

WINTER 2017

# ipmba news

NEWSLETTER OF THE INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION

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

VOL. 26, No. 1

## Training Matters. Get the Best.

by Maureen Becker  
Executive Director

**T**he 27th Annual IPMBA Conference is just a few months away, and the members of the City of Delaware Police Department and the Ohio Wesleyan University Department of Public Safety are busily preparing for IPMBA's first campus-based conference.

The venue change has driven other changes, such as the timing (late spring instead of early spring), the accommodations (residence halls in addition to hotel rooms), and meeting space (bona fide "smart" classrooms rather than multi-use function rooms), amongst others described in more detail on page 35.

What has not changed is the commitment to offering the best, most complete training for public safety cyclists.

While it is possible to attend IPMBA courses offered throughout the year and across the country, the IPMBA Conference is the only large-scale gathering of public safety cyclists. It is the only event during which one can choose from courses ranging from operator to instructor as well as specialized topics. It is the only event during which one can

... the IPMBA Conference is the only large-scale gathering of public safety cyclists.

choose from a wide array of mission- and interest-driven workshops designed to further both personal and professional development. And it is the only event that affords an opportunity to experience the latest products and technological developments in the field of public safety cycling.

The importance of basic bicycle training has only increased as police departments seek ways to improve police-community

relations and EMS agencies seek ways to more quickly deliver life-saving care.

At the same time, more agencies are (finally!) starting to recognize the practicality, versatility, and effectiveness of Bicycle Response Teams and the need to train specifically for crowd operations. Bicycle Response Team Training will be offered, and so will *Cleveland RNC Preparation, Planning, and Handling*, a workshop presented by Captain Thomas Mandzak of the Cleveland Police Department Bicycle Unit. The first-ever, invitation-only *Bicycle Response Team Roundtable* will bring together the leaders in the field to share experiences and advance best practices for training and operations.

Venues change. Content changes. Priorities change. What remains constant is IPMBA's commitment to training you.

**Training DOES matter. Make sure you get the best.**

## Bike Medics Bring Speedy Emergency Care to Patients

by Jenni Bergal

*Pew Charitable Trusts Staterline*

*This article was posted on January 30, 2017, at*

*<http://tinyurl.com/PEWEMSArticle>*

**W**hen actress Carrie Fisher suffered cardiac arrest near the end of a flight to Los Angeles just before Christmas, some of the first emergency medical crews to arrive on the scene were on two wheels: medics on bicycles who helped resuscitate the "Star Wars" star.

The Los Angeles Fire Department's Bicycle Medic Team is one of hundreds of bicycle-riding emergency medical teams in big cities such as Boston and Philadelphia and small ones such as Cody, Wyoming, that deliver quick emergency care by darting in and out of heavy traffic, maneuvering through large crowds or cutting across park land more nimbly than a crew in an ambulance.

"Sometimes, every second counts with these situations," said Maureen Becker, executive director of the International Police Mountain Bike Association, a nonprofit that trains and certifies public safety cyclists.

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**E**very succeeding generation brings forth new talents, driving the need to evolve so as not to fall behind and stagnate. From the “Greatest Generation” to “Baby Boomers” to “Gen-X-ers” to “Millennials”, we

look to incorporate the best of each new generation while trying to preserve what we value of the previous.

Public safety personnel in management and training have had to adapt to the strengths and limitations of those brought up with differing perspectives. The generation before mine grumbled at the way we chafed at the rigid paramilitary structure that had worked so smoothly for them. My generation wondered how the profession would survive with a work ethic that seemed to be less career-oriented than ours. The rise of technology and discomfort with the resulting changes threatened to leave many of us behind, reminiscing about “traditional police work” accomplished without reliance on technology at our fingertips.

Even those of us who have worked hard to embrace advancing technology are being tested in unexpected ways. Social media, in its ever-changing forms, has become the dominant communication media of our most recent first responders. These additional modes of communication have resulted in an overall increase in connection and communication, even on a global scale. Yet this increase has been at the expense of direct interpersonal contact, reducing the time we confer face-to-face and limiting the depth of the understanding that can come with personal contact. It is vital to understand that body

language, cadence, tone, volume and facial expression can profoundly alter the meaning of verbal expression, and that the absence of these cues can easily lead to misunderstanding.

One of the challenges of training new hires is fostering an effective communication style that helps them solve the problems that we face with those we serve. Whether you call it “Verbal Judo”, “De-escalation”, or “Crisis Intervention”, these problem-solving skills are critical to successfully and safely performing our various missions. It has always taken time to develop the confidence to effectively use these skills and to find a personal communication style that fits.

How, then, do we interact with and train a generation that has become accustomed to communicating in 144 characters (or less), with arcane (at least to us) abbreviations (OMG, LOL, WTF!), while employing little symbols with ambiguous meanings? 😬

A good friend, and police chief, in the Chicago suburbs has made development of this vital skill an integral part of the field training process. The entire shift is required to spend coffee and lunch breaks with each new officer to both encourage and assess his or her ability to communicate interpersonally. Most respond fairly well to this immersion, but some struggle to adapt. Those who have difficulty are made aware that this is a critical feature of the required training and that they must improve to be retained. Not all have succeeded.

To read – and hear – about a similar approach to teaching officers interpersonal skills, visit “In Social Media Age, Young Cops Get Trained For Real-Life Conversation”, at <http://www.npr.org/sections/alltechconsidered/2017/01/12/509444309/in-social-media-age-young-cops-get-trained-for-real-life-conversation>.

For all of their challenges, the Chicago Police Department has taken an innovative step that may improve interpersonal communication. Every recruit goes through bike patrol training (albeit

**How, then, do we interact with and train a generation that has become accustomed to communicating in 144 characters**

abbreviated) in the academy and is likely to be assigned bike patrol duties after completing field training. The approachable nature of officers on bike patrol, the less formal uniforms, and the increased citizen contact likely on bike patrol, can possibly serve as a form of personal communication immersion that may more quickly hone this vital skill.

Public safety cycling has a long history of success in bringing together agencies and citizens in positive ways. In light of this potential, it is important to consider more than technical cycling skill when selecting new public safety cyclists. An understanding their role as emissaries and the communication skills required should also be a part of the selection criteria.

As public safety cyclists and instructors, it is important to recognize our role in moving the profession forward. The depth and breadth of our connection to the communities that we serve can make all the difference in the success or failure of our mission. Effective communication is necessary to foster understanding, leading to greater mutual trust, making us all safer in the process.

*Bernie Hyman*

Made possible through the support of Mocean, manufacturers of technical law enforcement and bike patrol uniforms.

# Fuji Code 3-XT Police Bike

Shimano XT Front Derailleur  
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# —2017— PRODUCT guide

Welcome to the 15<sup>th</sup> Annual IPMBA Product Guide! The first Product Guide was published in 2003 and was the brainchild of then-Industry Liaison Monte May. Fifteen issues later, the guide still offers a glimpse (or two) at the world of Interbike, the nation's largest bicycle industry trade show. It contains an array of product reviews written by IPMBA members like you, and highlights the popular Product Purchase Program, through which thrifty bike enthusiasts can save hundreds of dollars. Turn the pages to find out more about the products recently discovered and tested by the intrepid members of the Industry Relations Committee! *Pages 5 – 25.*

## Interbike 2016: Fostering Relationships, Old & New

by **Clint Sandusky**, *ex-PCI #849/EMSCI #159  
Riverside (CA) Community College District Police  
Department (retired)*

It is hard to believe it's been 12 years since I last attended the Interbike show in Las Vegas, Nevada. In that time, I've gotten older, hopefully wiser, and recently retired.



Entrance to the show

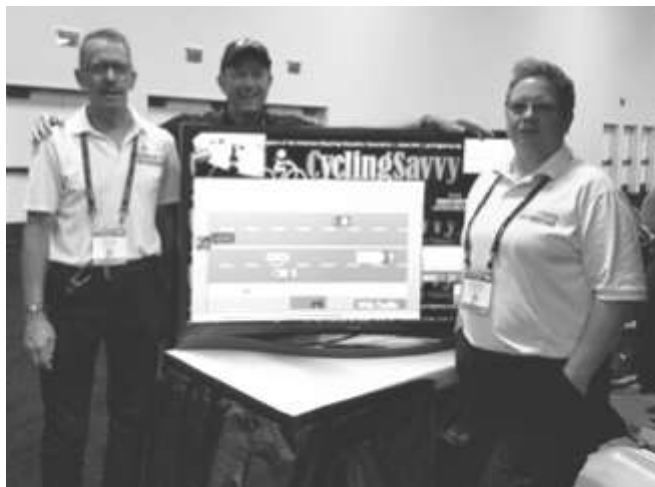
As stated on its website, "The annual Interbike International Bicycle Exposition is where the bicycle industry gathers to celebrate, educate and conduct the business of cycling. Bicycle retailers, media, importers and distributors can discover the latest in bicycle technology."

But I'm not going to talk, for the most part, about all the cool things I saw at the show. Instead, I'm going to focus on "Fostering of Relationships, Old & New".

When I arrived at the show and began to walk around, excitement and a sense of technological overload hit me. "What the heck am I going to write about?!"

After meeting for the first time Gary Strang (*IPMBA Membership Director, PCI #1457, and COOL older guy, like me*) at the CYGOLITE booth, he and I decided to write independent reviews of the show. It was then I decided to focus on relationships, not products and new technology. Hopefully Gary did the latter.

Most of the booths and the sales reps I visited, having some type of public safety cycling application, were very friendly, professional, informative, and open to suggestions.



Cycling Savvy (CS) booth

I had several wonderful and productive conversations with Gary Cziko and Jenn Bowers, who are both *Cycling Savvy (CS) Instructors* and *Directors* of ABEA (American Bicycling Education Association). ABEA oversees the CS bicycle-related education. As part of a Caltrans grant for an Active Transportation Program (ATP), my former college district is utilizing CS to provide Adult Cycling training to "disadvantaged communities."

At the Serfas booth, I continued my relationship with Mike Janssen (*Regional Sales Rep*), who had worked for my best buddy's bike shop in Yucaipa, CA. Mike loves working at Serfas! I also met Joe Berman (*Regional Sales Rep*). He was VERY responsive to my suggestions for their TSL-Police lighting system. He also laughed at my jokes! He found my suggestion to revise their single remote switch for their lighting system to a dual

switch interesting. Joe also told me they were considering producing a police siren. Contained in this newsletter is a product review on their TSL-Police lighting system.

*Note: since the show, Camille Lopez has been appointed the public safety contact for Serfas.*

*(Continued on page 6)*

(Continued from page 5)



Bern Unlimited

I met Dennis J. Leedom (*Founder + CEO*) and Brandon Dodd (*Vice President of Global Sales*) of Bern Unlimited. Both were gracious and made me feel very welcome! Dennis allowed me to take one of their “Watts” model helmets to wear test. Speaking of the helmet and while at the booth, I met officers from Colorado, who know Denver Police Officer John Adsit. They told me John had returned to work and was planning to compete in some type of bike race. GREAT TO HEAR!

## Interbike 2016

Other wonderful encounters at the show including meeting and talking with Michael Espejo (*President*) of C3SPORTS/Police Bike Store, reps from CYGOLITE, Finish Line, Honey Stinger, and Polar Bottle, to name a few.

Amongst all my networking opportunities, I did take time out to enjoy some laps around the Shimano indoor track, riding a 29er eBike.



Shimano indoor track

In looking back while writing this article, I had a great time at the show fostering old and new relationships, while learning of cool new products and technology. I HIGHLY recommend any public safety cyclists, especially instructors, attend this or other similar shows in their areas!

Clint retired on April 3, 2016, after a 24-year career in law enforcement both with Los Angeles County Sheriff's Department and Riverside Community College District Police Department (RCCD PD). While with RCCD, he served as the department's Bike Team Coordinator. Clint helped form his college department's bike patrol team in 1993 and rode on it until his retirement. Since 1994, he's been a CA POST certified Bike Instructor. He attended numerous police bicycle patrol and bicycle safety courses, including the IPMBA Police Cyclist, Advanced Police Cyclist, and Instructor Course. He taught at the 2006 and 2007 IPMBA Conferences.

He actively competes in USA Cycling amateur cross-country mountain bike races and since 1999, he has competed and medaled in the cross-country mountain bike events at the now-known -as United States Police & Fire Games. He can be reached at [clint.sandusky@gmail.com](mailto:clint.sandusky@gmail.com).

Photos courtesy Clint Sandusky.



## BECOME AN IPMBA INSTRUCTOR

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

Call 410-744-2400 or email [info@ipmba.org](mailto:info@ipmba.org) for an instructor application packet. In the simplest of terms, to become an Instructor, you must meet the criteria outlined in the packet, apply to IPMBA headquarters, be approved, then register for and attend one of the Instructor Courses.

### Upcoming Courses:

**Delaware, Ohio**  
June 5-10, 2017

**Colorado Springs, Colorado**  
September 25-29, 2017

*More dates to be determined*

# Interbike 2016: The “Who’s Who” of the Bicycle Industry

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

Normally my duties on the IPMBA board involve membership, welcome letters, working with organizations to develop their bicycle units and providing information on the excellent training courses provided by IPMBA. I can’t overstate the value of peer-tested, peer-reviewed best practices as a foundation of any bicycle unit. So when I received an email in early September asking if I could attend the 2016 Interbike in Las Vegas, well, I jumped at the opportunity.

For those of you who are wondering what Interbike is all about, it is an event that the “who’s who” of manufacturing attend to showcase their new product lines. It encompasses absolutely everything to do with bikes and the sport of cycling. Everything from the lightest weight camping equipment to the lightest weight carbon fiber wheel set is on display. All the big names attend this show from within and outside of the US. It covers road bikes, mountain bikes, electric bikes and every other unimaginable configuration of the like. Every type of clothing for every discipline is also on display. There was an incredible choice of clothing specific to gender and type of riding. The many varieties of fabrics, waterproofing and other features were incredible.

The goals of attending this show are three-fold: 1) See new products; 2) Keep up to date with new trends; 3) Build relationships. By the numbers, this show encompasses 328,000 square feet of space filled with over 1400 importers/distributors and manufacturers. It is, as noted above, the “who’s who” of the biking world.

I was a “newbie”, having never attended this show previously. Being a bike “junkie”, I couldn’t say no. My inner roadie was crying out as I wanted to see the new offerings. I was reminded on more than one occasion, “Gary, you’re there on behalf of IPMBA, working towards maintaining and building relationships with awesome vendors who support us as exhibitors, sponsors, Corporate Members, Product Purchase Program participants, and advertisers”. So I stayed on track and fulfilled my obligation to this great organization.

I was also there to see what equipment or trends in cycling were suitable for our membership. I’ll talk about that in a moment. The outdoor show was held September 19-20, and the indoor show was September 21-23. Yes, folks, there is an outdoor part of the show during which you can take some of the best equipment made out onto the trails. Holy Cow! Sadly, due to time constraints, I was only able to attend the indoor show. Maybe next time I’ll get to attend the outdoor

show as well. Within weeks of being asked, I was on a plane to Vegas. The show was held at the Mandalay Bay Convention Center on Las Vegas Blvd. For anyone who hasn’t been to Las Vegas, everything is huge and far apart. Bring your best walking shoes because you’re going to need them.

As this was my first time, I was completely overwhelmed. The show is huge on anyone’s scale. You walk into it with that feeling of “where the heck do I go first?” You want to run from here to there, tempted by all the great stuff drawing you into the many booths. I took a moment to breathe and then used my skills to map out an efficient course to follow. I really wanted to make sure that I visited every display, vendor and business partner that has a relationship with IPMBA. Occasionally, I indulged myself with a look at some sexy Italian bike brand that just made me drool (five minutes tops, I swear!). I had serious work to do. I wanted

to visit our Product Purchase Program partners and find new ones who would provide other valuable offerings to our membership. Yes, I really was working on your behalf.

I spent two days walking the floor, visiting booth after booth, talking about anything and everything to do with bikes. At the end of day one, I was completely worn out. I should have worn a pedometer because I put on some serious mileage. On day two, I was greeted by

fellow IPMBA Board Member Mike Harris, who came to help out. His help was much appreciated. Together we managed to make contact with all of our existing business partners and start forging relationships with new ones. Many of these fine folks donate quality products to our conference silent auction, the sale of which help IPMBA with operational costs. All of our board members willingly donate their time for the good of our organization, but it still takes good old money to make it run.

What I absolutely appreciated the most about attending this show was the ability to speak with the technicians, inventors

**What I absolutely appreciated the most was the ability to speak with the folks who had a hand in the development of or an in-depth knowledge and understanding of their new products.**

*Continued on page 8*



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# The “Who’s Who” of the Bicycle Industry



Photos courtesy Gary Strang.

*(Continued from page 7)*  
 and other folks who either had a hand in the development of or an in-depth knowledge and understanding of their new products. I had the opportunity to speak with the likes of both Shimano and SRAM factory mechanics, for instance. I asked so many questions and had them answered by people you can trust to provide the right answer. What is that worth? Some might say “priceless.” I really enjoyed having access to the knowledge available at this show. To actually talk to the designer and advise them what might improve their product for public safety use is a rare opportunity.

Those of you who read my report from the 2016 Toronto International Bicycle Show may recall my assertion that I believe that at some point, electric bikes are going to be very big. The trend remains and continues to grow. Our aging population, congested streets and ever-increasing insurance costs will drive this forward. As more cities actively build bicycle-friendly infrastructure, the industry is looking for ways to get more and more people on bikes, and electric bikes can fill that role. We all know cops who would never ride a regular bike but would be open to patrolling on something with a motor.

One of the interesting trends that I see coming our way is SRAM’s initiative to eliminate the front derailleur and go to a 12-speed rear cluster. They call it a 1 X 12 system. It has the same gear range as a Shimano 2 X 11 system but is more reliable because of the lack of multiple front chainrings. Where does the chain usually drop? SRAM has been at this for a few years now, but it’s really taking off. By adding the extra “bailout”

gear on the rear cluster, they were able to have the same range as Shimano. I have been a Shimano fan for many years and continue to use them exclusively on my road bikes. This was the year I jumped ship to try SRAM, having recently built my own mountain bike with their new configuration. Perhaps I can report on it in the future.

Bicycle lights continue to get brighter at less cost and that’s a really good thing. You just can’t have too much light on a patrol bike. Having the ability to safely light up the night is a tremendous advantage. I also believe in having the rear red flasher light on at all times of the day. It helps motorists realize you are there so maybe they can stop “texting” until they get around you. I’m thankful that in my area texting while driving has been banned and doing so carries a hefty fine. It’s not perfect, but it sure helps.

In sum, Interbike 2016 was a worthwhile experience. I’m hopeful new vendors will pop up on our members’ Product Purchase Program, at the IPMBA Conference, and in the pages of *IPMBA News*. I’m also hopeful to present future equipment articles on the new SRAM 1 X 12 system. All in all, this was an amazing show to attend. I just could have used some extra time to take it all in!

*Gary is a 32-year veteran of the London Police Service in London, Ontario, and is currently in charge of the bike unit. He rides to work and has done so for the past 20 years, including during the winter months. On weekends he races on a road bike. His favorite quote is, “cycling never gets easier; you just go faster.” He was certified as an IPMBA Instructor in 2014 and is currently serving as membership coordinator on the IPMBA Board. He can be reached at [gstrang@police.london.ca](mailto:gstrang@police.london.ca).*



# EE 750: Pedaling with Power

by **Oliver Cachola**  
*Deerfield (IL) Police Department*

**D**eerfield Police Department bike patrol officers Davie and Lorenz are charged with the responsibility of patrolling the parks within Deerfield. Both officers have been instructed to interact with and be a visible

restrictions placed on their use of the electric bike. The EE 750 proved to be versatile, performing well during routine bike patrol operations as well at community gatherings to include 5K/10K running events, community service days, Fourth of July celebrations, and a law enforcement expo. Each bike patrol officer who tested the bike had nothing but positive feedback.

For a police department that prides itself in community service and community relations, the Deerfield Police Department found the electric bike to be invaluable. It enabled the bike patrol officers to interact with the community in ways not possible while riding in a squad. The electric bike not only held up well, but it also became a “talking piece” for bike patrol officers. Residents routinely approached the bike officers, inquiring about the bike and its unique look and features.

People were fascinated by the technology and how it was being used by the Deerfield Police Department. In addition to facilitating increased community interaction, the electric bike enabled the officers to respond to emergency calls

## EE 750 Specifications

- Frame:** Aluminum - 6061 Alloy
- Brake:** Front/Rear Disc Brakes
- Motor:** 750W Rear Brushless Hub Motor
- Light:** Headlight, Rear Reflector
- Battery:** 48V 11.6 Amp Lithium-ion
- Display:** Intuitive Handlebar Control System
- Controller:** 22 Amp
- Charger:** 110V Included
- Sensor:** PAS 1:1 Intelligent Pedal Assistant System
- Suspension:** Shock Absorbing Front Fork
- Pedal Assist:** Three Speed Settings
- Tires:** Kenda 26" x 4" - Fat Tire
- Range Distance:** Motor Only +/- 20 miles
- Range Distance:** Pedal Assist +/- 50 miles
- Derailleur:** 7 Speed Shimano
- Load Capacity:** 265 lbs

expeditiously and without being too physically taxed upon arriving on call.

As the Deerfield Police Department continued field testing the bike, Enabled Enterprises was provided frequent updates regarding its performance as well as requests for minor modifications.

*(Continued on page 10)*



Ofc. Lorenz and Ofc. Davie

presence for the approximately 18,000 residents of Deerfield, a village located approximately 30 miles north of Chicago.

In May 2016, Officers Davie and Lorenz were given the opportunity to fulfill their mission via a new mode of transportation: the Enabled Enterprises electric fat-tire mountain bike. While both electric and fat tire bikes have been making their way into public safety cycling circles, it is rare for the features to be combined into a single vehicle.

In early May 2016, the Deerfield Police Department started field testing the EE 750 electric fat tire mountain bike, which was acquired from Enabled Enterprises in Highland Park, Illinois. The CEO of Enabled Enterprises, Larry Spatz, graciously allowed the Deerfield Police Department to test the bike all summer.

The EE 750 arrived equipped with a 750-watt electric motor, powered by a 48V Lithium Ion battery. On a single charge, it routinely exceeded 30 miles of riding distance before needing to be recharged. The bike has three riding modes: manual, pedal assist, and automatic.

Bike patrol officers were instructed to ride the electric bike as they would a regular Trek police bike. There were no



Sgt. Cachola and Ofc. Davie

## Hot Pockets: MOCEAN Summit Pants

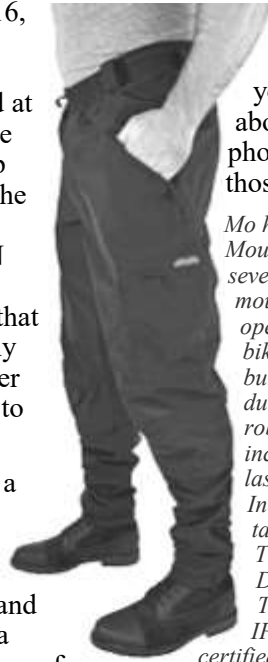
by Mo Ibrahim, PCI #1326T-B/EMSCI #321T-B  
Metropolitan (DC) Police Department

**S**aturday, November 19, 2016, started out with a beautiful 78 degrees. It seemed too good to be true, so I looked at my weather app. Sure enough, the temperature was predicted to drop down to 39 degrees, with rain in the forecast. I rethought my clothing choice and donned my MOCEAN Summit pants. On duty, I tend to dress for the coldest temperature that I am expecting. I went on with my shift, and, as predicted, the weather transformed from nice and sunny to cold and rainy!

I work with five other officers on a full-time bike unit. Sad to say, I was the only happy one that day. No officer wants to be uncomfortable during their shift, and the MOCEAN Summit pants are a dream come true. They are waterproof, and weatherproof. The cold, damp, bone-chilling wind does not cut through them. You truly don't feel a thing.

I can honestly say that I was riding my bike in the rain, and it did not bother me

at all. I highly recommend these pants. Even in the rain, you don't have to worry about your wallet or cell phone getting wet. Keep those pockets hot!



*Mo has been on the MPD's Mountain Bike Tactical Unit for seven years, and has used the mountain bike during many operations. He has patrolled on bike during the day shift, where burglaries were on the rise, and during the evening hours, when robberies and thefts were also increasing. He has worked the last three Presidential Inaugurations on the bike. He taught the Bicycle Response Team Training and a Nightlife District Operations and Tactics workshop at the 2016 IPMBA Conference, and was certified as an IPMBA Instructor Trainer in September 2016. He can be reached at Mohamed.ibrahim@dc.gov.*

### Summit Pants

- Hytrel® w/Teflon HT® waterproof/breathable shell with Coolmax® mesh lining
- Roomy fit from the thighs and tapered down to the cuffs
- "Varied Height-Elasticized Waist™" with a zipper fly, drawcord adjuster and "Floating Beltloops™"
- Gusseted crotch for ease of MOCEAN
- Two slashed "Reservoir Pockets™" with zippers and storm flaps
- Two cargo pockets with Velcro'd® flap and gusset
- One pen pocket with two pen ports
- Articulated and vented knees that allow air to circulate over heated muscles
- Cuffs are elasticized with zipper closure
- Double needle top stitching w/ bar tacks on all stress points
- Factory taped, waterproof seams

### About Enabled Enterprises

Enabled Enterprises was founded by veterans with the objective of supporting their fellow comrades-in-arms with issues they face in post military life. To this end:

- EE has created the opportunity for veterans and spouses to partner in business.
- EE is creating awareness of veteran issues through live theatrical productions performed by veterans and a documentary series for national video distribution.
- EE, with partners Sun Health Technologies and MedSun Engineering, has developed technology for the treatment of TBI and MS.
- EE, working with doctors, has developed natural supplements dealing with veterans' health and emotional issues.

The company will base its growth on the belief that veterans, when given a chance, have unending possibilities. We recognize America's veterans as an incredible national resource.

Enabled Enterprises is a veteran owned company that strives to be a model for empowering, enabling and supporting veterans across the USA.

### Pedaling with Power

*(Continued from page 9)*

Specifically, the officers requested a front fork with suspension as well as more user-friendly controls. CEO Spatz was very accommodating, and he encouraged any feedback, either positive or negative, to be forwarded to his company unfiltered.

After logging hundreds of miles with the test bike, the Deerfield Police Department purchased a similar bike from Enabled Enterprise. The modifications requested by the bike patrol officers were added without an upcharge. This bike was also put to the test throughout the fall of 2016. Like the test bike, it has held up very well, with no complaints from the bike patrol officers.

With spring of 2017 right around the corner, the bike patrol officers of Deerfield Police Department are already looking forward to the riding season.

Enabled Enterprises participates in the IPMBA Product Purchase Program, offering 25% off MSRP to IPMBA members. For information about the company, the bicycle, and other products and services, visit [www.enabled.vet](http://www.enabled.vet).

*Sgt. Oliver Cachola is a sergeant with the Deerfield (IL) Police Department. He has approximately 10 years of experience as a police officer and serves as the department's bike patrol coordinator. He can be reached at [ocachola@deerfield.il.us](mailto:ocachola@deerfield.il.us).*

# Five Ten Impact Low Shoes: Flipping to Flats

by Andrew Humes, *PCI #1515*  
College Station (TX) Police Department  
Tourism and Entertainment Police Unit

During the 2016 IPMBA Conference in Asheville, North Carolina, I attended an instructor workshop demonstrating flat pedals and appropriate shoes for duty wear. I was intrigued with the concept and wanted to further explore the use of flat pedals for urban patrol, off-road riding, and comfort for extended patrol shifts. I have been using Time ATAC clipless pedals since I was assigned to full time bike patrol in 2013 and have been very happy with them.

I am assigned to bike patrol in the Northgate Entertainment District in College Station, Texas. The district is directly across the street from the main campus of Texas A&M University, one of the largest campuses in the US by student population. There are 28 bars and clubs with a combined capacity of 8,800 patrons in a three by four block area. On a typical football game weekend, there are easily 30,000 people in the district. In all, a very dynamic environment and perfect for testing gear!

After researching several flat pedal shoes, I chose Five Ten Impact Low. Since Five Ten is an IPMBA Product Purchase Program participant, the process to set up an account was straightforward. I submitted my request and within 24 hours I received a confirmation notice via email. Ordering was equally simple, and the 40% discount made the Impact Low shoes very affordable at \$88.99, delivered to the police department.

For uniform wear, I chose the black shoe with blue accents. The blue is the same color as my uniform shirt, so they matched well. The shoe has a larger appearance than seemed normal for a men's size 9; when the shoes arrived at the police department, the quartermaster and a former bike officer both remarked they looked like grandpa's orthotics. The appearance is likely caused by the amount of padding around the ankle, inside the forefoot, and in the toebox. The Impact Low is part of the downhill line where additional foot protection is warranted.

The sole is Five Ten's signature Stealth Rubber, which is very tacky. The sides and back of the shoe are waxed leather and are relatively stiff right out of the box, requiring some wear-in. Overall quality is very high. Once I put them on, I noted they are not nearly as stiff as my Pearl Izumi X-Alps and easier on the foot for walking and running. I also noted I did not feel as if I was walking "toes up" as I did in my clipless shoes.

To qualify as pedal retention, a proper flat pedal must be used with the shoes. To complement the shoes, I purchased a set of Nashbar Verge flat pedals. For patrol use, the department will purchase Shimano MX80 Saint flat pedals. Both pedals have replaceable studs installed that stick up into the rubber on the shoe sole, increasing grip.

My first test was to wear them to an off-duty job at a bank to test walking and standing comfort. I normally wear my bike uniform with black athletic shoes to this job. No one seemed to notice the shoes. While they were not as comfortable as running shoes, I completed the three-hour walking and standing shift in comfort.

The second test was to commute to work on my bike as usual, which proved to be a non-event. There was no noticeable change in pedaling motion or loss of power transfer. After successfully wearing the shoe for several days and having an uneventful commute, I put the pedal/shoe combination to the test on patrol. For this test, I swapped the pedals from my personal Trek 4500 to my Volcanic APB patrol bike.

Once on the street, I noticed how easily I transitioned from the bike to walking and running without the former "pop" and click as I dismounted. I also noticed better traction without the clips on my shoes catching or slipping on uneven ground. On the bike, I was able to more quickly gain my pedals and get into motion. The unit I am assigned to is full-time, so we spend most of our time on the bike. For officers that have other patrol duties that require them to move regularly from bike to motor vehicle, this option eliminates the need to change shoes for either function.

I experimented with various techniques taught in the basic cyclist class. Parallel curb ascents were a challenge initially. I was never able to get the curbside pedal entirely to the power pedal position, but I was able to mount the curb and go on my way without any drama. Lofting, stair ascents, and descents were non-issues as the pedal/shoe contact was excellent when body position was correct. Slow speed skills were unchanged and I felt like newer students would feel more confident being able to get on and off the pedals without the restriction of clipless pedals, cages, or straps.

The final "real world" test was a trail ride at Pedernales Falls State Park. The area I work in, as Mike Harris would say, "Urban Mountain Biking". This trip would be "Texas Hill Country Mountain Biking", with the commensurate mud, limestone slabs, and loose rock. I was expecting to lose my

pedals and bust my shins several times without my clipless pedals, but this never materialized. There were a few climbs on which I found myself pulling up on the pedal, only to have my foot come up and away. Once I recognized and corrected this tendency, my climbs improved. Clearing mud out of the pedal was never an issue as it had been with clipless pedals. The flat pedals allowed me good pedal/shoe contact even in the sticky clay that often prevents clipless pedals from engaging the cleat on the shoe.

After reluctantly returning to civilization, I concluded that I am happy with the change to flat pedals when they are coupled with the proper shoe. Overall, the transition was effortless and without many of the pitfalls I imagined. The cost of the shoe/pedal combination is no greater than the cost of clipless pedals and shoes, but the comfort of the Five Ten shoes was a great improvement over my clipless shoes.

Changing to flats will have a minor impact on some techniques, but overall these impacts do not negatively affect a rider's safety, ability to master a skill, or operational capability. After putting the shoes and pedals to the test, the Five Ten Impact Lows and flat pedals are now my standard duty equipment.

## PROS

- Comfort
- Excellent traction on and off the bike
- High-quality shoe
- Equivalent to cost of clipless shoes/pedals
- Easy for new cyclist to master
- Flexibility to do a variety of patrol tasks

## CONS

- Relearning some techniques
- Pulling up on the pedals is more difficult or impossible

*Andrew was assigned to the College Station Tourism and Entertainment Police Unit in 2013 when the unit was made full-time to address the growing need for resources associated with the entertainment district near Texas A&M University. He commutes to work by bicycle daily and enjoys riding whenever he can. Andrew completed the IPMBA Police Cyclist Course in 2013, the Bicycle Response Team Training in 2015, the Instructor Course in 2015, and the PESC II in 2016. He can be reached at [ghumes@cstx.gov](mailto:ghumes@cstx.gov).*



by **Andy Shiu**  
*Lake Forest (IL) Police Department*

I have been a police officer for nearly 20 years now, and a bike officer for nearly 15 of them. Comfort and managing body heat has always been a factor. Wearing outer body armor carriers and polo shirts has been wonderful, but after 8-12 hours, the smaller details begin making the difference.

This past summer, I was privileged to have the opportunity to wear and (now) review the Blauer Performance Polo, ArmorSkin Polo Body Armor Carrier, and ArmorSkin Suspension System. When not training a new officer, I have the option to carry a patrol bike on the back of my squad car to ride during my shift. I rode and used all three items frequently, if not daily. Let me tell you – Blauer did a fantastic job of making the smaller details work. It only took wearing it once for me to notice the dramatic difference.

### Blauer Performance Polo

My bike uniform shirt has always been a polyester/nylon blend (95% polyester/5% nylon) that doubled for use during regular bike patrol and special events, like the carnival, 4<sup>th</sup> of July, and BMW golf tournament. It was better than my regular uniform shirt – that’s all I can say about it because although it had short sleeves, it held heat and odor, and became itchy over the course of my shift. I wore it because it was what I was issued, and I was just happy to get to ride my bike.

My first day wearing the Blauer Performance Polo was the hottest day of July, or, at least that’s what it felt like. I figured, “what better way to try it than on a hot, sweaty day?” So I wore the polo over my concealable body armor.

Getting the gear ready and mounting the hitch/bike onto my squad usually sets the sweating tempo for the shift. It requires me to bend, move, twist, and lift to get the gear out and mounted. While wearing the old shirt, by the time I was done, I was usually uncomfortable within the first 15-20 minutes of an eight-hour shift. What a way to start the shift, right? While

wearing the Blauer shirt, I was still warm, but body heat was not trapped underneath the shirt, mostly because of the built-in mesh paneling that acts like heat venting.

Proof for anything in this line of work is actual duty use, so I was eager to ride right away. I parked my squad under a tree in the business district and rode most of the shift until nightfall, responding from one end of my zone to the other, an area packed with businesses and homes. When I wasn’t responding to calls, I was looking for hills to climb and obstacles to overcome as part of testing the shirt. It was basically an all-day workout and ride. The polo performed flawlessly and kept me comfortable the entire shift.

When you are hot and sweaty, shirt-to-skin irritation from the rubbing isn’t fun. Add the 40 pounds of gear we wear daily, and it is sometimes unbearable. The Blauer polo material is soft where contacts the skin – against the neck and arms at the “cuffs” – causing no irritation whatsoever. The entire shirt is breathable; hold it up to the light, and you’ll see



exactly what I mean. Between the breathability, venting and quick-dry wicking material, I felt the air cooling my skin off as I rode. By the end of the shift, I noticed that even though I was still warm (can’t get around that; body armor anytime/anywhere causes it), I was much more comfortable.

After my shift, I checked the shirt to see how it reacted to the rubbing against the Velcro straps of my body armor as I rode. It did not appear to have suffered any damage from the contact.

On subsequent patrol days, I wore the Blauer polo underneath either my department-issued body armor carrier or the ArmorSkin polo body armor carrier. In both of these modes, wearing the carrier over the shirt obviously reduced its ability to vent and wick moisture from my skin. With heat and moisture trapped under layers of Kevlar and covering material, there’s really no way to avoid being hot. But the areas not covered by the body armor were still vented well, and the feel of the material against my neck and arms was the same. I was still more comfortable than I was in my issued bike shirt. At one point during my shifts, I

took off my outer carrier and walked around without it while doing paperwork, and I immediately felt cooler due to the venting from the shirt.

I have also worn this shirt outside of bike patrol and during firearms and defensive tactics instructor training schools. I rolled with it on while training and/or shooting on mats, dirt, sand, grass, and mud. The shirt felt great, held up well with no tears or signs of wear, and kept me cool and dry. It is also great for classroom attire.

If I had anything to suggest any improvement to this shirt, it would be to incorporate more venting material into the area around the upper trapezius area (under the collar, basically across the upper back) instead of just the two sections that run diagonally along the back of the shirt. I say this because so much of the shirt is covered by the outer body armor carrier, and the mesh paneling is great for heat venting. That’s the only thing that comes to mind. It is that great of a bike patrol polo shirt. I wore it for as many shifts as I could during the review period, including some double shifts, and it made a huge difference while on bike patrol. If I could rate the shirt 1-10, it would be a 10, without a doubt.

### ArmorSkin Polo Body Armor Carrier

The Blauer ArmorSkin Polo Body Armor Carrier is a welcome change from the heavier carrier issued by my department. The material is very different; it is much softer, and it breathes. I wore the shirt primarily in conjunction with Blauer Performance Polo because the reviewed carrier was dark/navy blue and was too much contrast against the light blue uniform shirt I wear when not on bike patrol.

Comfort wise, there is no comparison. The zippers make it easy-on/easy-off while I am at the department eating meals or doing paperwork. It also blends well with the material, both color and appearance, of the Blauer Performance



(Continued from page 12)

Polo. On the days I wore it over the Performance Polo while on bike patrol, the combination of the heat releasing/moisture wicking ability of both items made a HUGE difference. I enjoyed the zipper closure on the sides of the carrier. Duty shirts tend to get worn out on the underarms of the sleeves because of contact with the Velcro® on typical carriers. The downsides of zippers, is that if they break, you are without the ability to secure the carrier closed.

My recommendations for improving the ArmorSkin carrier are only those that would make it more practical for patrol or investigations personnel. As a comfortable carrier, it is perfect. For complete usefulness, it could use customization.

For daily patrol use, I feel that a body armor carrier needs custom-cut fitting to an officer's existing armor panels and body measurements. There was some "wiggle" room in the panel pockets because the carrier is cut to my general measurements and not the exact body armor panels I'm using. I like that the ArmorSkin carrier allows my concealable body armor panels to be connected together over my shoulders like a suspension system. I wear a steel strike plate over my front panel, and without that ability, I am sure the front panel would sag, negatively affecting the overall appearance by causing bunching. I would also recommend the carrier be customizable with Velcro® closure shirt pockets, slit pockets, MOLLE options, and/or equipment pouches. Worn as is, without pockets, I did not have access to items I keep in my department-issued carrier, such as notebook, pens, pencils, radio, gloves, and handcuffs. Having these options would make it more useful for detectives and in other situations when it is appropriate to have some level of protection during daily use but less than is needed for executing a search warrant.

Like the Performance Polo, I used the ArmorSkin Polo Body Armor Carrier during firearms and defensive tactics instructor training schools. I gave it as much abuse as I could, while shooting prone and during movement drills. It withstood it admirably with no tears or

lasting stains. The comfort and coolness features were consistent during hot outdoor conditions, and the carrier was easy to clean/wash afterwards.

Overall, the ArmorSkin Polo Body Armor Carrier would be a 10 with pockets and custom fit. Without, it is an easy 7 or 8. It is still an excellent product.

### ArmorSkin Suspension System

I fought the need to wear suspenders for years – I thought I was physically in shape enough not to need them, and I thought they looked silly. Then I suffered through two week-long BMW golf tournaments as a player escort. Each day involved at least 6-8 miles worth of

walking in full gear, which resulted in loss of sensation due to pinched nerves at the hips from the duty belt rubbing again my hip bones, and lower back pain that lasted for weeks to follow. I've tried three other suspender systems in the past year, most recently the Blauer ArmorSkin suspension system that I'm reviewing. All of the suspender systems have the same essential function. They take the weight off of my waist and balance it over my shoulders. This alleviates

the numbness I've endured in my right thigh as well as the lower back pain from extended walking and/or patrol bike riding.

Like I mentioned before, Blauer is all about subtle differences that separate it from the competition. For me, it was the combination of the suspender material and the width of the shoulder pads. They provided excellent support, weight distribution and comfort. The suspenders are wide and well-constructed, like a car's seat belt. The shoulder pads are also wide, and were very comfortable even after extended wear. The system overall kept my duty gear stable, even while running/biking.

I've read in other reviews that there have been issues with the quick release hardware/clips (which attach to current keepers) breaking. I have not experienced any breakage (knocking on wood here), but realistically, anything you use every

day is subject to a malfunction or breakage. I have yet to disengage the clips, actually; I just slip the shoulder pads/suspenders off my shoulders and unhook my duty belt when I'm done for the day.

If I were to make a suggestion, it would be to find a way to keep the shoulder pads "in place" after the initial wear, like with Velcro®. On occasion, the pads would creep lower and I could feel the suspender strap on my upper back/trapezius area. Not a big deal; I would just slide it back, but not having to worry about them moving would be a plus.

Like the ArmorSkin Polo Carrier and Performance Polo, I subjected the ArmorSkin Suspension System to rigorous defensive tactics and firearms instructor school training. It was nice not to feel the debilitating pain from the duty belt in my lower back and hips for a change. In addition, the constant and often sudden movements did not cause my straps to come out of adjustment or loosen.

For the daily relief on my body and the comfort of having 40-plus pounds of gear on my belt now redistributed on my body, I give the ArmorSkin Suspension System an 11 out of 10.

### In Summary

As you well know, most equipment related to law enforcement on the market is intended to give us an edge and yet enable us to maintain a professional appearance. What separates the various brands is attention to detail, an area in which Blauer, in my opinion, is clearly ahead of the competition. This career isn't getting any easier here in the United States or worldwide, so if one can stay cooler, more comfortable, and still do the job, my choice would be do it with at least one, if not all three, of these fine Blauer products.

*Officer Andy L. Shiu is a 16-year police officer with the Lake Forest (IL) Police Department. He is IPMBA-certified as a Police Cyclist and as a Bicycle Response Team rider. He specializes in defensive tactics and firearms instruction. He can be reached at shiua@cityoflakeforest.com.*

Photos courtesy Blauer.

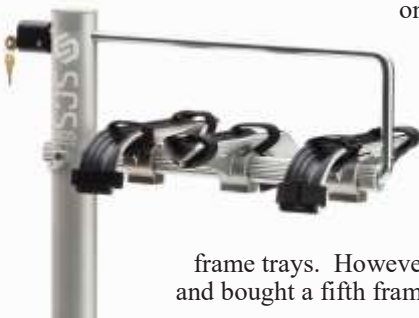


# SCS Rack: Securely

by Craig Lepkowski, PCI #1180-B/EMSCI #272-B  
 Lake Forest (IL) Police Department  
 IPMBA Secretary

As an IPMBA Instructor and a father of three kids, I need a bike rack that carries five bicycles. I've looked at a few on the market and even tried one or two recommended by friends. In my experience, the racks that promise to carry five bikes never fully live up to that promise. They always seem to be locked in place so that when bikes are loaded, they don't have the flexibility to make room for all five at once. In theory, they hold five bikes; in practice, they always seem to struggle with the task.

At the 2016 IPMBA Conference, I spotted a new vendor and approached to see what new-fangled item was being hawked. Secure Carrying System (SCS) was demonstrating the Magnum Anti-Theft Bike Carrier. I was intrigued; not so much with the lockable factor, but with the possibility of placing five bikes



frame trays. However, I saw some potential and bought a fifth frame tray.

### Depicted: 1-3 bike rack

SCS Racks has taken a very simple approach to improving the concept of a bike carrying system. They built everything out of durable but light aircraft aluminum. They did not force the user to secure their bikes in specific locations on the crossbar (load bar). Instead, they created frame trays that slide on and off the crossbar and can be placed at different angles to permit bicycles to nestle closer to each other. Since the bicycles can be angled, there is more flexibility and less conflict between handlebars and pedals causing the bikes to take up more space. The frame trays securely hold the bikes in place with three Velcro® straps (two around the top tube and one around the seat tube). The frame trays are held in place with set screws that use a hex wrench to tighten/loosen from the crossbar. Obviously, SCS Racks thought this out since most bicyclists have easy access to hex wrenches.

The Magnum rack is designed and built differently for security. It is equipped with two locks that use the same key and allow the user to both lock the rack to the vehicle hitch and lock the bikes to the rack. The rack really consists of three main components and three smaller locking pieces with up to four frame trays.



Depicted: SCS Rack parts

To ensure the security aspect of the rack, the company intentionally designed it without any moving pieces; therefore, it does not have any hinges which may lead to the weakening of the security and durability of the rack. By welding the rack into a 90 degree post, SCS has guaranteed the integrity of the unit.

After using the rack over the summer, with five bicycles mounted several times, I have not discovered any weak points.

Once all the bikes have been loaded on the rack, a locking bar inserts into the end of the cross/load bar and then through the mast. It can be secured with a lock. The aircraft aluminum locking bar and load bar create a secure rectangle around the bike top tubes that is bolt cutter-proof and does not allow for the removal of the bike frame. The design also allows for the locking bar to be reversed and inserted into the load bar so that the bike rack can simply be used as an unsecured bike rack [per SCS, this feature has been discontinued].



Depicted: four of my five family bikes

With all the parts and pieces, there is an increased chance of misplacing something, but the ability to have such versatility and the ability to carry 1-5 bicycles outweighs the negative. The user just needs to ensure they keep all the components together when not in use.

Over the past few months, I have successfully utilized the SCS Rack for personal and professional use and had no trouble mounting five bikes securely. However, there are a few things I would change to improve the rack.

First, I would round off all the edges. Twice while moving the bike rack I sliced my finger on the sharp edge of the mast hole where the cross/load bar inserts. The precision cutting is important to ensure tight fit, but I believe the edges of all the drilled holes could be sanded down so they are not as razor sharp as I found them. [Per SCS, the inside bore is now being de-burred in order to reduce the risk of cuts.]

Secondly, I would paint the end of the cross/load bar a bright orange so that vehicle and pedestrian traffic is alerted to the cross bar jutting out from the rear of the vehicle. The rack itself juts out quite a bit from the rear hitch, and the silver color of the

# Transport Your Bikes



**Depicted: five police bikes with trunk bags removed**

aluminum is not all that eye-catching. It blends into the background, posing a risk when people are walking through a parking lot or parking their vehicle behind the vehicle with the bike rack. I actually broke down the rack when I parked in a public parking lot by simply removing the cross/load bar and placing it in my vehicle so another vehicle wouldn't inadvertently back into it. *[Per SCS, they are considering including high-viz or reflective material with the rack so the user has the option of applying it for higher visibility.]*

Lastly, I'd attach the rubber lock covers to the locks themselves. To weather-protect the lock keyholes, the locks come with rigid rubber covers. However, they are not attached in any way and a couple times when working with the locks I've misplaced the covers or had them drop and roll under my vehicle. A little rubber strap that keeps the cover attached to the lock would be helpful.

On a note unrelated to the quality or performance of the rack, while the SCS website has a very clear video explaining the usage and versatility of the product, other parts of the website are not complete, and other sections seem amateurish in the development. With so many people doing product research and purchasing online, I'd expect a better designed and more professional website to increase traffic and sales. *[Since this article was written, SCS has taken steps to update and improve the functionality and information available on the website.]*

These are all minor improvements I would recommend and not deal breakers. All-in-all, I am very impressed with the Magnum rack and will continue to use it for family and work for many years. The workmanship is impressive and the quality of all the components should ensure durability for quite a few years. The

company believes so strongly in its product that it offers a non-transferrable lifetime warranty for all parts and workmanship and will provide replacement of all broken components as long as they are used in compliance with the instructions. From my experience so far, the chances of a component breaking due to regular use is negligible.

I would give this product a nine out of ten for how well it met or exceeded my expectations. I would give it 10 out of 10 for how well it delivers on its performance promise.

For more information on the SCS rack and upcoming products, please see <http://www.scsrack.us/>.

*Craig has enjoyed riding at his department for many years and was honored to assist with the development of the department's bike unit. Impressed with the IPMBA Course he attended in 2009, he attended the Instructor Course in 2010 and has enjoyed teaching bike skills ever since. Never one to say "no", Craig was elected to the IPMBA Board in 2013 and is currently serving as Secretary. He looks forward to helping maintain IPMBA's position as the top-notch provider of public safety bicycling instruction. He can be reached at [lepkowsc@cityoflakeforest.com](mailto:lepkowsc@cityoflakeforest.com).*

## Pros:

- 🚲 Versatility of mounting possibilities for one to five bikes
- 🚲 Quality of components
- 🚲 Durability of components
- 🚲 Removable components allow for ease of storage
- 🚲 Security of bikes
- 🚲 Weight of the rack (20 lbs) allows for ease of set up
- 🚲 Price for the unit is comparable to lesser quality racks
- 🚲 Lifetime warranty

## Cons:

- 🚲 Multiple removable (and therefore losable) components
- 🚲 Sharpness of edges *[Per SCS, the inside bore is now being de-burred in order to reduce the risk of cuts.]*
- 🚲 Lack of warning color to highlight the load bar when it has no bikes *[Per SCS, they are considering including high-viz or reflective material with the rack so the user has the option of applying it for higher visibility.]*

# Serfas TSL Police Lighting Systems:

by **Clint Sandusky, former PCI #849/EMSCI #159**  
*Riverside (CA) Community College District Police Department (retired)*

As I began writing this product review on the Serfas TSL-Police Lighting Systems, I reflected on the many advancements in police lighting systems over my 24 years in law enforcement. From battery-operated to rechargeable, watts to lumens, and very few features and options to many!

As the opportunity presented itself, I began using the Serfas system toward the end of my career and continue to use it in my CA POST Bike Patrol Course teachings and while patrolling on bike at my local church (a whole new use for the bike!).

The TSL-Police Systems are fairly new to the LE market, launched in Fall 2013. Of course, the biggest thing that pops out on this light is its MAX headlight output (white light) of 1400 lumens! Simply AMAZING!

Serfas has models for both Police and Security/EMS use. For Police, you can choose from a *red solid/blue blink, red blink/blue blink, or blue blink/blue blink* models. For Security (or EMS), there is an *amber/amber* model. There is also an "LAPD model," which will be discussed later.

Included with each model is a headlight, an integrated Special TL-80 tail light which has Appropriate Signaling for Model, plug-in wired remote, quick release handlebar mount, tail light and helmet mounts, rechargeable battery, and all the needed cords and straps.

One feature I stumbled upon by accident is the swiveling handlebar mount. It's good for shining light a little to either side or in allowing some headlight movement during those unplanned impacts. All models come in a very COOL carrying case.



TSL-Police Lighting System with included tail light and all accessories

With a MAX headlight output (white light) of 1400 lumens, your "contacts" won't know what hit them! It's an amazing amount of light thrown down range to illuminate your way or "contacts" and to add to your visibility out there on the streets.

Like most public safety lighting systems, the TSL-Police Systems have two main modes; A "Headlight Mode" (white lights only) and what Serfas calls "Pursuit Mode" (Police) or "Security Mode."



TSL-Police Lighting System

Here is a chart of the runtimes and lumens (lm) outputs for you techies.

Now that I've dazzled you with some specs and some photos, let's get down to the cool and practical stuff.

Within each main mode, there are three different modes/settings available to the rider. As an example, in the headlight mode, the first mode/setting is MAX brightness (white light of 1400 lm), the second is a lesser 500 lm white light, and the third is "signaling" (flashing white lights).

In the Pursuit Mode, the red solid/blue blink model (a.k.a. CA model) offers a red solid/blue blink with headlights in the first mode, a red solid with headlights in the second, and red solid/blue blink only in the third.

The lights can be turned on/off from the headlight or a wired remote switch, which plugs into the back of the headlight. At this time, the remote switch is only a single switch vs. dual switch (which normally work a headlight and pursuit modes separately). What this means is that to get to the headlight (civilian) mode, you must hold down the switch for approximately two seconds to activate the first, headlight mode.

Serfas is considering offering a dual switch in the future, which I suggested should also be sturdier than the existing one. They are also considering adding a siren. I can tell you that all new TSL-Police Lighting Systems now come with an oversized (beefier) handlebar mount (Item #UNI-OS).

A very cool feature of these lighting systems is a USB port on the battery that can be used as back-up power to charge your USB devices, like your cell phone, when you are on your in-field Code-7 (that's lunch in CA), or when travelling. To my knowledge, no other public safety lighting systems offer this feature.



Carrying Case for TSL-Police Lighting Systems

As alluded to previously, there is a new "LAPD" model, which includes a very cool and necessary (especially in some patrol environments), "Stealth Mode." This model has most of the features of the other models, but also includes a "Stealth Mode." In this mode, the headlight is blacked-out while the tail light displays red solid for rear visibility and safety.

(Continued on page 17)

TSL-POLICE Light Runtimes Battery: 7.4v 6600mAh

Mode	Functions	Head Light	Tail Light	Runtime (hrs.min.)	Front Lumen
1		Low White + Blue Flashing + Red Steady	Blue/Red Alternating Flashing	7:55	130
2	Pursuit	Low White + Red Steady	Blue/Red Alternating Flashing	9:50	110
3		Blue Flash + Red Steady	Blue/Red Alternating Flashing	9:15	57
4		Overdrive	Single Red Steady	3:10	1000
5	Standard	High	Single Red Steady	4:15	750
6		Flash	Single Red Steady	10:40	500
7	Tail Light	OFF	Single Red Steady	40:30:00	--

TSL-SECURITY Light Runtimes Battery: 7.4v 6600mAh

Mode	Functions	Head Light	Tail Light	Runtime (hrs.min.)	Front Lumen
1	Front & Tail Light	Low + Right Flashing + Left Steady	Alternating Flashing	8:20	140
2	Security Mode	Low + Left Steady	Alternating Flashing	10:00	100
3		Right Flashing + Left Steady	Alternating Flashing	9:30	80
4		Overdrive	Single Red Steady	3:10	1000
5	Front & Tail Light	High	Single Red Steady	4:15	750
6	Normal Mode	Flash	Single Red Steady	10:40	500
7	Tail Light Mode	OFF	Single Red Steady	40:30:00	--



# 1400 Lumens. Watch Out, Bad Guys!

Practically speaking, holding down the blue-lit light switch on top of the headlight or the remote light switch for approximately two to three seconds, puts the system into a standby (stealth) mode. The blue-lit switch will begin to flash. At this point, with one touch of the headlight or remote switches, you instantly shine 1400 lumens in your contact's face. A beautiful thing!



TSL-Police PANASONIC 4-Cell Li-Ion Battery with USB charging Port

This LAPD model is only available from American Bike Patrol Services (ABPS) at [www.bikepatrol.info](http://www.bikepatrol.info). Through the Product Purchase Program, IPMBA members receive 10% off the listed price on it or any other TSL-Police Models, including the Security Model. All non-LAPD models have a MSRP of \$440, so be sure to take advantage of your discount. If pricing is prohibitive, Serfas

also offers a less-expensive police model: the TSL-LE with max headlight output (white light) of 600 lumens.

## The Bottom Line

Serfas' TSL-Police Lighting Systems have many cool features and options, which, in my opinion, make them worth the price. Over my almost 23 years of bike patrol experience and teaching, I've used many different brands of police lighting

systems. I am very happy with all the different models and features these TSL-Police Lighting Systems offer. I very much appreciate any LE tool which makes the job more effective and safer for all of us, and I would recommend this system to anyone out there!

For more information on Serfas, all its wide-ranging products and warranty policy, go to [www.serfas.com](http://www.serfas.com).

Be Safe out there and "light up" your beats with your new Serfas lights!

*Clint retired on April 3, 2016, after a 24-year career in law enforcement both with Los Angeles County Sheriff's Department and Riverside Community College District Police Department (RCCD PD). While with RCCD, he served as the department's Bike Team Coordinator. Clint helped form his college department's bike patrol team in 1993 and rode on it until his retirement. Since 1994, he's been a CA POST certified Bike Instructor. He attended numerous police bicycle patrol and bicycle safety courses, including the IPMBA Police Cyclist, Advanced Police Cyclist, and Instructor Course. He taught at the 2006 and 2007 IPMBA Conferences.*

*He actively competes in USA Cycling amateur cross-country mountain bike races and since 1999, he has competed and medaled in the cross-country mountain bike events at the now-known-as United States Police & Fire Games. He can be reached at [clint.sandusky@gmail.com](mailto:clint.sandusky@gmail.com).*

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- » Shimano 30 speed drive train with shadow rear derailleur
- » Flexible sizing on bikes allows a variety of heights to fit
- » Slim profile of bike helps navigate between crowds, alleys and car traffic
- » Integrated rear rack for superior payload strength and durability



## Bontrager ION 800 R and Flare R Bicycle Lights

by **Kenn Korchma, EMT**  
*MedCycle EMS, Trenton NJ*

### Bontrager ION 800 Headlight

The Bontrager ION 800 light is a great light overall. It is very versatile and easy to handle. Installation was made simple by picking an easily accessible spot on my handle bars on which to wrap and snap the heavy rubber Sync bracket. The swivel adjustment made it very easy to adjust the light in the direction you want it to point. I found it helpful to make the adjustments at night in an open area like a driveway. When I adjusted mine, I faced my bike toward the garage door, about 60 feet away. I slid the light onto the Sync bracket and illuminated the yard and garage. I then adjusted the light up and down and swiveled it until I felt it was in a good position for me to see and for others to see the light from a long distance.

I like the amount of illumination the light produces, and the angled width of the light is great for riding at night. The ION 800 has a variety of light modes ranging from 800 lumens down to 150 lumens, with night and day flashing. One test I conducted was lighting up my backyard with the ION 800 light. I put it on the hood of my truck and turned on the light. I then turned on my truck lights and compared the two. The ION 800 lit up my yard just as brightly as my truck lights.

The small amber side visibility lights on the front of the light can be seen from more than 100 feet away, but are not eye-catching. I would like them to be a little bigger. The flashing amber lights are not big or bright enough for use for emergency responding.



The light easily and securely locks onto and unlocks from the bracket, even in an emergency. When you remove the light to use it for searching or lighting up a scene, it works very well for its size. As an EMT, I like that it is flat underneath and on the back end so it can be either laid down or stood up while I am treating a patient. The light swivels on the bracket, so you can adjust the light to the left or right to light up an area while the bike is parked. If you have a mechanical failure, you can place the light on the ground while you make repairs, or use it to warn drivers and/or other bicyclists.

The rechargeable battery with the universal USB cord is fantastic because just about everybody has one. And the short cord makes it easy to store away. Since we work in all kinds of weather, it is ideal that the light is waterproof. It seems to be a little heavy if you are watching the weight on your road bike, but it is sturdy enough for mountain biking.

Some things I didn't like about the ION 800: the button to turn it on and off is a little difficult to push to operate the different light patterns if you are wearing gloves, and the rubber cover on the USB plug was difficult to open. But it is tight-fitting for weather resistance and to keep the USB port clean.

### Bontrager Flare R Taillight

The Bontrager Flare R taillight is also a great light. It is easy to install on the seatpost under your saddle. It is very bright and has a wide degree of visibility. The three flash patterns are very effective and eye-catching, and combined with the day

steady and night steady, provide many choices of light patterns for your safety.

I found the cover for the USB port much easier to open than one on the ION 800. And the control button is easy to push to choose your flash pattern.

The only problem I see would arise if you are using this taillight with a rack and trunk. The trunk will be in the way when the light is installed on the post. If Bontrager could make a clip to attach it to a rack or trunk, there would be more options for placement.

The rubber quick-connect bracket makes it easy to remove it and place it on your belt loop for foot patrol, off-duty running, or walking your K9.

The two lights working together make a great setup for road or mountain biking or patrolling. As far as responding and using it as an emergency light setup, it falls short because the headlight has limited visibility from the sides, and you have to turn the lights on separately, which equates to loss of time or forgetting to turn on the tail light when you go responding. In all fairness, however, they are neither designed for nor marketed as emergency lighting.

In conclusion, I find these products built well, and they do the job. So enjoy them and be safe riding.

*Kenn joined MedCycle EMS in 2016. He has been an EMT for over 30 years. His experience includes career and volunteer projects. Kenn has served as a FTO and has held leadership roles. Currently he is studying Emergency Management and Preparedness. During his free time, Kenn is an avid mountain biker and is looking forward to attending the IPMBA EMS Cyclist course this spring. He can be reached at kennethkorchma@yahoo.com.*



**The 27th Annual IPMBA Conference**  
June 5-10, 2017 ~ Delaware, Ohio



# The Product Purchase Program

Save money while supporting those who support YOU

2017  
**PRODUCT**  
guide

Support those who support you, and save money, too! These fine companies have chosen to demonstrate their support of public safety personnel by offering discounts on products for personal and/or professional use. Whenever you feel unappreciated, flip through these pages to remind yourself that many companies and individuals DO value the men and women who patrol their communities and do their best to protect and serve. Then visit <http://ipmba.org/membership/product-purchase-program> and get your retail therapy underway!

## BICYCLES



### IFORCE PATROL BICYCLES

**Product:** iFORCE Patrol Bicycles and Accessories

**Discount/Cost to Members:** Contact for special pricing.

**Contact Name:** Skip Jones

**Contact Info:** 724-431-2335/sjones@ibistek.com

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

### BOREALIS FAT BIKES

**Product:** Fat Bikes

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

**Contact Name:** Stephen Kaczmarek

**Contact Info:** 320-328-2453/info@fatbike.com

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

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

### ELDORADO ENTERPRISES INC.

**Product:** Workhouse Trike with Patrol Accessory Kit

**Discount/Cost to Members:** Bulk/Fleet Special Pricing and Discounted Shipping via UPS Freight

**Contact Name:** James Simpson

**Contact Info:** 802-923-6838/

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

**Notes:** Call or email and just let me know you're "True Blue."

### ENABLED ENTERPRISES LLC

**Product:** Electric Police Patrol Bike

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

**Contact Name:** Bill Eichengreen

**Contact Info:** 847-656-8100/

**Website:** [www.enabled.vt](http://www.enabled.vt)

### STRIDER SPORTS INTERNATIONAL

**Product:** Balance Bikes and Accessories

**Discount/Cost to Members:** 24-53% off MSRP

**Contact Name:** Customer Service (Ann or Jennifer)

**Contact Info:** 605-342-0266/ann@striderbikes.com

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

**Notes:** Available in three sizes (12, 16, and 20"). To order, email [info@striderbikes.com](mailto:info@striderbikes.com) for an order form. Mention your IPMBA number in the email.

## BICYCLE ACCESSORIES AND COMPONENTS



### VOLCANIC BICYCLES

**Product:** Bicycles and Accessories

**Discount/Cost to Members:** 20% off MSRP on accessories and Volcanic

clothing.

**Contact Name:** Eric Kackley

**Contact Info:** 509-427-8623/

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

### ALBABICI

**Product:** Italian Cycling Products/Brands

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

**Contact Name:** Alessandro Godi

**Contact Info:** 805-385-3179/

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

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

### BAR MITTS, INC.

**Product:** Bar-Mounted Bicycle Mitts

**Discount/Cost to Members:** 20% off MSRP + Free US Shipping

**Contact Name:** Ward or Patti Graham

**Contact Info:** 775-622-8048/barmitts@charter.net

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

**Notes:** Send email with name, member number, item, and quantity. An invoice will be sent for payment via credit card or PayPal.

### BRAKE DIRECTOR

**Product:** Brake Director: One-Hand Power Braking System for Bicycles

**Discount/Cost to Members:** \$120

**Contact Name:** David Krafchick

**Contact Info:** 206-285-6518/

**Website:** [www.brakedirector.com/police.htm](http://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.

### CANE CREEK CYCLING COMPONENTS

**Product:** Thudbuster Suspension Seatpost

**Discount/Cost to Members:** \$99

**Contact Name:** Brian Williams

**Contact Info:** 800-234-2725/

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

### CLEAN BOTTLE

**Product:** Clean Bottle Water Bottle

**Discount/Cost to Members:** 25% off all products

**Contact Name:** Scott Cole

**Contact Info:** 650-427-0628/info@cleanbottle.com

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

**Notes:** Email [Scott@cleanbottle.com](mailto:Scott@cleanbottle.com) for discount code.

### DETOURS

**Product:** Bike Bags

**Discount/Cost to Members:** 25% off all non-sale merchandise

**Contact Name:** Laura Hawkins, Pamela Pace

**Contact Info:** 877-489-5208/orders@detours.us

**Website:** [www.detours.us](http://www.detours.us)

**Notes:** Online: Enter promo discount code GO IPMBA!

### DURO TIRE

**Product:** Tires

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

**Contact Name:** Rick Emmert

**Contact Info:** 770-788-2060/

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

**Notes:** Order from [teamrocketsauce.com](http://teamrocketsauce.com) and enter code KG6EL at checkout.

### ISM SADDLES, LLC

**Product:** ISM Bicycle Saddles

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

**Contact Name:** Laura Toll

**Contact Info:** 813-909-1441/orders@ismseat.com

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

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

### KENDA USA

**Product:** Premium Bicycle Tires & Tubes

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

**Contact Name:** Ben Anderson

**Contact Info:** 866-536-3287 x 7863/

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

**Notes:** Available through Promotive.com's police, fire, and military teams.

### MOUNTAIN RACING PRODUCTS

**Product:** Power Grip Straps - Regular or Fixie

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

**Contact Name:** Nick Simcik

**Contact Info:** 970-241-3518/nick@mrpbike.com

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

[www.powergrips.com](http://www.powergrips.com)

**Notes:** Contact Nick for order form.

### ROCK BAR CYCLING

**Product:** Rock Bar Gear and Training Case for Bikes and Packs

**Discount/Cost to Members:** 20% off four or less, 30% off five or more.

**Contact Name:** Mark Connelly

**Contact Info:** 818-745-2068/

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

**Notes:** Call or email with quantity and you will be contacted to complete the order.

### SERFAS

**Product:** Shoes, Lighting Systems, Seats, Brake Pads, Tubes, Tires, Tools, Inflation, Clothing, Accessories

**Discount/Cost to Members:** 10% off Retail Pricing through 4Bike-Police.com

**Contact Name:** Camille Lopez

**Contact Info:** 800-424-0047 ext. 208/

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

**Notes:** Place your order at [www.4bike-police.com](http://www.4bike-police.com) and enter SERFAS10 at checkout.

## TALLAC HOUSE

**Product:** Cage Holding Systems, Frame Bags, Mounting Devices, Locks

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

**Contact Name:** Allen Young

**Contact Info:** 831-331-9828/  
allen@tallachouse.com

**Website:** www.tallachouse.com

**Notes:** Send email with item and quantity. We will either send you a PayPal request or, if you submit a PO, invoice you.

## TEAM CYCLING AND FITNESS

**Product:** Accessories, Components, Tools (Trek, Shimano, Bontrager, Pearl Izumi, etc.)

**Discount/Cost to Members:** 15% off MSRP

**Contact Name:** Geoff or Greg Thielmeyer

**Contact Info:** 513-522-1551/  
info@teamcyclingandfitness.com

**Website:** www.teamcyclingandfitness.com

**Notes:** Online: Use discount code IPMBA in promo box at checkout. Discount does not apply to bicycles.

## TIGER EYE

**Product:** High-quality, USA made, helmet-mount cycling mirrors

**Discount/Cost to Members:** 10% off MSRP

through Bicycle Patrol Outfitters

**Contact Name:** Rich Scott

**Contact Info:** 630-292-0044/ghreg@yahoo.com

**Website:** www.teamtigereye.com

**Notes:** Place your order at <http://www.police-bikes.com/mirrors.html> and enter IPMBA2016 at checkout.

## TOGS

**Product:** TOGS Thumb-Over-Grip Systems

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

**Contact Name:** Neil Harvey

**Contact Info:** 801-891-7739/cs@togs.com

**Website:** www.togs.com

**Notes:** Enter discount code IPMBA30 at checkout.

## VELOGRIP

**Product:** Bicycle Storage for the Home, Apartment, and Commercial Settings

**Discount/Cost to Members:** 15% off MSRP

**Contact Name:** Eric Anderson or Sean O'Rourke

**Contact Info:** 972-824-9633/support@velogrip.com

**Website:** www.velogrip.com

**Notes:** Online: Use discount code

IPMBAMEMBER in promo box at checkout.

## WTB

**Product:** Tires, Saddles, Grips, Rims, Wheels, Wheel Parts

**Discount/Cost to Members:** 15% off Wholesale Prices

**Contact Name:** Jordan Smoke

**Contact Info:** 415-389-5040 x 10/info@wtb.com

**Website:** www.wtb.com

## BICYCLE STORAGE AND TRANSPORT

### LIFT & STORAGE SYSTEMS, INC.

**Product:** Automatic Bike Lift Storage Systems

**Discount/Cost to Members:** \$1785 (6 bikes); \$4805

(30 bikes); \$7150 (60 bikes)

**Contact Name:** Shawn Jones

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

**Website:** www.liftstore.com

## BIKE PATROL SUPPLY COMPANIES



### BICYCLE PATROL OUTFITTERS

**Product:** One-Stop Bicycle Patrol Products Store

**Discount/Cost to Members:** 5-10% off web prices

**Contact Name:** Mike Flynn

**Contact Info:** 951-318-7341/bpopatrol@yahoo.com

**Website:** www.police-bikes.com



### POLICE BIKE STORE

**Product:** Fuji and FORCE Bicycles, Bicycle Patrol Lights, Sirens, Bags, Accessories, Uniforms, C3Sports Products, and More

**Discount/Cost to Members:** Additional 5-10% off Web Prices

**Contact Name:** Michael Espejo

**Contact Info:** 973-366-5868/  
info@policebikestore.com

**Website:** www.policebikestore.com

### 4BIKE-POLICE.COM

**Product:** Police Bikes and First Responder Bicycle Duty Accessories; Complete "Head-to-Toe"

Outfitting

**Discount/Cost to Members:** 10% or more off MSRP

**Contact Name:** Mark "The Masked Merchant" Leonard

**Contact Info:** 501-517-5338/  
LCGIInc@sbcglobal.net

**Website:** www.4bike-police.com

**Notes:** When ordering online, use coupon code IPMBA 10 for 10% discount.

### BLIMP CITY BIKE AND HIKE

**Product:** Safariland-Kona Patrol Bikes, Accessories, Repairs, Electric Assist

**Discount/Cost to Members:** minimum 10% off MSRP

**Contact Name:** Michael J. Purdy

**Contact Info:** 330-836-6600/  
info@blimpacitybikeandhike.com

**Website:** www.blimpacitybikeandhike.com

### EPIC CYCLE & FITNESS

**Product:** All Bicycle Products

**Discount/Cost to Members:** 20% off MSRP (some exceptions apply)

**Contact Name:** Mike Mrachek

**Contact Info:** 815-679-6334/  
info@epiccycleandfitness.com

**Website:** www.epiccycleandfitness.com

**Notes:** Contact Mike Mrachek for details and to order.

### PATROL BIKE SYSTEMS

**Product:** Bikes, Uniforms, Equipment, Park Tools, Patrol Cycle Shoes

**Discount/Cost to Members:** Contact for Pricing

**Contact Name:** Mark Eumurian

**Contact Info:** 800-208-2032/651-773-8763/  
mark@patrolbike.com

**Website:** www.patrolbike.com

## THE BICYCLE STORE

**Product:** Bikes and Accessories

**Discount/Cost to Members:** 15% off any regular priced merchandise and labor

**Contact Name:** Sal Piccolo

**Contact Info:** 973-377-6616/  
contact@thebicyclestorenj.com

**Website:** www.thebicyclestorenj.com

**Notes:** Complete police application. Call to demo a complete police mountain bike.

## CLOTHING & ACCESSORIES

### BERN UNLIMITED

**Product:** Helmets, Pads, and Accessories

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

**Contact Name:** Jeff Cavicchi

**Contact Info:** 781-582-8125/  
JCavicchi@bernunlimited.com

**Website:** www.bernunlimited.com

**Notes:** Order online at [www.bernunlimited.com](http://www.bernunlimited.com) using promo code IPMBA40 at checkout.

### MAXIT DESIGNS

**Product:** Summer & Winter Moisture-Wicking Headwear and Sock Liners

**Discount/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.

### SHOWERS PASS

**Product:** Cycling Outerwear & Apparel

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

**Contact Name:** Adrian Richardson

**Contact Info:** 503-203-8000/  
adrian@showerspass.com

**Website:** www.showerspass.com

**Notes:** Order online. Enter coupon code IPMBAIND17 at checkout. Coupon valid through September 2017.

### SOCKGUY

**Product:** High Performance Cycling, Running, Hiking, and Lacrosse Socks

**Discount/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 JOHNNYLAW65 at checkout and click recalculate. Can be used up to 5 times per individual during the year.

### TACTICAL WEAR ONLINE

**Product:** UnderArmour Tactical, Propper, Camelbak, Benchmade, MOCEAN, Flashlights, and More

**Discount/Cost to Members:** 15% off STAFF PICKS collection

**Contact Name:** Donald Erb, PCI #205/EMSCI #018

**Contact Info:** 717-666-2348/  
sales@tacticalwearonline.com

**Website:** www.tacticalwearonline.com

**Notes:** On homepage, click on Staff Picks category. Enter GP6ZGNNMK77 at checkout.

# The Product Purchase Program

## ZOIC CLOTHING

**Product:** Cycling Apparel  
**Discount/Cost to Members:** 40% off Retail  
**Contact Name:** Customer Service  
**Contact Info:** 877-484-9642/sales@zoic.com  
**Website:** www.zoic.com  
**Notes:** Use code IPMBA40 at online checkout. Bulk (department) orders are eligible for wholesale pricing. Email for more information.

## ELECTRONICS & LIGHTING



### CYGOlite

**Product:** High-Intensity Lighting Systems, Designed and Built in the USA  
**Discount/Cost to Members:** 35% off Retail  
**Contact Name:** Andrew Ibanez  
**Contact Info:** 949-297-4972/patrol@cygolite.com  
**Website:** www.cygolite.com

## ALERTE SYSTEMS INC.

**Product:** "Trail-Blazer" Bike Light Kit  
**Discount/Cost to Members:** 10% off MSRP  
**Contact Name:** Janice  
**Contact Info:** 800-728-1536/sales@alertesystems.com  
**Website:** www.alertesystems.com

## ARCHANGEL DEVICE

**Product:** Guardian Angel Personal/Bike Mounted Safety Light  
**Discount/Cost to Members:** \$129 (light)/\$144.95 (light/mount combo)  
**Contact Name:** Chad Stillman  
**Contact Info:** 262-989-5858/chad.stillman@archangeldevice.com  
**Website:** www.425inc.us  
**Notes:** Email chad.stillman@archangeldevice.com to order.

## C3SPORTS BIKE PATROL SOLUTIONS

**Product:** MaxPatrol-600 Police Light System, Siren, Cycling Lights, Gloves, Bags  
**Discount/Cost to Members:** 20% off MSRP  
**Contact Name:** Michael Espejo  
**Contact Info:** 973-631-9839/info@c3sports.com  
**Website:** www.c3sports.com  
**Notes:** Enter discount code IPMBA20 at checkout.

## CATEYE BICYCLE ELECTRONICS

**Product:** Cycling Computers, Lights, and Accessories  
**Discount/Cost to Members:** 20% off Wholesale  
**Contact Name:** Bob Daniels  
**Contact Info:** 1-800-522-8393 (1-800-5-CATEYE)/bob@cateye.com  
**Website:** www.cateye.com  
**Notes:** Order via www.cateyeamerica.com. Apply "IPMBA2016" discount code at checkout.

## CYCLE SIREN

**Product:** Police & EMS Mini-Sirens & Lighting for Bike Patrol  
**Discount/Cost to Members:** 12% off Retail  
**Contact Name:** Greg Bohning  
**Contact Info:** 877-477-4736/cyclesiren@gmail.com  
**Website:** www.cyclesiren.com  
**Notes:** E-mail or call with your name and IPMBA membership number.

## MOBILE EDGE

**Product:** Smartphone Battery Chargers/Packs, Laptop Bags and Accessories  
**Discount/Cost to Members:** 15% off retail prices  
**Contact Name:** Matthew Olivolo  
**Contact Info:** 714-399-1410/mo@mobileedge.com  
**Website:** www.mobileedge.com  
**Notes:** To order online, contact Matthew for the coupon code.

## NIGHT PROVISION

**Product:** Bicycle Lights/Tactical Flashlights  
**Discount/Cost to Members:** 15% off MSRP  
**Contact Name:** Evan Hsieh  
**Contact Info:** 800-592-0319/support@nightprovision.com  
**Website:** www.nightprovision.com  
**Notes:** Online: During checkout, use coupon code IPMBA15 and include your IPMBA membership number under "Comments and Notes".

## EMS



### R & B FABRICATIONS

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

## STAT PACKS

**Product:** Trauma Bags & Accessories  
**Discount/Cost to Members:** 35% off MSRP  
**Contact Name:** Andrew Tepper  
**Contact Info:** 435-627-2265/atepper@statpacks.com  
**Website:** www.statpacks.com  
**Notes:** Enter coupon code IPMBA35 online during checkout or reference when placing phone orders.

## EYEWEAR

### DUAL EYEWEAR

**Product:** Eyewear  
**Discount/Cost to Members:** 40% off Retail  
**Contact Name:** Kyle Gulla  
**Contact Info:** 720-235-1112/customer@dualeye.com  
**Website:** www.dualeye.com  
**Notes:** Enter your membership number in the fax field on the checkout page and enter IPMBA-2017 in the discount code field in the shopping cart. Your membership status will be verified prior to order fulfillment. Does not apply to discontinued items, SL2 and SL2 Pro Photo/Polar glasses, or Thin Optics.

### RUDY PROJECT USA

**Product:** Sunglasses, Sport Eyewear, Helmets, Goggles, Prescription Eyewear  
**Discount/Cost to Members:** 50% off Retail + additional 15% off closeouts and promotional items  
**Contact Name:** Customer Service  
**Contact Info:** 1-888-860-7597/http://bit.ly/rudy-ipmba  
**Website:** www.e-rudy.com  
**Notes:** Online: Go to http://bit.ly/rudy-ipmba to view discounts. Includes prescription eyewear.

## FOOTWEAR

### FIVE TEN

**Product:** Cycling Shoes  
**Discount/Cost to Members:** 40% off MSRP  
**Contact Name:** Jason Jackman  
**Contact Info:** 909-798-4222/prodeal@fiveten.com  
**Website:** www.fiveten.com  
**Notes:** Please apply at http://fiveten.com/dealers/pro-purchase-program. When filling out the form, reference IPMBA in the Supervisor field.

### HAIX NORTH AMERICA

**Product:** HAIX Footwear  
**Discount/Cost to Members:** Extra \$10 off + free shipping and returns  
**Contact Name:** Sandy Longarzo  
**Contact Info:** 866-344-HAIX (4249)/service-hna@haix.com  
**Website:** www.haix.com  
**Notes:** Place orders via www.haixusa.com/ipmba

## MAINTENANCE & TOOLS

### HERO KIT

**Product:** Portable Bike Repair Kits  
**Discount/Cost to Members:** 25% off Retail  
**Contact Name:** Jason Berv  
**Contact Info:** 970-497-2308/jason@herokit.com  
**Website:** www.herokit.com  
**Notes:** Use coupon code IPMBA at www.herokit.com or contact HeroKit to use PO.

### PROGOLD LUBRICANTS/ABC COMPOUNDING

**Product:** ProLink Chain Lube, ProGold Lubes, EPX  
**Discount/Cost to Members:** 40% off Retail  
**Contact Name:** Brad Walker  
**Contact Info:** 800-421-5823/sbw@abccompounding.com  
**Website:** www.progoldmfr.com  
**Notes:** Use coupon code LEMIL online.

### UNITED BICYCLE SUPPLY

**Product:** Bicycle Tools and Parts  
**Discount/Cost to Members:** Wholesale Pricing to Departments  
**Contact Name:** Erik Larsen or 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, Sports Gear, and More  
**Discount/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.

# The Product Purchase Program

## ELHN BADGE & EMBLEM DESIGN

**Product:** Custom Police Badges, Emblems, Pins, Coins  
**Discount/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.

## NUGO NUTRITION

**Product:** Nutrition/Energy Bars  
**Discount/Cost to Members:** 20% off  
**Contact Name:** Alyssa Nard  
**Contact Info:** 888-421-2032/  
 anard@nugonutrition.com  
**Website:** www.nugonutrition.com  
**Notes:** Enter coupon code IPMBA17 at checkout.

## PROMOTIVE.COM

**Product:** Outdoor-Bike-Action Sports Gear  
**Discount/Cost to Members:** Promotional Prices on Gear  
**Contact Name:** Customer Service  
**Contact Info:** 801-869-6391/  
**Website:** www.promotive.com/ipmba  
**Notes:** Go to www.promotive.com/IPMBA and enter the IPMBA access code. Email info@ipmba.org for the code.

## TRAINING

### STREET CRIMES SEMINARS

**Product:** Street Crimes Seminar  
**Discount/Cost to Members:** \$299  
**Contact Name:** Gail McCarthy, Natalie Walsh  
**Contact Info:** 800-275-4915/  
 streetcrimesinfo@gmail.com  
**Website:** www.streetcrimes.com  
**Notes:** Call and mention IPMBA and the \$100 discount when registering.

## UNIFORMS



### MOCEAN

**Product:** Bike Patrol Uniforms  
**Discount/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.



### SOUND UNIFORM GROUP/ BRATWEAR

**Product:** Bike Uniforms  
**Discount/Cost to Members:** 10% off Standard Price List  
**Contact Name:** Sally  
**Contact Info:** 253-625-7420/sally@bratwear.com  
**Website:** www.bratwear.com

### BLAUER MANUFACTURING COMPANY, INC.

**Product:** Uniforms & Outerwear  
**Discount/Cost to Members:** 10% off Retail  
**Contact Name:** Ali Blauer  
**Contact Info:** 800-225-6715/ablauer@blauer.com  
**Website:** www.blauer.com  
**Notes:** Enter IPMBA10 at checkout to receive the discount.

### OLYMPIC UNIFORMS/J. MARCEL

**Product:** Bike Patrol Uniforms  
**Discount/Cost to Members:** 10% off Retail Prices  
**Contact Name:** Julie Cruise  
**Contact Info:** 206-722-1412/  
 reps@olyuniforms.com  
**Website:** www.olyuniforms.com

**Need Accessories?**  
 Ask about patrol bags, racks, lights,  
 eyewear, shin pads, chest protectors,  
 gloves, components, tools,  
 replacement parts and more.

**Revelate Frame Bag**  
 Patrol version available exclusively  
 through Volcanic Bikes  
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 available in sizes S - XL



Complete riding gear for all your On Duty and Off Duty needs



Serfas TSL Police light



NiteRider Digital Patrol



SMITH LoPro Regulator

Bell Piston helmet  
 decal options available

Bell Super 3R  
 decal options available



FOX BomberS gloves



FOX Titan Pro  
 Knee & Shin pads

ask about our

## Volcanic OFF DUTY purchase program

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use PROMO Code IPMBA16  
 for 25% off  
 parts and accessories



contact us

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info@volcanicbikes.com

## Upgrade your Volcanic "APB" Patrol Bike

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Order 2x10, 1x10, 1x11 or Shimano Hydraulic Brakes  
 available in 29" & 27.5" wheel size.



# Support our Corporate Members!

IPMBA is excited to welcome **Police Bike Store, EMS World, R&B Fabrications, and MOCEAN**, to another year of Corporate Membership. **Police Bike Store** is a full-service bicycle patrol supplier featuring C3Sports lights; **EMS World** provides print, web-based, and educational resources for EMS providers; **R&B Fabrications** manufactures EMS panniers in their US facility; and **MOCEAN** offers technical bike patrol uniforms.

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



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



**Bratwear**  
Product: High-performance uniforms for cops, paramedics, and security officers  
Phone: 253-625-7420  
Website: www.bratwear.com



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



**Cygolite Bicycle Lighting Systems**  
Product: High-intensity lighting systems, designed and built in the USA  
Phone: 949-297-4972  
Website: www.cygolite.com



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



**iFORCE Patrol Bicycles**  
Product: iFORCE Patrol Bicycles and Accessories  
Phone: 412-215-2983  
Website: www.iforcebikes.com



**ISM Saddles**  
Product: ISM Bike Seats  
Phone: 813-909-1441  
Website: www.ismseat.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 public safety bikes & accessories  
Phone: 973-366-5868  
Website: www.policebikestore.com



**R & B Fabrications**  
Product: Panniers & Safety Vests  
Phone: 800-553-1911  
Website: www.rbfab.com



**The Safariland Group**  
Product: Patrol Bikes and Accessories, Body Armor, Duty Gear, Firearms Accessories  
Phone: 909-923-7300  
Website: www.safariland.com



**Volcanic Bicycles**  
Product: Patrol Bicycles, Hand-Built in the USA  
Phone: 509-427-8623  
Website: www.volcanicbikes.com

## Product Purchase Program

See pages 19-22 or visit <http://ipmba.org/membership/product-purchase-program> for the full IPMBA Product Purchase Program listings.

### New Listings

#### ENABLED ENTERPRISES

Product: Electric Police Patrol Bike  
Discount/Cost to Members: 20% off MSRP  
Contact Name: Bill Eichengreen  
Phone: 847-656-8100  
Email: enabledenterprises@yahoo.com  
Website: www.enabled.vet  
Notes: Order via phone, email, or mail.

#### SHOWERS PASS

Product: Cycling Outerwear and Apparel  
Discount/Cost to Members: 40% off MSRP  
Contact Name: Adrian Richardson  
Phone: 503-203-8000  
Email: adrian@showerspass.com  
Website: www.showerspass.com  
Notes: Order online. Enter coupon code IPMBAIND17 at checkout. Expires September 2017.

#### STRIDER SPORTS INTERNATIONAL

Product: Balance Bikes and Accessories  
Discount/Cost to Members: 24%-53% off MSRP  
Contact Name: Customer Service (Ann or Jennifer)  
Phone: 605-342-0266  
Email: info@striderbikes.com  
Website: www.striderbikes.com  
Notes: Available in three sizes (12, 16, and 20"). To order, email info@striderbikes.com for an order form. Mention your IPMBA number in the email.

# PRODUCT PURCHASE PROGRAM

The Supplier Listing is a listing of companies which have shown their commitment to public safety cyclists over the past year through their active participation with IPMBA, as sponsors, conference exhibitors, PPP participants, and advertisers. Please show your gratitude for their support by giving them your business.

## BICYCLES



**iFORCE Patrol Bicycles**  
Website: [www.iforcebikes.com](http://www.iforcebikes.com)



**The Safariland Group**  
Website: [www.safariland.com](http://www.safariland.com)



**Volcanic Bicycles**  
Website: [www.volcanicbikes.com](http://www.volcanicbikes.com)

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

**CopCycles LLC**  
Website: [www.copcycles.com](http://www.copcycles.com)

**Eldorado Enterprises Inc.**  
Website: [www.pedalpowerworkbikes.com](http://www.pedalpowerworkbikes.com)

**Enabled Enterprises LLC**  
Website: [www.enabled.vet](http://www.enabled.vet)

**Rapid Response Team eBikes**  
Website: [www.evantagebikes.com](http://www.evantagebikes.com)

**Strider Sports International, Inc.**  
Website: [www.striderbikes.com](http://www.striderbikes.com)

## BICYCLE ACCESSORIES AND COMPONENTS



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

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

**Bar Mitts**  
Website: [www.barmitts.com](http://www.barmitts.com)

**Blimp City Bike and Hike**  
Website: [www.blimpcitybikeandhike.com](http://www.blimpcitybikeandhike.com)

**Brake Director**  
Website: [www.brakedirector.com/police.htm](http://www.brakedirector.com/police.htm)

**Cane Creek Cycling Components**  
Website: [www.canecreek.com](http://www.canecreek.com)

**Clean Bottle**  
Website: [www.cleanbottle.com](http://www.cleanbottle.com)

**Detours**  
Website: [www.detours.us](http://www.detours.us)

**Duro Tire**  
Website: [www.durotire.com](http://www.durotire.com)

**Epic Cycle & Fitness**  
Website: [www.epiccycleandfitness.com](http://www.epiccycleandfitness.com)

**Fly Pedals LLC**  
Website: [www.FlyPedals.com](http://www.FlyPedals.com)

**Kenda USA**  
Website: [www.kendatire.com](http://www.kendatire.com)

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

**Mirrycle Corp.**  
Website: [www.mirrycle.com](http://www.mirrycle.com)

**Mountain Racing Products**  
Website: [www.mountainracingproducts.com](http://www.mountainracingproducts.com);  
[www.powergrips.com](http://www.powergrips.com)

**Rock Bar Cycling**  
Website: [www.rockbarcycling.com](http://www.rockbarcycling.com)

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

**Tallac House**  
Website: [www.tallachouse.com](http://www.tallachouse.com)

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

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

## BICYCLE STORAGE AND TRANSPORT

**Lift & Storage Systems, Inc.**  
Website: [www.liftnstore.com](http://www.liftnstore.com)

**SCS Racks**  
Website: [www.scsrack.com](http://www.scsrack.com)

**Storage Elevator**  
Website: [www.storagellevator.com](http://www.storagellevator.com)

**Swagman**  
Website: [www.swagman.net](http://www.swagman.net)

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

## BIKE PATROL SUPPLY COMPANIES



**Bicycle Patrol Outfitters**  
Website: [www.police-bikes.com](http://www.police-bikes.com)



**Police Bike Store**  
Website: [www.policebikestore.com](http://www.policebikestore.com)

**4Bike-Police.com**  
Website: [www.4bike-police.com](http://www.4bike-police.com)

**Patrol Bike Systems**  
Website: [www.patrolbike.com](http://www.patrolbike.com)

**Team Cycling and Fitness**  
Website: [www.teamcyclingandfitness.com](http://www.teamcyclingandfitness.com)

**The Bicycle Store**  
Website: [www.thebicyclestorenj.com](http://www.thebicyclestorenj.com)

## CLOTHING AND ACCESSORIES

**Bell Helmets**  
Website: [www.bellhelmets.com](http://www.bellhelmets.com)

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

**Maxit Designs**  
Website: [www.maxit-inc.com](http://www.maxit-inc.com),  
[www.headgator.com](http://www.headgator.com)

**Showers Pass**  
Website: [www.showerspass.com](http://www.showerspass.com)

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

**Tactical Wear Online**  
Website: [www.tacticalwearonline.com](http://www.tacticalwearonline.com)

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

**Zoic Clothing**  
Website: [www.zoic.com](http://www.zoic.com)

## DUTY GEAR

**Legacy Safety and Security**  
Website: [www.legacysafetyandsecurity.com](http://www.legacysafetyandsecurity.com)

## ELECTRONICS AND LIGHTING



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

**Alerte Systems Inc.**  
Website: [www.alertesystems.com](http://www.alertesystems.com)

**Archangel Device**  
Website: [www.425inc.us](http://www.425inc.us)

**C3Sports Bike Patrol Solutions**  
Website: [www.c3sports.com](http://www.c3sports.com)

**Cateye Bicycle Electronics**  
Website: [www.cateye.com](http://www.cateye.com)



# The Supplier Listing

## Codaxus

Website: [www.codaxus.com](http://www.codaxus.com)

## Cycle Siren

Website: [www.cyclesiren.com](http://www.cyclesiren.com)

## Mobile Edge

Website: [www.mobileedge.com](http://www.mobileedge.com)

## Night Provision

Website: [www.nightprovision.com](http://www.nightprovision.com)

## NiteRider Technical Lighting

Website: [www.niterider.com](http://www.niterider.com)

## EMS



### R & B Fabrications

Website: [www.rbfab.com](http://www.rbfab.com)

## Boundtree Medical

Website: [www.boundtree.com](http://www.boundtree.com)

## H&H Medical Corporation

Website: [www.gohandh.com](http://www.gohandh.com)

## Stat Packs

Website: [www.statpacks.com](http://www.statpacks.com)

## EYEWEAR

### Dual Eyewear

Website: [www.dualeyewear.com](http://www.dualeyewear.com)

### POPTICALS

Website: [www.popticals.com](http://www.popticals.com)

## Rudy Project USA

Website: [www.e-rudy.com](http://www.e-rudy.com)

## Tifosi Optics

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

## FOOTWEAR

### Five Ten

Website: [www.fiveten.com](http://www.fiveten.com)

## Haix North America

Website: [www.haix.com](http://www.haix.com)

## Rocky Outdoor Gear

Website: [www.rockyboots.com](http://www.rockyboots.com)

## MAINTENANCE AND TOOLS

### ProGold Lubricants/ABC Compounding

Website: [www.progoldmfr.com](http://www.progoldmfr.com)

## United Bicycle Supply

Website: [www.unitedbicyclesupply.com](http://www.unitedbicyclesupply.com)

## PUBLICATIONS AND TRADESHOWS

### EMS World

Website: [www.emsworld.com](http://www.emsworld.com)

### Dirt Rag/Bicycle Times

Website: [www.dirtragemag.com](http://www.dirtragemag.com)

### Police Magazine

Website: [www.policemag.com](http://www.policemag.com)

### Police Security Expo

Website: [www.police-security.com](http://www.police-security.com)

### SouthComm Law Enforcement Group

Website: [www.officer.com](http://www.officer.com)

## SPECIALTY ITEMS



### Cera Products, Inc.

Website: [www.ceraproductsinc.com](http://www.ceraproductsinc.com)

### ARMORPUR

Website: [www.armorpur.com](http://www.armorpur.com)

### Dick Kramer Studios

Website: [www.dickkramer.com](http://www.dickkramer.com)

### ELHN Badge & Emblem Design

Website: [www.elhnbadge.com](http://www.elhnbadge.com)

### EPIC-id

Website: [www.epic-id.com](http://www.epic-id.com)

### Hero Kit

Website: [www.herokit.com](http://www.herokit.com)

### NuGo Nutrition

Website: [www.nugonutrition.com](http://www.nugonutrition.com)

### Paceline Products

Website: [www.chamoisbuttr.com](http://www.chamoisbuttr.com)

### Promotive.com

Website: [www.promotive.com/ipmba](http://www.promotive.com/ipmba)

### Tiger Eye

Website: [www.teamtigereye.com](http://www.teamtigereye.com)

### Whistles for Life

Website: [www.whistlesforlife.com](http://www.whistlesforlife.com)

## TRAINING



### Jones & Bartlett Learning

Website: [www.jblearning.com](http://www.jblearning.com)

### Law Enforcement Exploring

Website: [www.learningforlife.org](http://www.learningforlife.org)

### Street Crimes Seminars

Website: [www.streetcrimes.com](http://www.streetcrimes.com)

## UNIFORMS



### Bratwear/Sound Uniform Group

Website: [www.bratwear.com](http://www.bratwear.com)



### MOCEAN

Website: [www.mocean.net](http://www.mocean.net)

### Amwear Group

Website: [www.tactsquad.com](http://www.tactsquad.com)

### Bellwether Clothing

Website: [www.bellwetherclothing.com](http://www.bellwetherclothing.com)

### Blauer Manufacturing Company, Inc.

Website: [www.blauer.com](http://www.blauer.com)

### Olympic Uniforms/J. Marcel

Website: [www.olyuniforms.com](http://www.olyuniforms.com)

## ORGANIZATIONS AND ASSOCIATIONS

### IMBA

Website: [www.imba.com](http://www.imba.com)

### League of American Bicyclists

Website: [www.bikeleague.org](http://www.bikeleague.org)

### IACPNet

Website: [www.iacpnet.com](http://www.iacpnet.com)

### NAEMT

Website: [www.naemt.org](http://www.naemt.org)

### National Association of School Resource Officers

Website: [www.nasro.org](http://www.nasro.org)

### National EMS Memorial Bike Ride

Website: [www.muddyangels.com](http://www.muddyangels.com)

### National Interscholastic Cycling Assn.

Website: [www.nationalmtb.org](http://www.nationalmtb.org)

### Nat'l Law Enforcement Officers Memorial Fund

Website: [www.nleomf.org](http://www.nleomf.org)

### NHTSA Safety Countermeasures

Website: [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov)

### Ohio Association of Chiefs of Police

Website: [www.oacp.org](http://www.oacp.org)

### Officer Down Memorial Page

Website: [www.odmp.org](http://www.odmp.org)

### People for Bikes

Website: [www.peopleforbikes.org](http://www.peopleforbikes.org)



# CY GOLITE P3 SERIES

## REDEFINING BICYCLE PATROL VISIBILITY



### TACTICAL GRADE DURABILITY

- Shock proof LED technology
- Robust, center mounted dual brackets for secure and simple mounting
- Withstands the elements with reinforced aluminum alloy, UV resistant polymer, and water resistant construction

### ADVANCED LIGHTBAR PERFORMANCE

- Industry's brightest white, red and blue LEDs\*
- Strategically spaced LED housing provides optimal light bar visibility
- Multiple pursuit modes including solid red with flashing blue\*
- Compact high capacity Li-ion battery for all night patrolling

### SIMPLIFIED OPERATION

- Recharge through the direct charging port, keeping the headunit and battery connected for quick deployment
- Two illuminated buttons independently control the high output headlight and the auxiliary red/blue LEDs\*
- Battery level indicator

**Engineered, assembled, and serviced in the USA**

**Learn more:** Phone: (714) 437-7752 Email: [patrol@cygolite.com](mailto:patrol@cygolite.com) Web: [www.cygolite.com](http://www.cygolite.com) \*Amber LED version available for safety / security / EMS

Founded in 1991 in Orange County, California,  
Cygolite is a leading US manufacturer of rechargeable LED bicycle lighting systems.

**Cygolite** 1307-A East Saint Gertrude Place, Santa Ana, California 92705



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

**O**n February 15, 2017, California Assembly Member Phil Ting (D-19th District, representing western San Francisco and northern San Mateo County) introduced Assembly Bill 694 (AB 694), an act to amend Section 21202 of the Vehicle Code, relating to bicycles.

This bill would eliminate the language “as close to the right as practicable”, replacing it with language requiring bicyclists to operate in the right-hand lane, in the same manner as any other slow-moving vehicle, or in a bicycle lane if one is present. Only in situations in which the lane is sufficiently wide enough for a motor vehicle and a bicycle to operate side-by-side would the cyclist be required to move to the right in order to allow faster vehicles to pass. If hazardous conditions exist or right turns are authorized, the cyclist would be exempt from that requirement. If the lane is not wide enough for both the bicycle and the motor vehicle, the motorist would be required to wait until it is safe to pass by moving into the adjacent or oncoming lane. The full text of the Legislative Counsel’s Digest and the bill itself appear below.

California residents may wish to support this legislation. Others may wish to try to implement something similar in their states. Either way, I would suggest the following modifications.

- 1) Do not mandate use of bike lane. There are many places where the design is poor (e.g., in the door zone), or obstacles exist (debris, parked cars, snow). There are also times you are preparing for a left turn, or dealing with a large truck or bus on your left.
- 2) Clearly define “wide lane”. Practically speaking, only a lane of at least 14 feet is wide enough to safely allow a motorist to pass a cyclist. Anything narrower is not safe.

Below left is a 12 foot lane illustrating a cyclist and a Ford F-150; as the shading to the right of the truck indicates, the minimum three-foot passing clearance is inadequate.

The second illustration at right shows a 14-foot lane, a cyclist, and a large Ford Super Duty pickup. The three-foot minimum is still too narrow.

The solution to safety is to take and control the lane.



Photos courtesy CyclingSavvy (<http://iamtraffic.org/resources/interactive-graphics/>)



## February 15, 2017 An act to amend Section 21202 of the Vehicle Code, relating to bicycles. LEGISLATIVE COUNSEL’S DIGEST

AB 694, as introduced, Ting. Bicycles.

Existing law requires any person operating a bicycle under specified conditions to ride as close as practicable to the right-hand curb or edge of the roadway, except under specified conditions, including, among other things, when reasonably necessary to avoid conditions that make it unsafe or when approaching a place where a right turn is authorized.

This bill would recast those provisions to instead require a person operating a bicycle to ride in the right-hand lane or bicycle lane, if one is present, and would additionally require a person operating a bicycle in a lane that is wide enough for a vehicle and bicycle to travel safely side by side within the lane to ride far enough to the right in order to allow vehicles to pass, except when it is reasonably necessary to avoid conditions that make it hazardous to continue along the right-hand edge of the lane, and when approaching a place where a right turn is authorized. By redefining the elements of a crime, this bill would create a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

See the full text of Assembly Bill No. 694 by going to:  
[http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201720180AB694](http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB694)

## Troy Gielish: Racing Back to His Roots



PMBA Instructor Troy Gielish has a long history of teaching bike patrol, but before he began his law enforcement career, he was a bike racer. He represented the U.S. National Cycling Team in several overseas stage races. After putting the bike racing on a 15-year hold for his career and family, Troy returned to racing. For the last several years, he has competed in the California and National Police and Fire Games, winning Gold medals in the time trial and track events. This past year, Troy focused his attention on the track, with the goal of competing in the Southern California/Nevada State and the United States National Master's Track Championships, specifically the four-kilometer team pursuit.



In November 2016, Troy traveled to the Olympic Training Center in Colorado Springs, where he competed in the U. S. Masters National Track Championships. He was part of a team comprised of Masters World Champion David Klipper, U.S. Hour record holder John Mansell and the current State Track Champion, Chris Tregilis. Chris and Troy had been part of two back-to-back previous state champion teams in the Team Pursuit category, but this was the first opportunity for the four to ride together. The team was successful, winning the 45+ category just three seconds shy of setting a national record.

Congratulations, Troy!

### POLICE BIKE STORE.COM

#### MaxPatrol-600 DLX **NEW!** Bike Patrol Light

#### New DLX Version Features:

- Two Pursuit Modes (WigWag and Strobe)
- Front light only on
- Taillight only
- Reduced wiring
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by Gary Strang, PCI #1457  
London (ON) Police Service  
IPMBA Membership Director

**G**ood day, fellow cyclists!

Canadian police cycling has its challenges, but the one that impacts us the most is “winter”. Yes, that wonderful time of year when the roads are covered with snow, ice, sand, and salt, and the temps go into “no-man’s territory”. The kind of temps that make you wonder if the brakes are catching or if it is really just the wheel bearing grease turning to putty.

Here in Southwestern Ontario, we typically see about three really good months of winter, and can generally ride the other nine. This year, however, we’ve seen some amazing breaks in the weather and our bikes make it out on the road whenever possible. Our full-time bike unit has grown to 14 officers (yes, we actually added two officers in 2016). Given the economy and such, we all know how hard it has become to find money for expansion. The only way it can happen is if the Chief, the City and the Citizens (the “three C’s”) all see the value of and the need for an increase in bike operations. Over the past four years, our bicycle unit has been involved in some very good arrests, protests, festivals and many events downtown. We have managed to improve public perceptions and relationships; nothing works better than being on bicycles and striking up conversations amongst the citizens. They remark that we must be cold, or that we must love our jobs, etc. The bike puts people at ease, makes us human, and help us get the support we need to get the job done.

A good bicycle patrol unit gets to know the area they patrol, the people within it, and the stakeholders who run it. Our unit has become the “go-to” when a photograph or video needs to be identified. We know the people in the core of the city and those who are committing serious crimes. We consistently help our investigative branch with their cases and often provide them the name and information they need. These efforts have not been lost on our senior administration. They see the value of our full-time bike unit, recognizing that we improve public relations, make good apprehensions, and have become a valuable resource to other divisions.



Here in Ontario, several departments are currently working toward either improving their existing bicycle patrol units or getting one off the ground for the very first time. It is important to remind everyone that an effective bicycle patrol unit is the product of good training, the kind of training offered by IPMBA. Providing officers with the knowledge and skills of proper bicycle handling, tactics, and safety must be commensurate with the quality of work expected of them. If your officers aren’t completely comfortable in the operation and handling of their police service bicycle, their performance will reflect that. I’m so appreciative that my service chose IPMBA for those first steps.

I’m hopeful that one day, every service in Canada will come to realize that bicycle patrol units offer excellent value and return on their investment. These units build bridges and foster excellent connectivity with the communities they serve. But they cannot do it without high-quality training, equipment, and standard operating guidelines.

To my friends and colleagues in the police cycling world: may you all ride safely and enjoy the work that we do.

*Gary is a 32-year veteran of the London Police Service in London, Ontario, and is currently in charge of the bike unit. He rides to work and has done so for the past 20 years, including during the winter months. On weekends he races on a road bike. His favorite quote is, “cycling never gets easier; you just go faster.” He was certified as an IPMBA Instructor in 2014 and is currently serving as membership coordinator on the IPMBA Board. He can be reached at [gstrang@police.london.ca](mailto:gstrang@police.london.ca).*

Photo courtesy Gary Strang.

## IPMBA Members on the Move

IPMBA congratulates the following members on their retirement and thanks them for their service to IPMBA and their communities.

**Todd Dill**, James City County (VA) Police Department  
**Mike Fults**, Spa Resort and Casino (CA) Security  
**Mike Pearson**, Gwinnett County (GA) and Chamblee (GA) Police Departments

# IPMBA Remembers



## ***Border Patrol Agent David Gomez***

United States Border Patrol, El Paso, Texas  
End of Watch: Wednesday, November 16, 2016

### **BIOGRAPHICAL INFO**

Age: 44  
Tour: 20 years  
Badge # E-121

### **INCIDENT DETAILS**

Cause: Heart attack  
Incident Date: 11/15/2016



Border Patrol Agent David Gomez suffered a fatal heart attack while on bike patrol in El Paso, Texas.

He and several other agents were riding on McKelligan Canyon Road when Agent Gomez suffered the heart attack and fell from his bike. The other agents immediately began CPR and continued lifesaving efforts until medics arrived. He was transported to a local hospital where he was kept on life support until passing away the following day.

Agent Gomez had served with the United States Border Patrol for 20 years. He is survived by his wife, three children, parents, and two brothers.



## ***Michael Gommer***

It is with great sadness that we share the news of the passing of IPMBA Instructor Michael Gommer of the Upper Dublin (PA) Police Department. Mike was certified as an IPMBA Police Cyclist in 2000 and a Police Cyclist Instructor in 2008. He attended the IPMBA Bicycle Response Team Training in 2009, the PESC in 2011, and the BRT Instructor Seminar in 2014. An enthusiastic advocate for Bicycle Response Team Operations, he trained the Montgomery County (PA) Major Incident Response Team members in preparation for the 2015 Papal Visit.

Mike passed away on December 30, 2016, at the age of 41. He is survived by his wife, Stacy, and children Michael II, Jack, Katie, and Ashley.



## ***Courtney Curole Prevost***

Courtney Curole Prevost, 35, passed away after a long battle with Acute Myeloid Leukemia on Tuesday, December 20, 2016, at 12:55 PM. Born October 21, 1981, she was a native of Raceland and resident of Thibodaux, Louisiana.

Courtney was certified as an IPMBA Police Cyclist in February 2006. She was a Patrol Lieutenant for the Lafourche Parish Sheriff's Office where she worked for 12 years. In addition to patrol she oversaw the creation of Safetyville at the Bayou Children's Museum. She enjoyed the outdoors, riding her motorbike, camping and cooking. She had a great love

for her family, especially her husband, Todd and her children. She is survived by her husband, [IPMBA Instructor] Todd Prevost, and children, Bethany Collins, Reese Prevost, and Kegan Prevost.



## ***Kyle Baugh***

It is with great sadness that we share the news of the passing of Kyle Baugh of R & B Fabrications. Born on November 7, 1977, Kyle passed away on August 5, 2016, at the age of 38.

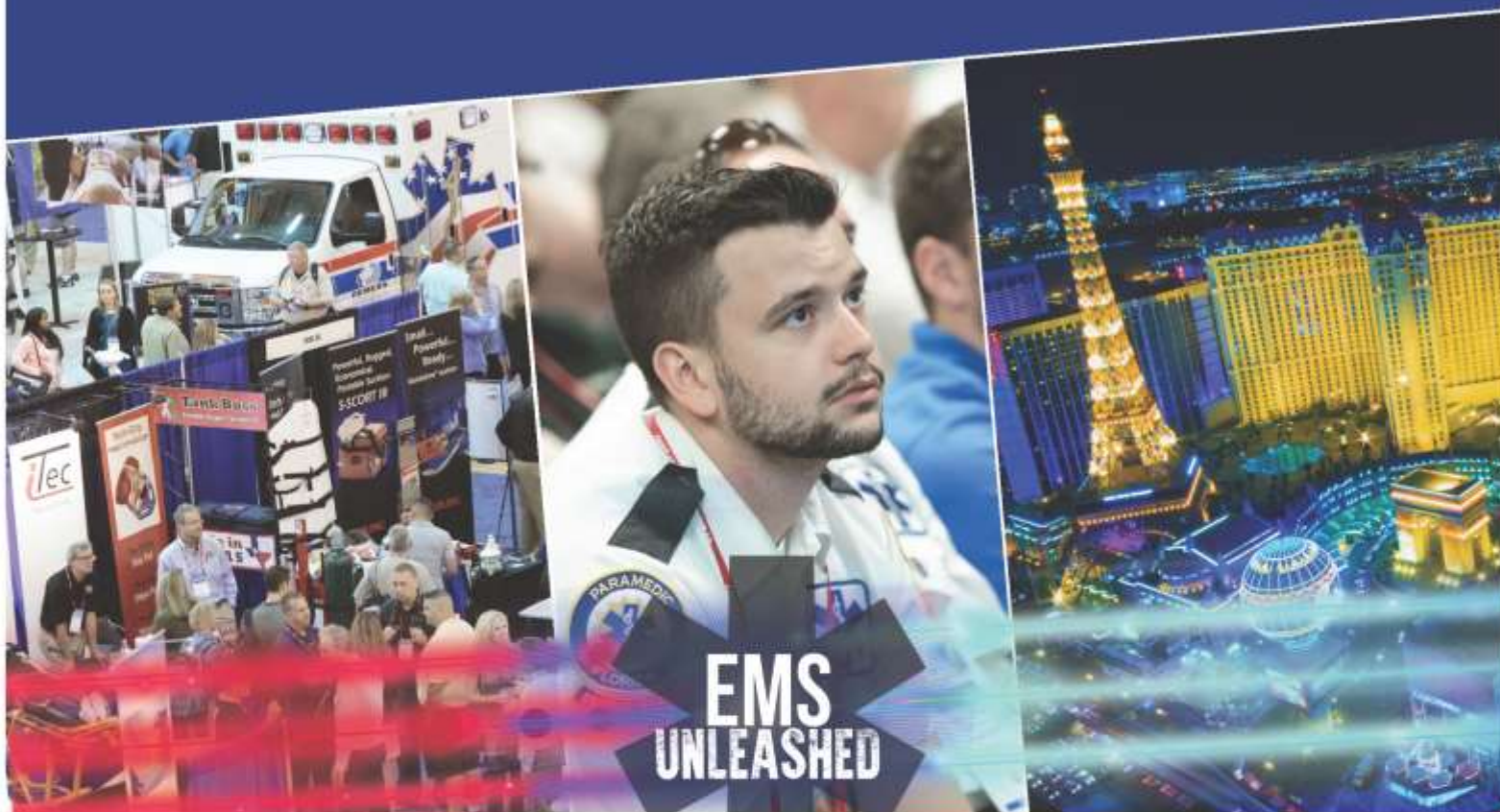
In addition to serving as production manager and marketing director at R & B Fabrications in Oakwood, Ohio, Kyle was a talented photographer, specializing in commercial and portrait photography. He was an enthusiastic supporter of IPMBA and always eager to be of assistance. He is survived by his wife, Kelly, and daughters Madison and Avery.

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*Clarence White would like to thank Al Simpson for submitting the “doctored” photo that appeared on page 32 of the Fall 2016 issue of IPMBA News. He only wishes that he had that much hair, and he offers this photo of Al (left) sporting a similar ‘do.*



**CORRECTION:** In the Fall 2016 issue of *IPMBA News*, Brian Steiger was listed as a member of the Niagara Regional Police Service. He is a member of the Muskoka (ON) Paramedic Services. We apologize for the error.

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## — We Thank —

**Scott Anderson**, Los Angeles (CA) Fire

**Jim Bowell**, Troy (OH) Fire (Retired)

**Calvin Charles**, Maryland Park Police

**Mike Fults**, Spa Casino (CA) Security (Retired)

**Alex Gorme**, Los Angeles (CA) Fire

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# IPMBA Board Openings Announcement

INSTRUCTOR CORNER

Three seats on the IPMBA Board of Directors will be up for election/re-election at the 2017 IPMBA Conference in Delaware, Ohio. This is the official notice for those who may be interested in serving on the IPMBA Board.

In order to be eligible to serve on the Board of Directors, you must hold current, active certification as an IPMBA Instructor.

Any qualified member can become a candidate for the Board of Directors by:

- a. Submitting a letter of interest to the Executive Director after the official notice and no later than 30 days prior to the first day of the Annual IPMBA Conference (last day to submit letter and resume will be **May 5, 2017**), and
- b. Submitting a resume or C.V. (curriculum vitae). If a resume or C.V. is not submitted, the candidate's name will be deleted from the list of potential candidates.

If you are interested in serving on the IPMBA Board, you may submit your letter of interest and resume to the Executive Director at any time before **May 5, 2017**.

Please email your letter of interest and resume to [maureen@ipmba.org](mailto:maureen@ipmba.org). Hard copies will not be accepted.

You will be expected to address the board during the conference in June; exact date and time to be determined.

If you have questions about board member responsibilities, please contact Maureen at 410-744-2400 or [maureen@ipmba.org](mailto:maureen@ipmba.org) or any current board member. Contact information for current board members can be found at <http://ipmba.org/about/ipmba/board-and-staff>.

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# TRAINING MATTERS. GET THE BEST.

27<sup>th</sup> Annual IPMBA Conference, June 5-10, 2017, Delaware, Ohio

CONFERENCE NEWS

## What is the IPMBA Conference?

The premier training event for public safety cyclists, featuring:

- ▶ **Effective, proven, and skill-enhancing** training and certification courses...
- ▶ Essential, **dynamic, and innovative on-bike** sessions...
- ▶ Experienced and respected **instructors**...
- ▶ **Insightful and informative** in-class workshops...
- ▶ The nation's largest and best **bicycle patrol product exhibition**...
- ▶ Unparalleled **networking** opportunities...
- ▶ **...And fun!**

## Why should I attend?

- ▶ **Maximize** the return on your training dollars.
- ▶ Make yourself **indispensable** to your community.
- ▶ **Increase** the scope and breadth of your bike operations.
- ▶ **Expand** your personal and professional horizons.
- ▶ Develop **environmentally-friendly** patrol procedures.
- ▶ Learn from the **best, most well-respected instructors** in the field.

## What training is available?

**IPMBA Training and Certification Courses.** IPMBA's training and certification courses range from 3-5 days in length. These comprehensive, multi-day courses provide essential training for public safety personnel in general and specialized bicycle operations. Course attendees may choose to participate in workshops on Thursday, Friday, and/or Saturday at no extra charge (schedules permitting).

For full course descriptions, including model schedule, prerequisites, equipment requirements, and testing procedures, visit the training page at <http://ipmba.org/training/about-the-courses>. Current IPMBA membership required for all training courses.

**IPMBA Instructor Course** – June 5-9, 2017 – \$725 (includes Saturday workshops; night ops sponsored by Police Bike Store)

**IPMBA Maintenance Officer Course** – June 5-9, 2017 – \$575 (includes Saturday workshops)

**IPMBA Police/EMS/Security Cyclist Course** – June 5-8, 2017 – \$400 (includes Friday-Saturday workshops; sponsored by EMSWorld; night ops sponsored by Police Bike Store)

**IPMBA Police/EMS/Security Cyclist II Course** – June 5-7, 2017 – \$475 (includes Thursday-Saturday workshops)

**IPMBA Bicycle Response Team Training** – June 5-7, 2017 – \$525 (includes Thursday-Saturday workshops)

**IPMBA Workshops.** Offering essential, dynamic, and innovative on-bike sessions AND insightful and information-packed in-class workshops, the IPMBA workshops are ideal for new and experienced police, EMS, and security cyclists as well as supervisors and administrators. Sessions range from 1.25-5.5 hours and cover a broad spectrum of topics. Workshop descriptions can be in the registration packet mailed to all members and downloadable from the website (<http://ipmba.org/conference/overview>).

Workshops are included in the fees (see above) for multi-day courses (schedules permitting). A 2.5-day (Thursday-Saturday, June 8-10) workshop-only option is also available (\$400 member; \$500 non-member; \$300 bike team rate – three or more agency members).

## The workshops:

- ▶ Arapahoe High School Shooting Debrief
- ▶ Bicycle Response Team Instructor Seminar
- ▶ Bike Fit: Common Injuries and Injury Prevention
- ▶ Bike Maintenance 101
- ▶ Bike Maintenance 102
- ▶ Blown Up and Struck By Lightning
- ▶ Campus Community Policing
- ▶ Car Stops
- ▶ Carpe Audience: Give Better Presentations Despite PowerPoint®
- ▶ Cleveland RNC Planning, Preparation, and Handling
- ▶ Creating a Physical Fitness Incentive Program
- ▶ Creating Standard Operating Procedures/Policy Manuals
- ▶ Creative Cone Courses
- ▶ Defensive Tactics & Close Quarter Bike Movements
- ▶ Delaware History Bike Tour
- ▶ EMSCI to PCI/SCI Transition Course
- ▶ Firearms and Street Survival
- ▶ Flat Pedal Clinic
- ▶ Flat Pedal Clinic for Instructors
- ▶ Instructor Tips and Techniques
- ▶ Introduction to Event Planning for EMS
- ▶ Krav Maga for Public Safety Cyclists (full day)
- ▶ Krav Maga for Public Safety Cyclists (half day)
- ▶ LE/First Response Tactical Casualty Care
- ▶ Mechanical Disc Brakes
- ▶ Nightlife District Operations & Tactics (*sponsored by CYGOLITE*)
- ▶ PCI/SCI to EMSCI Transition Course
- ▶ SIMUNITION® for Bike Patrol
- ▶ Technical/Off-Road Skill Building 101
- ▶ Technical/Off-Road Skill Building 102
- ▶ Technical/Off-Road Skill Building 201
- ▶ Tourism-Oriented Policing
- ▶ Using Bicycles in Disaster Response and Search and Rescue
- ▶ Yep, It's Broken. Now What?

## What else does the Conference feature?

**Exhibit Hall** – June 7-9, 2017

**Obstacle Course Competition** - June 9, 2017

**Graduation and Awards Ceremony** – June 9, 2017

**Delaware City History Bike Tour** – June 10, 2017

**Advanced Off-Road Riding Trip to Mohican State Park (\$50)** – June 10, 2017

## What is the registration deadline?

Early registration ends on **April 30, 2017**. Fees increase by \$50 on **May 1, 2017**. Registrations received after **April 30, 2017**, will be accepted on a space-available basis.

## Where can I get additional information?

Visit [www.ipmba.org](http://www.ipmba.org), email [events@ipmba.org](mailto:events@ipmba.org), or call 410-744-2400.



## The IPMBA Board

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PCI #498

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East Baton Rouge Parish EMS  
Baton Rouge LA  
emsc@ipmba.org

### Membership Director

**Gary Strang**

PCI #1457

London Police Service, London ON  
membership@ipmba.org



# IPMBA 2017: Embrace the Changes

Now in its 27<sup>th</sup> year, the IPMBA Conference continues to evolve to serve the changing needs of the public safety cyclists it serves.

In past years, the Conference has been divided into two segments: the conference (workshops), which was preceded by a series of multi-day training courses (pre-conference courses).

In recent years, many people have enrolled in multi-day courses only. Those who leave at the conclusion of their courses are deprived of the opportunity to participate in a wide variety of timely and topic-specific workshops designed to enable attendees to meet departmental priorities and achieve higher levels of professionalism.

The new format is designed to enable all attendees to participate more fully in all training and networking experiences, including the obstacle course competition and Awards Ceremony, which will include an informal graduation ceremony.

2017 attendees will have two options: a five-and-a-half (5.5) day format or a two-and-a-half (2.5) day format. The 5.5 day format will combine multi-day courses with workshops, and the 2.5 day format will include workshops only. The fees vary based on format, course, and membership status.

### 5.5 Day Format

The *Instructor Course* (IC) and the *Maintenance Officer Certification Course* (MOCC) will be held Monday, June 5-Friday, June 9. Attendees will have the option to participate in workshops on Saturday, June 10, at no extra charge (except applicable certification and materials fees).

The *Police-EMS-Security Cyclist* (PESC) Course will be held Monday, June 5-Thursday, June 8. Attendees will have the option to participate in workshops on Friday and Saturday, June 9-10, at no extra charge (except applicable certification and materials fees).

The *Police-EMS-Security Cyclist II* (PESC II) Course and *Bicycle Response Team Training* (BRTT) will be held Monday, June 5-Wednesday, June 7. Attendees will have the option to participate in workshops on Thursday-Saturday, June 8-10, at no extra charge (except applicable certification and materials fees).

### 2.5 Day Format

Attendees will register for workshops on Thursday-Saturday, June 8-10, at one of three flat rates (excluding applicable certification and materials fees).

### Exhibit Hall

One of the most popular aspects of the event, the Exhibit Hall hours will be expanded to Wednesday, June 7, 6:30pm-8:30pm; Thursday, June 8, 11am-8pm; and Friday, June 9, 9am-1:30pm.

### Venue/Housing

The event will take place on the campus of Ohio Wesleyan University (OWU). Classes and workshops will be held in the campus center and nearby classroom buildings. The official conference lodging will be in the OWU suite-style dormitories. Rooms are also available at local hotels.

If you have any questions throughout the registration process, please call 410-744-2400 or email [events@ipmba.org](mailto:events@ipmba.org). We look forward to embracing this change with you.

## Ohio Officers Take Note!

In September 2016, the Ohio Peace Officer Training Commission passed a motion to require law enforcement officers to complete 20 hours of Continuing Professional Training (CPT) in 2017.

According to Ms. Mary Davis of the Office of the Attorney General, "For 2017, there is no POST approval needed for chiefs or sheriffs to use non-POST training courses for CPT. If the chief or sheriff determines the training will increase the competencies of their officers and the instructors are qualified, they may use the training for their officers' CPT hours." If approved, documentation is kept at the agency level and is subject to audit.

Ohio officers whose departments approve it will be able to use the training offered at the IPMBA Conference to fulfill at least part of their CPT requirement.

Visit <http://ipmba.org/training/about-the-courses> to access curriculum packets for each training and certification course and <http://tinyurl.com/IPMBA2017> for workshop descriptions, instructor biographies, and other program information requested by your agency.

Training Matters. Get the Best.

27<sup>th</sup> Annual IPMBA Conference, June 5-10, 2017, in Delaware, Ohio.

*(Continued from page 1)*

“Because a bicycle is able to respond so quickly, the actions can be life-saving.”

The Los Angeles EMS bike team that raced to help Fisher was deployed at the airport during the holiday rush. It boarded her plane with an ambulance crew and members of an engine company, who all worked to give her advanced life support, said Robert Dunivin, a fire department captain and chairman of the bike team advisory committee. Fisher died at a local hospital four days later.

When the Los Angeles bike unit made its debut patrolling a triathlon in 2004, it had 20 cyclists. The team is now one of the largest in the U.S., with 120 cyclists on the roster and 60 bikes. It deploys not just at events such as the Los Angeles Marathon and the Rose Parade, but at Los Angeles Rams football tailgating parties and on the Venice Beach Boardwalk most weekends.

Dunivin said the unit’s budget is modest — about \$90,000 a year for staffing plus \$12,000 for equipment. At least half the time, EMS bike medics can handle a call by themselves so an ambulance isn’t needed, which

makes it cost-effective for his agency, he said.

Across the country, bike medics patrol airports, sports arenas, downtown entertainment areas and special events such as festivals, concerts and marathons.

They are especially useful when roads are closed or congested, said Mike Touchstone, past president of the National EMS Management Association, a professional association of EMS managers. Medics on bikes can navigate crowded streets and sidewalks swiftly and go up and down stairs, escalators and elevators.

“You have easier access to patients and can get there more quickly than



Photo courtesy LAFD

LAFD at the Oscars

you can in an ambulance when there is a crowded event,” said Touchstone, a paramedic who is also regional director of the Philadelphia Office of Emergency Medical Services. “That makes a big difference if someone is having a heart attack or a stroke.”

It made a big difference in Minneapolis in 2014, when a 61-year-old runner suffered cardiac arrest and collapsed during a marathon. A bike medic team roaming the course arrived quickly, shocked the man’s heart with a portable defibrillator and stabilized him before an ambulance took him to the hospital, where he recovered.

### HITTING THE STREETS

Many of the first officially organized EMS bike units in the U.S. were launched in the 1990s in places like Denver; East Baton Rouge, Louisiana; and Troy, Ohio. They were modeled on police bike patrols, which had become popular a decade earlier.

*(Continued on page 38)*

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# Bike Medics Bring Speedy



Photo by Rick McClure

Los Angeles Fire Department has one of the largest EMS Bike Patrol units in the country.

*(Continued from page 37)*

Today, at least 500 agencies across the country have EMS bike teams, according to Becker, whose group has trained about 1,400 of the cyclists since 2013.

Fire departments, EMS agencies, hospitals and private ambulance services run teams. Some have just two or four members; others have several dozen or more.

While there's little data on American EMS bike units and their effectiveness, a 2013 report found that Heathrow Airport had the highest cardiac arrest survival rate in London outside of hospitals, largely because of the airport's full-time bike medic unit.

Many bike medics are paid emergency medical technicians and paramedics, but others work for volunteer associations or other organizations.

In New York City, the all-volunteer Central Park Medical Unit's 10-member bicycle emergency response team patrols the 843-acre park many weekends during the warmer months. It also appears in force at concerts and other big events.

"When everyone is sitting on a blanket, how do you get through to them in an emergency?" said Rafael Castellanos, the unit's president. "The bike teams are very nimble and

can get into places a large vehicle cannot."

Like the Central Park crew, most EMS bike teams are part time and hit the road during spring, summer and fall for special events. (Some in temperate climates

patrol year-round and others in cold climates operate during winter.) Teams show up on weekends in some cities' tourist areas and downtown entertainment districts. In Atlanta, they patrol Hartsfield-Jackson International Airport daily.

EMS cyclists generally travel in pairs and mostly use mountain bikes, which are sturdy and designed to carry a heavy load and maneuver through traffic and crowds and around obstacles.

Like ambulances, bike medics carry first aid and trauma supplies, oxygen, IVs, cardiac monitors and defibrillators, but in smaller quantities.

The bike and equipment combined can weigh up to 50 pounds, so cyclists need to be in good shape.

Some agencies require EMS bike team members to go through training before they're sent out. Becker's group offers a 32-hour course over four days. Participants learn how to cycle in complex traffic, ride with a heavy load, ascend and descend stairs and pack medical equipment. Those who pass written, road and bike handling skills tests are eligible for certification.

EMS bike units have some limitations. They can't take patients to the hospital if they need additional care and can't carry backboards, stretchers or long or bulky pieces of equipment. Thunderstorms and snow can be a challenge.

But EMS bike team officials say creating and outfitting a bike team is a good investment because it's much cheaper than purchasing and equipping an ambulance, which generally costs between \$120,000 and \$250,000. Instead, the price tag, on average, is \$1,200 for a bike, \$400 for saddlebags to hold equipment, \$300 for a uniform and \$300 for emergency lights and sirens, which some teams use.

In Cody, for example, it cost less than \$3,000 to set up West Park Hospital's EMS department's unit with three bikes, uniforms and saddlebags,

*(Continued on page 39)*



© The Associated Press

Paramedic Ryan Winchell of West Park Hospital EMS shows off mountain bikes used by the hospital's Bike EMS Team in Cody, Wyoming. Hundreds of bike medic units have cropped up across the U.S.

(Continued from page 38)

according to clinical supervisor Ryan Winchell. The unit uses medical supplies the EMS department already has in stock. He said buying and equipping an ambulance, on the other hand, can run as much as \$280,000.

The 16-member bike unit in the rural town 50 miles outside of Yellowstone National Park frequently is called into action at parades and Fourth of July festivities as well as 5K and 10K trail runs.

Winchell, a paramedic and bike team member, said he and his colleagues have a different mindset cycling to the scene than they do when they're riding in an ambulance.



Photo by Boston Globe via Getty Images

Boston EMS during the Patriots victory parade

“You don’t have your same comfort zone of having a few minutes to think about where you’re going and what you’re going to do,” he said. “It’s definitely a different kind of game.”

But EMS workers who are bike enthusiasts are especially likely to embrace those challenges.

“It’s honestly the most fun part of my job,” said Dunivin of the Los Angeles Fire Department. “I’m normally in the

fire station all day or out on an engine. When you’re on the bike, you’re talking to people on the streets and interacting. I keep thinking, ‘Wow. They pay me to do this?’ ”



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