, Gear, Clothing
Phone: 800-234-8356
Website: www.velogear.com

VMI Logistics, LLC

Product: Bike seats, Wipperman chains, Connexion links, tires, etc.
Phone: 800-422-2104/970-472-0125
Website: www.cantitoeroad.com

WTB

Product: Bikes & Accessories
Phone: 415-389-5040/800-975-2453
Website: www.wtb.com

Zeal Optics

Product: Sport Eyewear and Goggles
Phone: 303-449-9322/888-454-9325
Website: www.zealoptics.com

Zensah

Product: Compression Garments
Phone: 305-935-4619/877-614-5076
Website: www.zensah.com

ZeroGoo

Product: Hydration System Dryer and Accessories
Phone: 402-202-3505
Website: www.zerogoo.com

Zoic Clothing

Product: Cycling Apparel
Phone: 858-259-7020/877-484-ZOIC
Website: www.zoic.com

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Think Beck For

Bike Safety 

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

Having been involved in bicycle safety education for over 30 years, I have seen most of the materials and programs out there for teaching both children and adults how to cycle safely.

Working now as a bike safety consultant looking at bike crash cases for attorneys, I've discovered a glaring hole in our traditional cyclist education programs. I've worked on several cases in which cyclists were run down and killed by 18-wheel tractor-trailers that turned in front of them. The cyclists didn't know what to expect or how to deal with them. It seems the problem may get worse with the increasing numbers of bike lanes and their (often false) promise of safety.

While dealing with trucks may seem easy enough for people used to functioning in traffic, when it comes to riding a bike, it really isn't. I'm aware of only one program, *CyclingSavvy* (the cyclist education program of the Florida Bicycle Association) that specifically addresses the dangers associated with cycling near large trucks. IPMBA training doesn't specifically cover it, and neither does the League training from which our program is largely derived.

Tractor-trailers may have blind spots that make it difficult for the driver to see cyclists near them. In addition, 18-wheelers turn differently than other vehicles, especially while making right turns. They often make a "buttonhook" turn wherein they drive past the lane into which they are turning, and then turn tightly and "buttonhook" to the right, back into their proper lane. Such turns help them minimize the trailer's off-tracking onto the curb on tight turns. Cyclists might think they aren't turning after all and begin to ride past them.

I will quote Keri Caffrey's excellent piece from the *CyclingSavvy* website, which also features some good videos.

"Cyclists hit by turning trucks is a repeating news story which highlights the most serious deficiency in our system — education of cyclists. Sometimes these crashes are caused by the truck driver passing a cyclist prior to turning right, but very often they are caused by the cyclist passing the truck on the right. In both cases, the cyclist has the power to avoid the crash.

Here's how YOU can prevent this from happening to you:

Do not stop at an intersection on the right side of a truck. If you have already stopped in a bike lane and a big rig pulls up next to you, don't assume the driver has seen you. Get off your bike and move it to safety (*your life is worth the inconvenience*). It is better to stop in the middle of the general traffic lane if you arrive first. (*In many cases it is safer to stop in the line of traffic than to pass the queue.*)

Do not linger next to a truck on any side, in any lane. If you are riding near the same speed, slow down until you are behind the truck. (*This is taught to motorcyclists, but it applies to all vehicle drivers.*)

If a truck passes you, slow down and let it get ahead of you ASAP. If you are approaching an intersection, merge to the left and ride near the center line to avoid the moving blind spot.

If you are in a bike lane and passing stopped traffic, do not pass a truck unless you can be clear of it before approaching any intersections or driveways and before traffic begins moving again. (*This is a situation in which bike lanes offer a false sense of security that can get a cyclist killed.*)

Or, just don't pass a truck on the right at all. And be cautious when passing on the left, too."

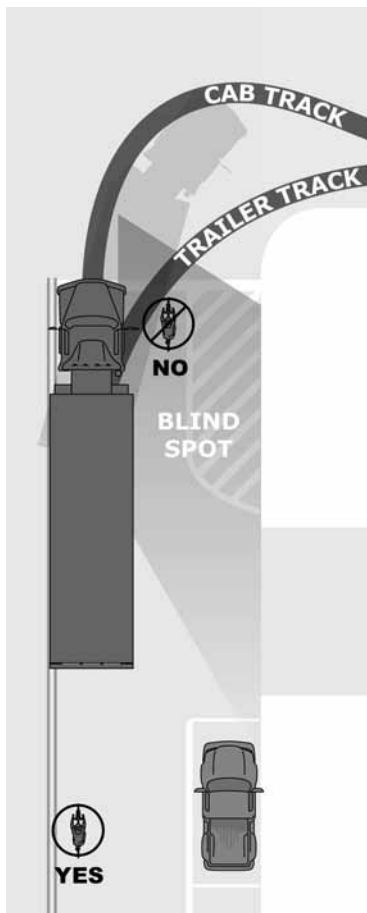
As Keri's article notes, the biggest dangers occur when passing on the right side of a truck. This is precisely where bike lanes are located. Bike lanes too often make cyclists, especially the untrained or inexperienced, believe that they have safe passage; that they can pass traffic, even at intersections and driveways; and that motorists will stay out of their way. They may also believe they can't leave the bike lane. These beliefs can be a shortcut to the morgue or nursing home, particularly if it involves a truck.

The real danger happens once the cyclist is just past the apex of the corner — I will call this the *point of no return*. Once inside this *point of no return*, the space will be quickly filled by the truck and trailer, leaving the cyclist with little time to react and nowhere to go. If caught in this *point of no return*, the cyclist's only option is ride as quickly as possible ahead of the truck and close to the curb. You have literally a split second to make that decision, perform a perfect quick turn, and get out of there. It's not even a legitimate option! Your best bet to save your life is to anticipate the danger, assume you are not seen, and then avoid it completely.

Those of you who regularly bike where there are bike lanes and large trucks need to share this information with your cycling friends and associates. Those of you who are IPMBA Instructors need to add this to your discussions about riding in traffic. While our goal is to teach people to cycle safely, predictably and comfortably in traffic, we also need to warn them about the direst of dangers, and 18-wheelers are right at the top of that list.

The full text of Keri's article can be found at: <http://commuteorlando.com/wordpress/2008/11/30/what-cyclists-need-to-know-about-trucks/>.

Kirby is one of IPMBA's founding members and an author of both the Complete Guide to Police Cycling and the Complete Guide to Public Safety Cycling. He can be reached at kirbyp42@aol.com.



Advance Call for Instructors and Workshop Proposals

The 23rd Annual IPMBA Conference will be held April 27-May 4, 2013, in Baton Rouge, Louisiana. Pre-conference courses will be scheduled April 27-May 1, 2013, and the conference workshops will take place May 2-4, 2013.

If you are an active, IPMBA-certified instructor and are interested in teaching at the conference or pre-conference, you must submit a **Call for Instructors and Workshops** form, which will be posted online and available from the IPMBA office shortly after the 2012 IPMBA Conference.

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

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

It's easy – just follow these steps!

STEP ONE: Contact IPMBA HQ at Maureen@ipmba.org or 410-744-2400. Ask for a Call for Instructors and Workshops form (available after the 2012 conference).

STEP TWO: Select a Topic. Share those creative in-service training ideas.

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

STEP FOUR: Submit your proposal to IPMBA HQ by June 30, 2012.

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

Note: *Even if your workshop has been offered at past conferences, you must still submit the form. Past inclusion does not guarantee future acceptance. If you wish to teach at the conference or pre-conference you **must** submit a form, even if you have done so in the past. No exceptions!*

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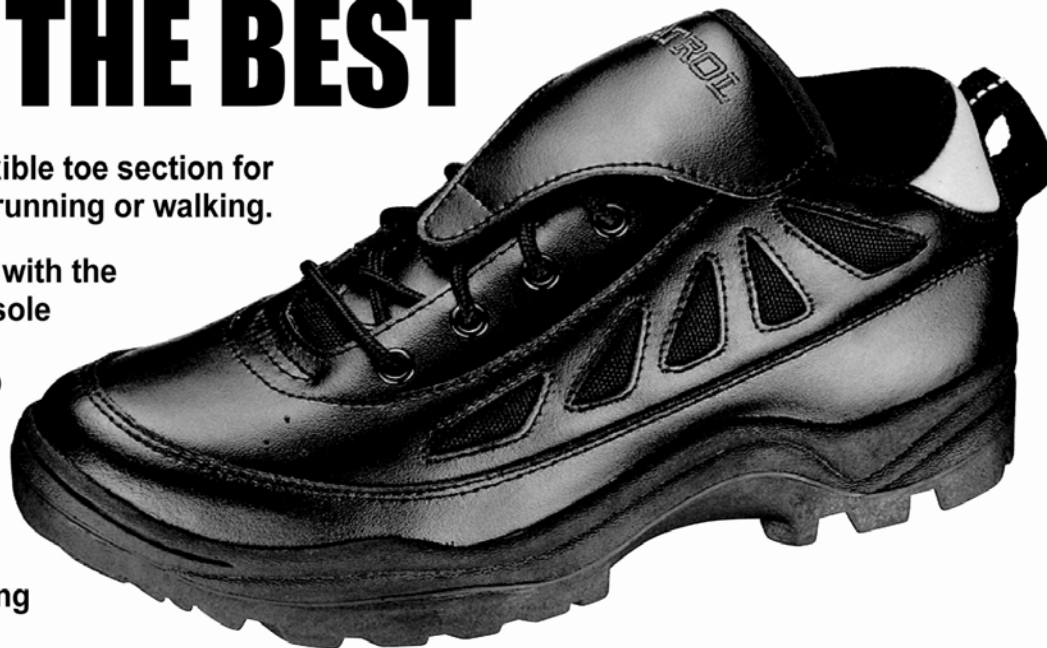
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By Matt Fritz, Staff Writer
LaPorte (IL) Herald-Argus

The man fled on foot – Sgt. Eric Struss right behind him on bike. The man couldn't escape so he broke down the door of a nearby house and ran inside.

The sergeant chased him upstairs and past a table surrounded by a family eating dinner.

Then the man did the unexpected: He jumped out the window and landed belly first on the ground below.

"He did a superman," Struss said, recounting the incident, which took place about a half dozen years ago. "He was determined not to get caught."

And he got up without a scratch, only to be apprehended by another officer waiting outside.

It was an amazing event for Struss, and highlighted the benefits of having a bike patrol for the police department. He approached the man silently, and was able to pursue him faster than if he was running.

"It has just a great stealth thing," he said. "People just don't expect you to be on a bike, even though you're in a fully marked uniform."

Struss officially retired from the La Porte Police Department last week, a place where he's served for almost 21 years. During this time he started what some initially thought was a useless endeavor, the bike patrol, a program which now boasts eight members.

It began in 1994 when he and another officer gained bike patrol certification from the police department in South Bend. Then he bought his own equipment and began patrolling the streets, sometimes in 100 degree heat, because his superiors didn't think he could do it.

But he persevered, and became responsible for some surprising apprehensions.

Struss said a man carrying stolen car radios once nearly ran into him on A Street. The man wound up with a pair of handcuffs instead. Another time he was able to ride up next to a person rolling marijuana cigarettes in the park. The man didn't suspect he was an officer until it was too late.

More exciting was a time he road alongside an escaped convict from Michigan, who was casually walking by a local business. When the criminal finally realized Struss was a policeman, Struss was already off his bike and tackling him.

...on a bike, you're more mobile, but you are still approachable by citizens. You can hear what is going on at night, you can hear a window break or someone scream...

"I liked the whole stealth aspect to it where you could sneak around," he said, "and you'd stay fit. I'd do anywhere from 30 to 50 miles a night."

There were also the humorous stories, like when a man tossed a fountain drink at Struss when he was riding by, thinking he was just an ordinary cyclist. He were terrified when Struss turned around and his uniform became visible. He got a ticket for his antics.

But Struss said the benefits go beyond

stealth and speed. He said residents love seeing officers on bikes, and are more ready to talk to them than officers in their cars. It also lets the department help the community with bike safety programs for churches, schools and youth groups. This is important for the department's public image.

"As opposed to being on foot patrol, on a bike you're more mobile," he said, "but you still are approachable by citizens. You can hear what's going on at night, you can hear a window break or someone scream. You're out of that car, but you're still mobile and you can respond to scenes quickly."

Born and raised in La Porte, he said he wanted to be an officer ever since he saw one speak at his school when he was 13.

"I know it's cliché," he said, "but I always wanted to help people. I thought it would be a good profession. You could really try to make a difference in people's lives."

He studied law enforcement and criminalistics at Vincennes University, then became a jail officer for the La Porte County Sheriff's Department in 1989. In 1990, he moved on to the juvenile services division before being offered a patrol position at the city police department in 1991.

In 2004, he gained a bike patrol instructor license from San Antonio, Texas, and has since trained the department's men himself. During this time he also wrote the department's standard operating procedure for the program.

To become a bike patrolman, officers take a week-long course for their certification, which includes maneuvering, riding up stairs, chasing people, handling tight quarter conflicts and balancing on their bikes.

They are then fitted for a bike, which they're allowed to take home so they can get as much practice using it as they can. "I want them to be fit," Struss said. "I want them to be responsive to their calls. They're no use to anybody if they get there and they're all worn out."

But Struss takes his love of biking beyond the department. He raced semi-pro downhill for five years, and competed in events throughout Michigan and even into Canada.

He even ranked 14th of 55 in the cross country bike portion of the 2001 World Police and Fire Games in Indianapolis.

"I've always loved bikes," he said. "I raced BMX when I was a kid. I've always loved working on them, building them."

Now 44, he plans to continue mountain biking in his free time as he becomes a railroad special agent, a position requiring him to investigate railroad accidents and thefts in Illinois and Indiana.

He said he won't be able to ride his bike at work anymore.

"That's the part I'm going to miss," he said, "and I'm going to miss the camaraderie with the bike guys and training them."

This article appeared in the January 9, 2012, edition of the LaPorte Herald-Argus.

By Mike Jimenez, Staff Attorney
Lafourche Parish (LA) Sheriff's Office

About two years ago, Sgt. Todd Prevost, IPMBA PCI #650, and Reserve-Deputy Paul Lefort, certified IPMBA Police Cyclist, asked me which Louisiana laws authorized bike officers to perform their duties. After some preliminary research, I discovered that while nothing prevented us from utilizing bikes, the bikes weren't specifically treated as "authorized emergency vehicles".

The guys mentioned that other states have enacted laws to protect law enforcement bike use. After some brainstorming, I approached Lafourche Parish Sheriff Craig Webre about pushing legislative changes to ensure bike patrol would be fully authorized (and protected) via statute. Being a strong proponent of our bike patrol, he was 100% in favor of the idea and tasked me with finding a sponsor and drafting the proposed changes/modifications to existing law.

As it happened, the 2010 Louisiana Legislative Session was a "fiscal only" session, wherein only a limited number of non-fiscal matters can be considered. Despite my new awareness of the need for this legislation, there was little hope of anything being passed. We tried, but we weren't successful.

In early 2011, I began our "legislative push" by contacting all of our local legislators. Lafourche Representative Jerry "Truck" Gisclair was immediately impressed with our ideas and asked that I draft a proposal. I did some formal research on existing laws and made various suggestions as to what should be modified so that police bikes could be considered "authorized emergency vehicles". Instead of proposing a whole "new law", I thought it best to propose an extension of "existing law" (and jurisprudence) to include police bikes. This is a very important distinction. If our legislation passed, bike patrols throughout the state would be able to immediately take advantage of long-standing case law that gives "authorized emergency vehicles" various exemptions in times of emergencies (which, in Louisiana, includes apprehension of suspects and to prevent crime). This was more advantageous than creating an entirely new statute which might then be open to judicial interpretation/application.

Once I gave Representative Gisclair my suggestions, he agreed to sponsor the bill. After a few very minor tweaks from the legislator's in-house drafters, our bill was ready to be pre-filed before the 2011 Legislative Session. It was then that we contacted the Louisiana Sheriff's Association, IPMBA, and others to help garner support and to explain what we hoped this bill would accomplish.

Ultimately, between our testimony before the Legislature and the many calls of support from other agencies (and IPMBA members; thanks a million), our bill sailed through two Committees and both Chambers of the Legislature with no opposition. There were a few questions as to why the modifications were needed; many legislators assumed that bike patrol was already protected.

Once it was approved by the Legislature, Governor Jindal signed it into law; it immediately became known as Act 98 of the 2011 Louisiana Regular Session. The effective date for the Act was August 15, 2011.

A copy of the reengrossed Act appears in the sidebar. We modified four existing laws so that they state, very clearly, that police bikes are considered "authorized emergency vehicles"...police bikes have the same privileges/responsibilities as other "emergency vehicles" when it comes to direction-of-travel, etc...and reasonable exemptions (from lighting requirements) exist for police bikes.

We are very proud of this legislation. It will further secure/validate arrests made by bike officers and help minimize our civil liability should an accident occur.

Mike Jimenez, Jr., is the Staff Attorney for the Lafourche Parish Sheriff's Office in Thibodaux, Louisiana. He can be reached at 985-449-4446 or mike-jimenez@lpsa.net. Todd Prevost is IPMBA PCI #650, certified in 2002. He can be reached at 985-855-4867 or todd-prevost@lpsa.net. For a short, informative article about the legislation, visit <http://tinyurl.com/LABikePatrolBill>.

Be it enacted by the Legislature of Louisiana:

Section 1. R.S. 32:1(1), 24, 194, and 329(F) are hereby amended and reenacted to read as follows. Words in struck through type are deletions from existing law; words underscored are additions.

§1. Definitions

When used in this Chapter, the following words and phrases have the meanings ascribed to them in this Section, unless the context clearly indicates a different meaning:

(1) "Authorized emergency vehicle" means a vehicle of a fire department, a vehicle of the weights and standards police force, a police vehicle or bicycle, a privately owned vehicle belonging to members of an organized volunteer fire department or fire district when so designated or authorized by the fire chief of that fire department or fire district, an industrial-owned vehicle assigned to members of a fire department or fire district when so designated or authorized by the fire chief of that fire department or fire district, a vehicle parked or stopped by elevator repair or construction personnel while responding to an elevator emergency, such ambulances and emergency medical response vehicles certified by the Department of Health and Hospitals that are operated by certified ambulance services, and emergency vehicles of municipal departments or public service corporations as are designated or authorized by the secretary of the Department of Transportation and Development or by the chief of police of any incorporated municipality. For purposes of this Section, elevator repair shall be limited to those elevators that move people.

§24. Emergency vehicles; exceptions

A. The driver or rider of an authorized emergency vehicle, when responding to an emergency call, or when in the pursuit of an actual or suspected violator of the law, or when responding to, but not upon returning from, a fire alarm, may exercise the privileges set forth in this Section, but subject to the conditions herein stated.

B. The driver or rider of an authorized emergency vehicle may do any of the following:

- (1) Park or stand, irrespective of the provisions of this Chapter;
- (2) Proceed past a red or stop signal or stop sign, but only after slowing down or stopping as may be necessary for safe operation;
- (3) Exceed the maximum speed limits so long as he does not endanger life or property;
- (4) Disregard regulations governing the direction of movement or turning in specified directions.

C. The exceptions herein granted to an authorized emergency vehicle shall apply only when such vehicle or bicycle is making use of audible or visual signals, including the use of a peace officer cycle rider's whistle, sufficient to warn motorists of their approach, except that a police vehicle need not be equipped with or display a red light visible from in front of the vehicle.

D. The foregoing provisions shall not relieve the driver or rider of an authorized vehicle from the duty to drive or ride with due regard for the safety of all persons, nor shall such provisions protect the driver or rider from the consequences of his reckless disregard for the safety of others.

§194. Traffic laws apply to persons riding bicycles

Every person riding a bicycle upon a highway of this state shall be granted all of the rights and shall be subject to all the duties applicable to the driver of a vehicle by this Chapter, except as to special regulations in this Part, including special regulations applying to peace officers utilizing bicycles in furtherance of their official duties, and except as to those provisions of this Chapter which by their very nature can have no application.

§329. Bicycles; front lamps; side/rear reflectors; rear lamps

F. This Section shall not apply to bicycles while engaged in sanctioned competition races or to bicycles while utilized by peace officers in furtherance of their official duties.

Sergeant Michael Boehm, United States Park Police

End of Watch: Friday, December 16, 2011

Sergeant Michael Boehm suffered a fatal heart attack while responding to a call involving a person who had jumped from the Key Bridge in Washington, DC. The person was found critically injured on the C&O Canal towpath underneath the bridge near 34th Street.

He is fondly remembered as a great person, officer, and father.

Sergeant Boehm collapsed moments after responding to the scene. He was immediately transported to Georgetown University Hospital where he passed away. The person who jumped from the bridge also died.

Sergeant Boehm was a U.S. Army veteran and had served with the United States Park Police for 19 years. He is survived by his wife and son.

Michael was certified as an IPMBA Police Cyclist in 1994, while stationed at the Golden Gate National Recreational Area in San Francisco. His certifying instructor was Joe Martin, PCI #006. He attended the 1997 IPMBA Conference in Nashville and the H&K Survival Skills for the Mountain Bike Officer course in June 1997. He was certified as IPMBA Police Cyclist

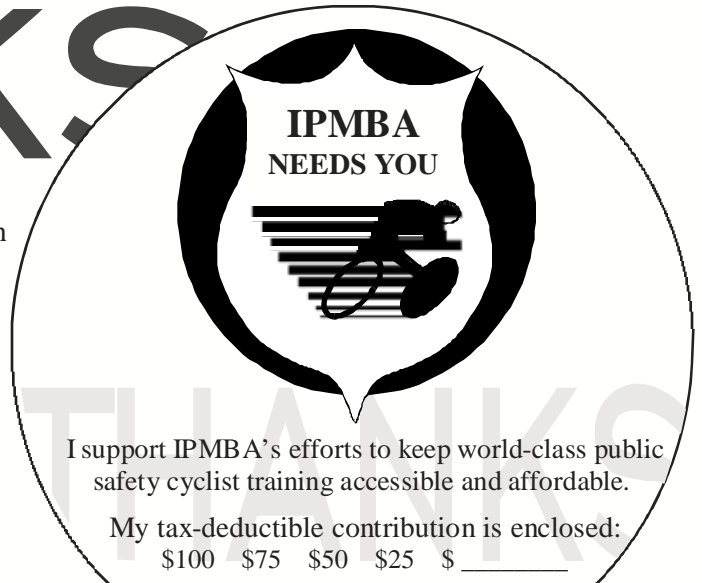
Instructor #381 in December 1999, while assigned to the US Park Police Central District Bike Patrol in Washington DC. Although he taught his last IPMBA course in April 2001, he remained active in the bicycle program and enjoyed riding both on- and off-duty.

He is fondly remembered by a former student, Jack Edington, PCI #587, as a great person, officer, and father. Approximately two dozen bike officers from Metropolitan Police (DC), US Park Police, and Montgomery County Police (MD) participated in a tribute ride as part of the memorial services on December 28, 2011.

THANKS

IPMBA thanks the following members and friends for their generous support during these challenging economic times. With their support – and yours – we can help keep world-class public safety cycling training accessible and affordable.

- Mike Anderson, St. Louis Metro (MO) PD
- Charles Calvin, Maryland National Capital Park Police
- Jamie Cheatem, UMBC (MD) PD
- Christopher Davala, Maryland State Police
- Dwight Edwards, Cabell County (WV) EMS
- Kurt Feavel, University of Wisconsin at Madison PD (ret.)
- Al Friedland, Moline (IL) PD
- Artie Gonzales, Topeka (KS) PD (ret.)
- Paul Hermans, Peoria (IL) Police Dept.
- William Laramee, Amherst (MA) PD
- Dave Lennon, Conshohocken (PA) PD
- Gary McLaughlin, Sacramento (CA) PD (ret.)
- Kenneth Mullen, Illinois State Police
- Albert Santiago, Rochester (NY) PD
- Ron Schlegel, Allentown (PA) PD
- Frank Shaw, Bremerton (WA) PD
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- Shannon Walker, Bedford (VA) PD



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by Ashley Sweetland
St John Ambulance,
London, England

When I saw the email asking for St John Ambulance Cycle Response Units to participate in an event in New York, I must confess, a large smile spread across my face. But then my head began to fill with questions about the practicalities. We only had a week to prepare. Where to start?

It soon became evident that the first thing we needed was a clear and well-considered plan.

The background was positive. Our client — The Tweed Run LLP — had stated that this would be a fully funded visit. St John Ambulance London District CRU have been supporting their London events since 2008. We would be part of their event team supporting the launch of a new range by Rugby Ralph Lauren, who covered all the costs of our participation.

But the practicalities were challenging and the next few days were certainly character building.

Whilst ensuring the necessary internal approvals were secured, we set about assembling the kit we would need for the event. This included specialist boxes, tools and wheel bags because the bikes would have to be dismantled for the flights.

Hotels and flights were arranged (and paid for directly) by our client. Whilst we would have a couple of extra days after the event, our attention was focused on ensuring we could get the kit safely across the Atlantic — and back again.

We worked with London District Headquarters, National Headquarters and the Order of St John's international office to ensure all the necessary insurances, permissions and risk assessments were in place. Our plans also took into account the existing operational demands on CRU, which included a 15 strong deployment to the Royal Parks Half Marathon the weekend before the trip, which tightened the window available to dismantle the bikes and do final weight checks to three days.

We also ensured our client was fully briefed throughout the process.

Both Nuno and I hold International Police Mountain Bike Association certification, so we were confident we could interact with our counterparts effectively as needed. However, we did need to adapt our SOPs to meet US standards.

After some serious negotiations with Heathrow we managed to get all the equipment packaged, with the weight distributed in accordance with cargo regulations.

We parked our Support Vehicle at Heathrow Airport Ambulance station through the good offices of their London Ambulance Service CRU co-ordinator for that site, and flew across the Atlantic.

One of our first tasks when we arrived at our hotel was to assemble the bikes. It was then that we discovered the front rota (disc) on my bike had been damaged in transit. Thankfully, our client found us a bicycle mechanic who helped us source a replacement the following day!

The International Bicycle Festival have their HQ in central Manhattan, and it was there that we met with our clients the next day.

That afternoon, we were introduced to the chief marshal for the bike ride element of the event. Then, in plain clothes, and with me on a Brompton and Nuno on a Fixey, we cycled around New York to get accustomed with the route. This included visiting the Rugby Ralph Lauren store, which would be the events base, and the New York Police Department.

The event itself was now upon us. We cycled from our hotel in Brooklyn across the famous Brooklyn Bridge and navigated safely to the Rugby Ralph Lauren store. We were made incredibly welcome and enjoyed a long, but successful day of cycling with around 350 people in three separate rides during the course of the day. In total that day, we cycled 50 miles. The event coincided with the launch of a new range of Rugby Ralph Lauren tweed clothing, with significant success in sales reported at the end of the event.

We formed a great working relationship with the New York Police Department officers who were assigned to the event — so much so that one of the officers provided our transport back to the airport a few days later. It was fascinating to hear how events are managed in New York. This is done almost exclusively by state (public sector) providers. Limited inter-agency cooperation is an operational concern.

Later that afternoon we visited the Central Park Medical Unit, had a tour of the new Precinct Building and visited the New York Fire Department.

That evening we enjoyed a few hours with a Chief Ambulance Officer and her team in the NYFD EMS Division 51 Battalion where we had a tour of their premises and vehicles, and exchanged stories and mementos.

Two moving features of both our visit to the Fire Department and the EMS Division were their walls of remembrance, prominent reminders of the terrorist attacks on New York, as well as other conflicts and tragic accidents.

Later that evening we got out of uniform and attended the after-event celebrations.

In the two days following the event, Nuno and I visited the United Nations Headquarters, where an exhibition included some innovations in how bicycles have been used in Africa — to aid travel of goods to remote villages and even as a phone charger!

It was a brilliant trip...but we'll be back "across the pond" in the next issue of *IPMBA News*!

RANDOM FACTS & FIGURES

- ☞ Our total equipment weight transported was 150kg.
- ☞ The customised bike boxes were sourced from Germany.
- ☞ We cycled more than 50 operational miles in New York.
- ☞ One casualty was treated with a very minor issue.
- ☞ We travelled more than 7,500 air miles.
- ☞ More than 6 hours were spent packing, building, re-packing and re-assembly of CRUs involved.
- ☞ Tea and scones for the event were flown in from Bristol by Rugby Ralph Lauren.

Use of Force: The Impact of Your Bike

(Continued from page 1)

from the simple reason that a police officer was involved. When an officer uses force, the interest level shoots to the top of the scale and the department swoops in to seek answers. Depending on the incident, training records are pulled, policies examined and the officer's performance history meticulously analyzed.

Police agencies reasonably must assess the liability and consequences of the actions of their personnel. A department has a responsibility to the officer, the law enforcement jurisdictional authority, and the public. When an officer uses force, an attempt will be made to determine if the officer used the appropriate amount of force for the situation and if the actions were justified. There lies the problem: what is the appropriate amount of force in a given situation? Most, if not all, agencies provide extensive training in the "Big Three" liabilities: firearms, vehicle skills, and use of force. Few law enforcement practitioners would argue that use of force is *not* a major liability, and it would be difficult to find a recognized police agency that lacks a use of force policy or doctrine, supported by training.

Canton v. Harris, 489 US 378 (1989), is clearly the benchmark case setting legal precedence pertaining to "failure to train". Given the findings and the disposition of the case, professional law enforcement agencies in the United States can no longer fail to provide required training or provide training of diminished quality. The requirements now articulate exactly how to adequately prepare, conduct, and document training for police personnel.

Departments can and should take measures to insulate themselves against failure-to-train lawsuits. Administrators must ensure their training programs are current and effective, demand that training be incorporated into the department's yearly calendar and thoroughly document all training. An effective training program can be the difference between dismissal of a suit and a serious judgment against an agency. (McNamara, 2006)

Right?

Let's put this to the test in a simple "JRA" (Just Riding Along) scenario involving a certified police cyclist:

JRA, Officer Fista and Officer Cuffs observe a young male suspect snatch a purse from an elderly woman who falls to the ground, visibly injured. Officer Fista follows the prescribed protocol: broadcast the team's location, request medical aid, declare the type of incident, and flash lookout the suspect's description with direction of travel. Officer Cuffs responds directly to the victim to render medical attention. The suspect spots Officer Fista and the pursuit is on. Officer Fista follows, broadcasting his movements and quickly moving in on the suspect due to his mechanical advantage. While closing the

distance on bike, Officer Fista issues verbal commands, but the suspect refuses to comply, instead turning to confront the officer. Officer Fista perceives that an impact weapon will be required for this take down, but not deadly force.

What can Officer Fista do within his current policy and use of force doctrine?

Officer Fista decides to utilize a sliding/hooking motion of the rear wheel to purposefully strike the suspect with his bike.

Now, you get into Officer Fista's saddle and see how your policy rides the following obstacles.

"Officer, when were you certified to use the police bicycle as a weapon?"

"Officer, when did you last qualify with the police bicycle as a weapon?"

"Officer, did you intentionally use a specific technique in which you were trained to take down the suspect?"

How did you and your department do?

These questions may complicate the justification of Officer Fista's actions if he has not received adequate or sanctioned training. This brief scenario cannot answer all the questions running through your head, but the intent of this exercise is to provoke thought. A police officer will react to a given situation based on training, experience and ability. The key to this scenario is the training.

Officer Fista chose to impact the suspect with a police bicycle, which can be a reasonable action. Many officers will rise to the defense of Officer Fista, arguing, "He had no choice but to strike him with the

bike. He didn't have time to do anything else". In a case of deadly force, this defense would be viable, given the supporting condition of a life-saving measure, when no other trained option was available for deployment. However, in this scenario, the intent is to present a situation in which an impact weapon is the most likely force option. Only by removing "any form of defense, device or tactic" and presenting the specific need for an impact weapon can the officer justify the actions.

The scenario is designed to identify whether the action taken was or was not a "trained response". The IPMBA Police Cyclist Course includes a similar movement, the power – or hook – slide. However, when taught by IPMBA, the skill is not a weapon strike. It is specifically used to stop quickly and/or turn 180 degrees. Variations of this skill often involve sliding or hooking the rear wheel, and potentially utilizing it to strike an object or suspect. These include such bike-strike movements as "bike fighting" (strikes with various parts of the bike), "wheelie-up" (strikes with the front wheel), "barrier/herding" (forcibly directing the bike into a suspect), and "Ghost Rider" (propelling the bike unmanned into a suspect).

(Continued on page 27)



(Continued from page 26)

It should be noted that Officer Fista chose his movement and action as a weapon strike and, for the best outcome, should have had training and/or certification prior to actual deployment.



Does your agency train bike officers on the use of the bicycle as an impact weapon? When faced with a confrontation, can you articulate your actions within the scope of your training and departmental requirements? Many agencies accept training and certification by outside organizations. Prior to the deployment of a new technique, you *must* ensure approval to use it. The time to answer the above questions is before, not after, an incident. What is or will be required of the individual officer in the form of continuing

education, skills training, qualification, or renewal of certification?

To best defend an officer's actions, the use of force should be clearly defined. The movement and its proper execution should be covered in a written outline or other format that meets the departmental requirement for documentation and training. The use and deployment of specific techniques for force must meet the agency's current policy or departmental doctrine.

Many departments have a prescribed method/format for reporting use of force involving firearms, baton, OC spray or less than lethal. Bicycle applications can be included as an action, response, strike, strike zone and or specifically with the description of a weapon utilized in given situation. Department policies will vary dramatically from coast to coast, but the need for documented training is across the board.

Back to Officers Fista and Cuffs

There are several possible outcomes for Officer Fista and Cuffs. The predictions for the final outcome of a real-life situation are difficult at best and litigation is likely. The fact is that law enforcement officers are required to use force, their actions will have consequences, and the requirements for justification must be met. The examination of the bicycle within any force continuum provides for a broad scope of discretion and opinion.

When faced with the liability for individual actions or departmental financial responsibilities, will you and your department clear this obstacle, crash and burn, or simply use some landing techniques?

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Mike Wear is a 21-year veteran of the Metropolitan Police Department, Washington DC. He joined the MPD mountain bike unit in 1992 and in 1997 became the first city-wide mountain bike coordinator and training supervisor. He was certified as an IPMBA Police Cyclist in 1998, an instructor in 2001, and an instructor trainer in 2008. He can be reached at michael.wear@dc.gov.

Photos courtesy Chuck Sanders, Metropolitan Police Department (DC).

P.I.G. TALES by Monte L. May



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