



## Without our Members ...

### ... IPMBA Wouldn't Exist

by Maureen Becker  
Executive Director

*IPMBA promotes the use of bikes for public safety, provides resources and networking opportunities, and offers the best, most complete training for public safety cyclists.*

Several years ago, IPMBA began using the above statement for marketing purposes. It sums up the essence of IPMBA so well that the Board recently discussed adopting it as IPMBA's official mission statement. Like all good mission statements, it succinctly describes IPMBA's reason for existing.

All three aspects of the mission statement are equally important, but for a moment, focus on one word: resources. IPMBA offers many resources, including this publication, the website, and various member benefits, including the Product Purchase Program. These, however, are not IPMBA's most important resources.

IPMBA members have done their best to ensure that our training programs have ... evolved and expanded.

IPMBA's most important resources are its members. IPMBA members drive the mission.

*IPMBA promotes the use of bikes by public safety.* Through conducting presentations, representing IPMBA at industry events, and authoring articles in national magazines, IPMBA members work to raise awareness of the essential role bikes can play within law enforcement, EMS, and private security.

*IPMBA provides resources and networking opportunities.* IPMBA members participate in the creation of resources; without our members, we would have far fewer resources to offer. Over the past year or so, numerous members have been part of the process of creating the new *Complete Guide* – writing, reviewing, and contributing photographs. Members contribute most of the articles and product reviews that appear in *IPMBA News* and on our website. They participate in discussions that encourage an exchange of ideas and ever-expanding network of contacts.

*IPMBA offers the best, most complete training for public safety cyclists.* In the years since IPMBA's founding, the nature of public safety has changed. IPMBA members have done their best to ensure that our training programs have likewise evolved and expanded. Members also volunteer their time and expertise to ensure that attendees of the annual IPMBA conference gain new skills and are inspired by innovative ideas.

This issue of *IPMBA News* celebrates the most important resource IPMBA has: YOU!

## Bicycle Crash Investigation

### Part 1 of 2

by Kirby Beck, PCI #002T  
Coon Rapids PD (MN) retired

If a bicycle crash results in a death or serious injury, assume that the incident will result in a lawsuit. Many people on both sides of the case will read your reports and examine the results of your investigation. They will have many opportunities to critique your work.

After reviewing a number of crash reports by officers and crash reconstruction experts, it is apparent that many important factors involved in bicycling are either unknown or unconsidered and quite often undocumented by crash investigation professionals.

The state of the art in specialized bicycle crash investigation and reconstruction is rudimentary at best. Focused training in bicycle crash investigation is rare, if it exists at all. In virtually every state, bicycles have most of the same rights and responsibilities as motor vehicle operators. Many officers don't seem to know, or care, that they do. Training in bicycle traffic law is virtually non-existent in police academies and crash investigation courses.

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# Here Comes Summer



It's that time of year when many bike teams are coming out of hibernation. After a long winter, it feels good to get back on the bike and remember that cycling is one of the best reasons for being involved in public safety. Keep in mind that just as your butt needs some time in the saddle to

get back in shape, your bike also needs some TLC before you spend eight hours a day on it. Clean and lubricate your ride *before* you start logging your miles for the year. Doing this now could help you find small problems before they develop into big ones that could end up causing a catastrophic accident. Remember, a little maintenance can prevent major issues down the road.

One of the greatest strengths of our organization is our membership. We are a great organization with a diverse group of individuals. We have members in almost a dozen countries, representing more than 1300 police, EMS, and security agencies. With this wealth of knowledge and experience, IPMBA has a wealth of resources from which to draw. This edition of *IPMBA News* contains many articles about our members, their agencies, and great ideas that they have come up with to make our world of public safety

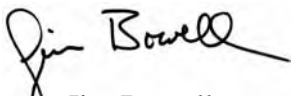
cycling a better, safer, and more fun place to work. I hope you can pick up something that could work for your agency too.

The new *Complete Guide to Public Safety Cycling*, Second Edition, will soon be completed and available for purchase. We are working as quickly as possible to finish the publishing process so you can purchase your own copy of the book. We are excited to be able to offer you a full-color, completely updated version of the only book for public safety cyclists, by public safety cyclists. While there have been many authors working on this project, I would be remiss if I didn't say that this book wouldn't be possible without the hard work done by our Executive Director, Maureen Becker, and the fine

**We have members in almost a dozen countries, representing more than 1300 police, EMS, and security agencies.**

publishing firm of Jones and Bartlett. The entire IPMBA board looks forward to having our new book available to you this summer.

Enjoy the warm weather and help keep your communities safe.

  
Jim Powell

## BE AN IPMBA INSTRUCTOR!

*Want to become an IPMBA-Certified Instructor?*

**C**all 410-744-2400 or email [info@ipmba.org](mailto:info@ipmba.org) to obtain 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.

**Check out [www.ipmba.org](http://www.ipmba.org) for information on the upcoming instructor courses in Minneapolis, MN (July 16-20); Fredericksburg, VA (Oct. 15-19); London, England (Dates TBD)**

### ipmba news

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— I P M B A —

**M**embers are the foundation upon which IPMBA is built. They are also the focus of this issue — so that we can learn from and be inspired by their success. In this issue we hear from friends in the US and the UK, and we remember a fallen comrade. Please remember IPMBA throughout the year and send in *your* stories! Pages 5-13.

## High Honours

Recognition for the man who introduced EMS on bikes to England



**T**om Lynch, founder of the London Ambulance Service Cycle Response Unit, has been named a Member of the Order of the British Empire (MBE).

Tom was the first person in the country to come up with the idea of responding to ambulance 999 calls by bike, and carried out a trial in the summer of 2000 in the West End.

Following the success of the project, a team of riders started working in Central London in 2002 and the initiative has since gone from strength to strength, with staff working on the team able to cancel nearly half of the ambulances that are also dispatched to calls – freeing them up to respond to other patients in the area.

Bikes are also now based at Heathrow Airport – believed to be the first team of its kind at a European airport – and in his current role as Cycle Response Unit Coordinator, Tom also oversaw the introduction of a new cycle team to respond to calls in the City of London.

Tom has worked for the Service for 12 years and before setting up the Cycle Response Unit worked as an emergency medical technician in southwest London.

He said: “It is indeed an honour to receive such an award as both my BMX and ambulance career have been very enjoyable and have provided great success along the way since I was 11 years old.

“I will gratefully accept the MBE as I believe cycling and sport have a great deal to offer society in many ways and have tried to use my knowledge, skills and experience to start the life-saving ambulance cycle units in the UK for better public safety. I have had great support from my family, friends and work colleagues over the years who have always stood by me,

*(Continued on page 6)*

## Good Fortune

Police cycling can change your life!

by Jere “Buddie” Clark, former PCI #344  
Metro Nashville (TN) Police Department

**A** funny thing happened on the way to the United Kingdom to participate in the first-ever Police Unity Tour cycling memorial ride. I began to think about what police cycling has done for me. As you might surmise I had plenty of time to reflect on my cycling history while flying from Newark N.J. to Birmingham, England. Some would say that being from Tennessee makes you a little slower than the average bear... But, for whatever reason (probably the altitude) it had never struck me until then ...and it struck me like a “Taco Bell”!



Lee Brierly, Buddie Clark, the Chaplain, and Kristen Chipoletti post at the base of the Robert Peel statue in Tamworth, UK, at the start the 2006 UK Police Unity Tour.

I realized just how fortunate I was to have been a part of “Police on Bikes.” It was like a movie flashback ... I remembered being close to burnout and the dreaded “Retired on Duty.” That was 1996. That’s when I truly received a blessing by being exposed to a new wave of policing ... Police on Bikes. I bought into the police on bikes and community policing ideals hook, line, and sinker! I believed then, as I do now, that police on bikes is the best double-edged sword available. On one side you have the community policing edge and on the other edge, proactive enforcement. Now, more than 10 years later, after having transferred out of bikes and into the Vice Division, I look back on my

*(Continued on page 6)*

## Letter to IPMBA

Dear IPMBA,

Sadly at this time I am requesting that you remove my name from IPMBA's list of instructors and to remove any classes that I had posted.

Unfortunately, I have been diagnosed with a degenerative arthritic condition that has affected my ability to ride a bicycle for anything other than a few minutes at a time.

I have had a great time being an instructor for IPMBA and have met many amazing people in the six or so years that I have been teaching. Before I joined IPMBA, I never would have thought that I had the confidence to actually get up in front of a group of total strangers and teach something like police cycling, but you folks at IPMBA made it very easy for me and for that you have my most sincere thanks.

Sincerely,

Sgt Bryan Roman  
IPMBA PCI #448  
Mount Holyoke College  
Dept. of Public Safety  
South Hadley, Mass.

## High Honours

(Continued from page 5)

and without them none of my ideas would have become reality."

Tom was awarded the MBE for services to Bicycle moto-cross (BMX) racing and the London Ambulance Service's cycling unit.

The Most Excellent Order of the British Empire is a British order of chivalry established on 4 June 1917 by King George V. The Order includes five classes in civil and military divisions. In decreasing order of seniority, these are: Knight Grand Cross or Dame Grand Cross (GBE); Knight Commander or Dame Commander (KBE or

DBE); Commander (CBE); Officer (OBE); and Member (MBE). Only the two highest ranks entail admission into knighthood allowing the recipient to use the title 'Sir' (male) or 'Dame' (female) before his or her name.

Other MBEs include musicians such as the Beatles, Eddi Reader, and Procol Harum founder Gary Brooker; athletes, including tennis player Evonne Goolagong, long-distance runner Paula Radcliffe, and boxer Barry McGuigan; authors Peter Fleming and Justin Cartwright; and Chef Jamie Oliver, to name a few. A more complete list can be found on Wikipedia.com.

## Good Fortune

(Continued from page 5)

cycling career and salute those people and places that being a police cyclist have allowed me to meet and see. During my police cycling career, I attended bike conferences in Nashville, TN, Chicago, IL, Tacoma, WA, Ogden, UT, and Charleston, WV. Because of police cycling, I've also ridden the American Diabetes Association's *Tour De Cure*, the Multiple Sclerosis Association's *MS-150*, and the *Police Unity Tour*.

Then the list of the who's who in police cycling ... Al Simpson, Kirby Beck, Mike Goetz, Monte May, Nick Gatlin, T.J. Richardson, Gary McLaughlin, Rob Schneider, Kathy Vonk, Lou Ann Hamblin, John Bourque and my partner for many of the past 10 years on bikes, Chris Bryant. I know there are plenty of others but these are the people who to me stood out in the crowd and I looked up to for direction as an IPMBA cycling instructor. I saw the fire and the passion in their eyes for police and EMS cycling. I also cannot forget Maureen Becker's encouragement and support.

I was able to rub shoulders with the owners and reps of companies such as Bratwear, Trek, Fuji, Olympic Uniforms, and Bell Cycling Helmets.

The pinnacle was being able to take a class instructed by Hans "No-Way" Rey in Chicago, IL. You might say, "what's the big deal, they put their pants on just like us..." which is true. But looking back, I now

understand that all of the people mentioned above were and are the cream of the crop in police cycling.

Being a police officer, and IPMBA member and Instructor, has really changed my life. I can honestly say if it wasn't for police on bikes I would have left police work years ago. With the downgrading of police bike units in the middle Tennessee area and the lack of federal grants, it appears that the days of police on bikes are numbered in Tennessee. I hope they aren't, because just like the bicycle wheel and history, it will come back around. History will repeat itself. I just hope I'm still around when it happens.

If you know of some good officers that are reaching that burnout part of their career, suggest to them they might want to check out police cycling. It made a difference in my life, and I believe it will for them.

In closing, if you are lucky enough to get paid to ride a bicycle on patrol everyday, or even part-time, you might not realize it now, but you have the coolest job in law enforcement!

Thank you to each and every one of you for your service and dedication to the job and police cycling. Please continue to carry the torch.

I hope to see you on the road or trail.

Good Bye....

*Jere Clark is a former IPMBA Instructor and member. He is currently a detective in the vice unit of the Nashville PD and an avid supporter of the Police Unity Tour. He can be reached at [orangestang@policeone.com](mailto:orangestang@policeone.com).*

by Kyle Roodberg, *EMSCI #196*  
*Denver Health Paramedic (CO)*

The Denver All Terrain Medical Unit's (A.T.M.U.) inception was in 1990, though the team's debut was the 1991 Denver Grand Prix Auto Race. Because of the track configuration, a large part of the downtown would be without ambulance coverage when the race track was "hot". The Denver Paramedic Division would need to have crews within these areas. Vehicle access inside this area was impossible. The A.T.M.U. assignment was to cover the inside of the perimeter as well as spectators in the stands outside.

The team's success was immediate. A 911 call for chest pain was initiated from a high-rise inside the perimeter. The A.T.M.U. team was dispatched and arrived at the building in 1-2 minutes. The team entered the building through open doors and entered an open elevator. The surprise of the bystanders on the 9th floor, as the team exited the elevator on bikes, said it all. They arrived at the side of the patient, who was having an acute M.I., and began Advanced Life Support treatment. The patient was then transported over a bridge by golf cart to an ambulance waiting outside the perimeter.

From that call forward, the A.T.M.U. has excelled in complex special event medical coverage. The team covers sporting events such as the Colorado Rockies and the Denver Broncos games, concerts, parades, and festivals, and provides patrol along Denver's pedestrian 16<sup>th</sup> Street Mall. The

bikes have excellent response times to medical emergencies at all events. Paramedics on foot or in golf carts are no match for the bicycles.

Initially, bikes were either the personal property of the members, or bicycles impounded by the Denver Police Department. In 1993, Maxim Bicycles of Boulder donated 16 custom-built Stowe cross-bikes. These bicycles were built with larger wheels and higher gears for speed, as they were rarely used off-road. We are currently using a fleet of 12 Schwinn Moab-3 bicycles purchased in the spring of 1999. These bicycles have proven to be better suited for our use, which sometimes involves riding down flights of stairs with full equipment loads.

All bicycles are ALS resources. They are equipped with rear Blackburn racks, REI trunk packs and Arkel-OD panniers. Viewpoint headlights supplemented with Catye removable five LED lights are used for night duty. A rear red LED strobe is mounted to each trunk pack. Conterra Patrol III Aid "waist packs" are worn. Safety equipment includes Giro bicycle helmets with retro reflective decals. Uniforms are custom-made light polo shirts and cycling shorts. Each

**The surprise of the bystanders on the 9th floor, as the team exited the elevator on bikes, said it all.**

bicycle carries a variety of equipment including a Heartstream AED with manual override, a small oxygen cylinder, emergency medications, IV solutions, and intubation equipment. All of our bikes are set up identically for paramedic use and all of our maintenance has been done "in house" for the past ten years.

The first fleet of new bicycles was put in service for coverage of the week-long World Youth Day event in August of 1993. This event, which drew 3/4 of a million people to Downtown Denver, culminated with Pope John Paul II saying Mass for 350,000 pilgrims at Cherry Creek State Park in nearby Arapahoe County. The bikes performed flawlessly when the mass site became a mass-casualty incident. The bike team responded across the county line to Cherry Creek Reservoir, where the conventional EMS responders were overwhelmed. Ten team members rode over the rough prairie for 24 hours without incident. Because of the A.T.M.U., the Denver Paramedic Division accounted for well over 50% of the thousands of patient contacts made that weekend. World Youth Day was a fantastic learning experience, and has helped us to refine the role of the A.T.M.U. as the team evolved. We are constantly studying potential uses for the team in daily operations, as well as complex event coverage.

The A.T.M.U. members generally work in pairs at events. However, if call volume increases, teams may split up. The bikes are most effective staying on the perimeter of large crowds. The strategy is to cover the largest distance of a response on the perimeter of a crowd, then access the patient through the crowd as you get closer. The bikes can be called in to back up a busy first aid room or be dispatched to cover a busy area. From almost any location, the bicycles still provide a quick response to most areas of any event.

Should a patient require transport, an ambulance can be dispatched to the team. Golf carts are often used to take patients to a triage area or to a waiting ambulance. In a typical year we cover about one hundred events with our bike team.

Members are physically tested once a year as a requirement to maintain their member status. Over the past fourteen years



this test consisted of an off-road time trial on a course just under one mile in length and with an elevation gain of 950 feet. We had a thirty minute time limit for completion and walking was not permissible. Members would attempt this on their personal bikes. This year we moved our time trial course to a flat paved area with the distance being three miles in length and finishing with a carry of the loaded bike up a flight of stairs. A completion time of twelve minutes and sixteen seconds was imposed. This time trial is attempted on fully loaded bike team bikes. This new course has proven to be a better test of what physical abilities would actually be required to perform the job.

All new members who successfully complete the time trial have been required to complete an agility course. This course was designed to work on slow, tight maneuvering drills. This typically took three hours to

*(Continued on page 8)*

# Lessons Learned: Thanks, Ski & Bike Shop!

by Jeff Burgess, *IPMBA member*  
*Grand Forks (ND) Police Department*

At first I started to write a lengthy article on lessons learned as a coordinator for a part time (“mild” winters limit riding) bike program. My initial thoughts included information on equipment, selecting officers, motivating them to ride, dealing with the administration, training, uniforms and other issues. I wanted to pass on what I had learned over the last eight years to others in charge of bike programs, but I soon realized that I just wanted to share one experience.

I recently stepped down from bike patrol. I started the

**Even though I've hung up my police bike for the last time, I still count on the bike shop for service for my personal bike**

program from scratch (two bikes and \$5,000) in 1998 and built it to 16 officers and nine bikes. I had a lot of fun and

experiences over the past few years with the program. I still have a hard time believing that I got paid by the department to ride a bike and would often say that when I hung up my bike at the end of a shift.

Out of all my experiences, the most essential information that I can pass on is the importance of developing a relationship with your local bike shop. The Ski and Bike Shop were supporters of our bike program from the start and have proved invaluable over the years. They provided bike maintenance, bikes (at just above cost), expert advice, employees for training scenarios, equipment, great service, bike repair instruction for bike officers, donations for bike officer trading cards and just about anything we asked of them. I've heard that a small business can make a niche in the market based on their quality of service. If so, the guys at the shop have earned their doctorate degree in business.

I was fortunate to attend an IPMBA Conference in 2003 and spoke with some other part-time program coordinators. It was interesting



Jeff Burgess with members of the Ski & Bike Shop.

to learn that we had similar issues to deal with and that there are a lot of part-time bike programs across the country. For me, the assistance given by the bike shop helped tremendously with the start up and success of the program. Over the years, we recognized the shop employees with department recognition awards, and I also gave them t-shirts, sodas and hockey tickets purchased out of my pocket. We started a “Bikes and Burgers” day for shop employees. Bike officers would select a summer day and grill lunch for the employees as

our way of saying “thanks” for all of their hard work and support. Even though I've hung up my police bike for the last time, I still count on the bike shop for service for my personal bike and I often stop in to just talk to Pat, Monty, Terry, Dave and others whom I've come to appreciate. Thanks, Ski and Bike Shop. Lesson learned.

*Jeff Burgess is a former bike officer and coordinator of the Grand Forks Police Department Bike Unit. His advice is valuable – a good bike shop can be a bike unit's best friend!*

## All Terrain Medical Unit

*(Continued from page 7)*

complete. Last year we received administrative approval to begin training to IPMBA standards and certifications. We were lucky to have Kirby Beck fly in and put on an EMS Cyclist Course for us in December 2006. We had eight longstanding members of our bike team attend. This course taught each of us new skills and provided very useful didactic information. All attendees

benefited from this and the course increased our team camaraderie. Our goal is to have all thirty of our members become IPMBA EMS Cyclist certified. The best way for us to reach this goal will be to have two “in house” IPMBA certified EMS Cyclist instructors. With two instructors we will be adequately staffed to make sure all of our members are IPMBA EMS Cyclist certified as well as teaching EMS bike team members from outside agencies. This higher level of

training will prove valuable as the Democratic National Convention will be in Denver in 2008, and we anticipate many opportunities to deploy the A.T.M.U. during the events surrounding the Convention. To this end, Marc Scherschel and I were certified as IPMBA Instructors at the conference in Baton Rouge.

The A.T.M.U. generates quality public relations for the Denver Health Paramedic Division. This high-profile team has attracted a lot of positive media coverage, and

public accolades. From the perspective of the paramedics, the diversity in work assignments that the bike team creates for employees promotes increased job satisfaction and morale.

*Kyle is a captain with the Denver Paramedic Division of the Denver Health Medical Center. He was certified as an IPMBA EMS Cyclist in 2006 and an IPMBA EMS Cyclist Instructor in April 2007. He can be reached at kyle.roodberg@dhha.org.*



# Bike School Goes to the Carnival

A Fun Time had by All...Except the Criminals

by Paul Conner, PCI #627  
Anne Arundel County (MD) Police  
Department

**O**n a cold December morning, my partner Matt Sledgeski (PCI #634) and I were gearing up for our morning ride when my mind began wandering to warmer months, the sun, the beach, wearing shorts, stopping by the sno-cone stand near the B&A trail, and the carnival, the CARNIVAL!

I had forgotten how bad the annual Glen Burnie Carnival was last summer: the gang activity, the .357 magnum taken off a mental subject, the 27 narcotics and weapons arrests, the fights in which we were outnumbered, the three shots fired on the last night and the mass chaos that followed. I had forgotten, but now we needed to think about this year's carnival; it wasn't safe, and we needed to do something about it.

The Glen Burnie Carnival is located between Baltimore and Annapolis, MD. It attracts numerous families but also attracts rival neighborhood teens whose mission is to cause trouble, along with every other criminal in a 25-mile radius. For years, Matt and I have suggested that the organizer put up a fence and charge an admission fee. We explained that an entry gate, with an officer standing close by, would help prevent the likelihood of weapons being carried into the carnival and would also prevent people leaving freely to retrieve a weapon once trouble has occurred. We also explained that if attendees had to pay a fee to enter, they would be more likely to control their behavior so they wouldn't be

removed from the grounds. With the current set-up, the disorderly subject is removed by the foot patrol officers on the inside, and then just goes around to the other side of the carnival and reenters freely.

As the cold morning air hit us like a truck, I looked at Matt, "How 'bout the fence again?" "Forget it, they won't do it," Matt said, referring to the Improvement Association, which organizes the carnival and has been against the fence since we suggested it.

It hit me at the trailhead. "Bike School," I shouted.

Matt looked at me, "It just might work," he said.

For the next two weeks, we brainstormed all the different options in combining an IPMBA Police Cyclist course with the carnival. Our goal was to have the class patrol the perimeter of the carnival on the night ride, which would accomplish two objectives. First, it would be a great show of force, hopefully setting the tone for the remaining seven nights of the carnival. Secondly, it would give the students some of the best patrol riding they'll ever experience.

I asked myself, "why just one night?" IPMBA has never told us that we couldn't do a double night ride. It was perfect – we would have 15+ police cyclists on the ground on Friday and Saturday nights and set the tone for the rest of the week.

We got the ball rolling quickly to address any liability/manpower issues the department might have, to avoid last-minute changes, and to allow officers plenty of notice for their vacation scheduling.

The department was aware of the high criminal activity, and wanted to keep the class size to 12, a 6-to-1 student/instructor ratio that would help ensure that we could keep the students within eyesight in case things went bad. Also, the administration wanted only officers from our department to ensure each officer had arrest powers and a radio. After that was worked out, we sent out the notice department-wide. The schedule would be 0900-1700 for the first two days, followed by two nights, 1700-0100 hours.

The class filled quickly, and before we knew it, the first day had arrived. Matt and I, always nervous before a class starts, got our materials and walked over to the classroom where the students were waiting.

The first two days flew by, with the students already

works the perimeter and surrounding neighborhoods, combating the drug dealing, drug use, alcohol violations, and fighting that occurs as people park and walk to the carnival. Generally our unit doesn't ride into the carnival grounds, except when the officers inside need help and to clear the grounds when the carnival closes.

Friday came, and all the students reported early so we could go over tactics with the bike, and the class was given scenarios while Matt and I, taking turns as the bad guy, made them chase us down without giving up the mechanical advantage. Then we gave them the review for the test and excused them for dinner. The carnival had just started, but we knew from experience that we weren't needed until dark, when the



## We discussed our best approach to keep the element of surprise ...and had all three in handcuffs before they ever knew we were the police.

passing the skill courses, and completing all the classroom work. At the end of the second day, we told the students what was to follow. They were to report the next night in full bike patrol uniform, and be ready for chaos. Matt and I shared past carnival stories, and informed them of our responsibilities while on patrol. They were pumped up when they left for the day.

The department staffs foot patrol officers inside the grounds, while the bike patrol

families went home, and the thugs, wanna-be thugs, punks, and gangs came out to start trouble.

We reconvened at sunset and geared up. Matt and I have always split the class on past night rides for a few reasons. It doesn't make sense to have that many police in one area when you could be a lot more productive if you split the class to cover more ground. And yeah, Matt and I also have a

(Continued on page 10)

## Man Drops From Veterans Bridge, Lifted Up In Basket

*Chattanooga Times Free Press*  
Posted January 23, 2007

A man dropped some 40-50 feet off the Veterans Bridge late Tuesday afternoon and was rescued by being lifted up in a basket.

Chattanooga firefighters were called to Veteran's Bridge around 5:30 p.m. to rescue the reported "high fall victim."

Officers with the Chattanooga Police Department's Bike Patrol were the first on the scene. Officer Jason Wagon and his partners searched underneath the east side of the bridge and eventually found

a 32-year-old man lying on the ground.

Officer Wagon said the victim was conscious, but moaning in pain and asking for someone to call 9-1-1. Chattanooga firefighters and an ambulance with Hamilton County EMS arrived on the scene, but the steep terrain prevented the paramedics from moving the victim.

After conferring with the paramedics, Battalion Chief Mack Moore determined that the best way to get the victim to an ambulance would be to lift him up to the bridge. Members of the fire

department's Urban Search and Rescue (USAR) team responded to the scene and immediately began setting up the rescue ropes, pulleys and stoke's basket.

Within 50 minutes, the firefighters lifted the victim up to a waiting ambulance on Veteran's Bridge.

"We've been training for this kind of technical rescue situation for months," said Chief Moore. "This situation put those skills to the test, and those firefighters passed with flying colors."

The victim's condition is currently being assessed in the emergency room at Erlanger Medical Center.

The extent of his injuries was not immediately known.

His name is being withheld pending efforts to notify any relatives.

The victim "appears" to have fallen 40 to 50 feet from the bridge. The victim told Officer Wagon that he was looking over the bridge's railing and "fell over." The circumstances surrounding his fall are still being investigated by Chattanooga Police.

*Jason Wagon is an IPMBA member and instructor. He can be reached at ytsejam2@comcast.net.*

## Carnival

*(Continued from page 9)*

little competition between the groups to see who makes more arrests (my group has never lost). It makes it fun for the class, and seems to add to the excitement. This year we decided to split the groups again, but if things got bad we would rejoin. For the first time, we requested our own monitored radio channel, so that we could freely talk from one group to another without district cars tying up the radio. My group set off for the "fishing hole" to get the night started off right. The "fishing hole" is a dark parking lot about a block away from the carnival. With no working street lights, it is a favorite spot for the pot smokers and drinkers to get high in their cars before going to the carnival. I brought my group in from the side of the parking lot where we could stop and observe the lot without being noticed. Sure enough, a Yukon was parked on the lot, with the music blaring, and the three occupants were passing a lit object back and forth to one another. We discussed our best approach to keep the element of surprise, and to prevent the driver from pulling off. We

approached, noted the distinct smell of burning marijuana, opened the doors of the Yukon, and had all three in handcuffs before they ever knew we were the police.

Just as the last suspect was picked up by patrol, Matt's group had just broken up a large fight involving four men, two of whom were in custody, and the rest of his group were in pursuit after the other two. Matt's location was about eight blocks away, and the shortest route was straight through the carnival. It was wall-to-wall people, but it was still quicker than going around. I just hoped everybody remembered their slow speed training! I didn't want a little kid struck, but between their skills and the NiteRider sirens, we got through fairly quickly and without incident.

When we arrived at Matt's location, he stood there smiling, showing me that all four of his suspects were in custody, and said, "Guess we're one up."

It was non-stop action all night, until finally at midnight

when the dust cleared and the crowds were gone. Together, we had 15 arrests waiting at the station to be processed (my group had eight, still

undefeated). Then Matt and I looked at one another, and thought, "We'll be here until five in the morning submitting evidence and writing out all those statements of charges!"

Knowing we were stressed, the entire class stepped up and went to the station with us, and we were all home by 2am.

Saturday night came, and as we sat in the classroom, you could see it in everyone's eyes, they loved what happened last night, they got it, they were hooked on bike patrol. We spent the first hour just talking and telling stories about the previous night's events.

Matt and I then handed out the tests, and once completed the students were excused for dinner. Matt and I ate our dinner while grading the tests. Everyone passed with flying colors!

When the students returned, we geared up and headed out. Our first action came from the inside of the carnival, with

officers calling for back-up for a gang that refused to leave and appeared to be ready to fight the police. As we went in one after another, you could see it in their eyes, from "F\*\*\* the police", to "let's get outta here". It was awesome. Our gang was bigger, and they knew it. After they left we got a standing ovation from the crowd of about 200 people.

It was another busy night, producing 12 arrests (my group blew his group away, 8-4), no injuries, and everybody went home. In two nights our bike school produced a total of 27 arrests, 22 of which were for narcotics, and prevented mass chaos just by their mere presence. After that kind of training, our students can handle anything that comes their way. Even though Matt and I were exhausted, looking back on it, it was worth every minute. Now if we could only find a way to keep the students next year for all eight nights of the carnival!

*Paul has been a police officer for 16 years; 12 with Anne Arundel County and four with Baltimore City. He has been on bike patrol since 1998 and became an IPMBA Instructor in 2002. He can be reached at paulconner@mris.com.*

**After they left we got a standing ovation from the crowd of about 200 people.**

# On the Road with Off-Duty LEOs

by Jim Pierce, PCI #885  
Miami Dade School Police (FL)

I started my group trips with the intention of taking a bus or two with 30 occupants each. I named the group LEO Ride 1 More. I thought I would fill the bus with police officers, firefighters and other professionals, including teachers and school administrators who are into outdoor sports such as mountain biking and whitewater rafting.

But, alas, cops and firefighters work varying shifts, so usually I end up with about 7 - 10 police officers and 2 to 4 firefighters. This trip attracted four firefighters and ten police officers. Fortunately, here in Miami we easily find other sport enthusiasts of a variety of occupations who are more than willing to fill the buses that I hire, and my waiting list is growing. I try to keep the price reasonable: \$350 per person includes two seats per person on the bus, two nights at the hotel, double occupancy, and the whitewater rafting. This year we went to Asheville, NC, riding in the Pisgah National Forest, and twice to the Cherokee area to ride the Tsali trails and the Nantahala River. We went to the Ocoee area – excellent trails, one known as the Chil How Wee and the other Tanasi (pronounced Tay Naw See), which is the origin of the Cherokee name for Tennessee. The area is beautiful, as is the Nantahala, which means “river of noon day sun.”

These rivers cut gorges through the Appalachians and both are dam controlled rivers. The Ocoee is 4/5's, meaning pretty darn good rapids, while the Nanty is more family-friendly and can be done without guides. I personally can go down

the Nanty on my own in a kayak, but I can't say that of the Ocoee! We all went with guides from the oldest rafting company on the river. I was skeptical at first, but these guys are the best. They took us practically back up over the rapids with just phenomenal handling.

Oh yeah, we are a bike organization! The trails there were as good as one could ask for. I found a local bike shop in Cleveland, TN, and inquired if anyone would be willing to take 30 plus people and guide us on some awesome trails. I easily found a young man — quite the gentleman (still a shock to some of us in Miami!), who said, “Let's see...a day off from work, biking trails...sounds like a plan!” I assured him we would be willing to tip, and although he didn't really seem interested in money, we did make it worth his while. He thought going up mountains where some of us were in awe was like a walk in the park, but he was patient and marked trails at trailheads for us while taking our faster riders along for a great ride at breakneck speeds.

I usually stay with the slower, newer ones (I am an IPMBA instructor, after all) but the downhill on this one had to be 5 or 6 miles, weaving its way down hill through these great views... I guess! I didn't take my eyes off the forward trails. I thought my hands were going to stay frozen permanently in braking position; all I could think was “I have a family to support!” Some of my group members were immigrants to the US from the country of Colombia. When it comes to bicycling they tell me that mountains are the standard. It is nothing for them to go

up things that make me go ... gulp. The next day, the Tanasi trails were just as incredible. They have one known as Thunderrock Express. Wow ... what a hair-raising downhill ride. No one could stop talking about that one!

On the third day, we started at the top of an area known as Ducktown, very close to the NC border. I did not ride this on my scouting trip, so it was totally new to me. I can't remember its name, but it worked its way around the top and down to the lake area that feeds the river and then back up and then down the other side back down to the Ocoee Whitewater Center where our bus waited to take us home. Talk about a ride and a half! Some hold your breath and hair-raising drops but WOW. No one hesitated in coming up with money for Zack, our great guide from Scott's Bikes in Cleveland. Zack attends the local university and works as a bike mechanic. He made our weekend!



Jim Pierce gets ready to ride the Tanasi trails.

*Jim leads bike and adventure tours and participates in a variety of fundraising rides, including the Police Officers Assistance Trust's Tour de Force, which raises funds for the families of slain or deceased police officers, and the MS-150. He can be reached at piercearrow50@aol.com.*

## West Mercia Constabulary Trains its 50<sup>th</sup> IPMBA Student

Submitted by Tim Larrad, PCI #923  
West Mercia Constabulary (UK)

West Mercia Constabulary are forging forward with their commitment to introduce qualified IPMBA Police Cyclists to the streets of the 'Three Counties', that the force area covers.

Covering a large geographical area, with such a diverse cross section of rural and city communities is not an easy task. However, trained West Mercia

Constabulary IPMBA Police Cyclists are rising to the challenge with enthusiasm. Since July 2006, IPMBA instructor Tim Larrad has been busy training fellow officers. The roll-out programme has meant that the 50<sup>th</sup> officer completed their training recently and joined fellow IPMBA Police Cyclists out on the streets.

It can be seen by the comments made by trained officers that the IPMBA Police Cycle training is proving its worth.

Officers made the following comments.

“Just thought I would send you a quick email to firstly say thank you very much for the training course you delivered a

*(Continued on page 12)*

# IPMBA Remembers Tom Devlin



**Tom Devlin**  
**Boston College Police Department, Massachusetts**  
*End of Watch: Friday, April 6, 2007*



**BIOGRAPHICAL INFORMATION**  
**Age: 51 Tour of Duty: 21 years Badge Number: 127**

**INCIDENT DETAILS**  
**Cause of Death: Exposure to toxins Date of Incident: Tuesday, September 20, 1988**  
**Weapon Used: Not available Suspect Info: At large**

The Boston College Police Department lost a beloved and valued member of its Mountain Bike unit on Friday, April 6, 2007. Officer Tom Devlin, a 21-year veteran of the Department, passed away after a long battle with injuries he sustained in an on-duty incident. Tom responded to a fire alarm at B.C.'s Edmonds Hall dormitory in September 1988. While helping to evacuate students, he suffered severe lung damage from what was later determined to be a military grade tear gas canister. His lungs suffered further damage in May 1999 when he responded to a fire in another residence hall and was exposed to the smoke while evacuating residents. He was hospitalized again after that incident and was forced to medically retire in 2004. Tom was one of the original founding members of B.C.'s bike unit as well as an E.M.T. He also took great pride in maintaining the department's fleet of mountain bikes. A former IPMBA member, Tom attended the 2000 IPMBA Conference in Tucson, AZ. He is survived by his loving wife Patricia and daughter Christine. Submitted by Sgt. Joe Desmond, IPMBA Member, Boston College Police Department.

## 50<sup>th</sup> IPMBA Student

*(Continued from page 11)*  
 couple of weeks back. As you know, I was not the most experienced cyclist, but the course helped improve my confidence and introduced to me some really useful skills. Secondly, to let you know how I have been

especially the younger ones, who ask me dozens of questions about the bike. It is also really useful in helping combat antisocial behaviour, as I have been able to get down alley/pathways, more than I would on foot patrol. It's been nice to cover a wider area and be able to show more of a presence in the area I work. Once again, many thanks for the training course, I would definitely recommend it to anyone else."

*"Hi Tim! You wanted to know about any success stories with the bike. Well, within one hour of leaving the station, I had been asked*

*to attend my local hotspot due to youths riding a scooter with no helmets. I arrived on the scene and was able to stop these youths using the techniques you showed us. They had no idea there were bike officers on patrol and I*

*was able to position myself in a way that stopped them making off. This resulted in four people being dealt with, and the bike turned out to be stolen three days earlier. This would not have been possible without your excellent training and understanding on the course. Later that evening there was an incident where two teenagers ran from a colleague and I was able to follow them until they were too exhausted to continue. The bike made it so easy to assist in a successful pursuit. Once again, thanks."*

"Hi Tim. I would just like to thank you for your help and encouragement on the cycle training course I have just attended. I have taken the knowledge gained and put it in to practice daily since returning to Division. I have received a good and positive reaction from members of the public. On my first day back on Division both myself and PC Coyd, both of us on bikes, using local knowledge and the versatility of the cycles managed to detain a suspect in Ross Town."

***"On Saturday, I actually managed to stop four motor cycles even with a headstart.***

***I caught them all at numerous traffic lights around the town. On foot this would have been impossible. Not forgetting having words with motorists, as I passed the queues of traffic. You ought to have seen the surprise on their faces when I knocked on the driver's window! The mileage clocked up in only two days is 40 miles; I'm looking to break the 100 miles in a week!"***

IPMBA congratulates Tim on training his 50<sup>th</sup> student and looks forward to the next 50. We appreciate his commitment to IPMBA and to police cyclist training. IPMBA also thanks Cycle Force UK for their continued support. Through their successful program, all West Mercia bike personnel have been enrolled as IPMBA members.

*Tim was certified as an IPMBA Police Cyclist in 2005 and as an IPMBA Instructor in 2006. He is an avid cyclist and road racing enthusiast. He can be reached at [timlarrad@hotmail.com](mailto:timlarrad@hotmail.com).*



PCs Sam Hall and Kristen Hall upon completing the IPMBA PC Course

getting on; I have really enjoyed being out and about on my bike and I have had many positive comments from members of the local community. It is a good conversation starter with members of the public,

# IPMBA Member Stats ...

IPMBA MEMBERS

Throughout 2006, IPMBA instructors conducted more than 300 classes to ensure that approximately 2700 public safety cyclists received the best, most complete training. 74% were Police Cyclist Courses, 13% were EMS Cyclist Courses, 10% were Security Cyclist Courses, and 3% were combined classes. Of the 2600 students who were eligible for certification, about 23% became certified members. This number is consistent with the past several years. Fourteen percent of the membership & certification applications were submitted by the instructors as part of their course records.

*Here are some interesting statistics derived from the 2006 course records.*

**Most classes taught:** 11 (John Washington); 10 (Tim Larrad); 8 (Jamie Cheatem)

**Most students taught:** 87 (John Washington); 81 (Don Erb); 77 (Tony Valdes)

**Most students who applied IPMBA membership & certification:** 32 (Jamie Cheatem); 30 (David Sitz); 25 (Rick Troy)

**IPMBA membership & certification applied for by 100% of students:**

Jamie Cheatem, Jason Clark, Ramon Colon, John Deering, Joe Dzedzic, Trevor Fowler, Patrick Gipson, Charles James, Michael Land, Dennis Ley, Jess Leyba, Michael Mefford, Jeffrey Natysyn, Roger Nelms, John Nichols, Scott Perrin, Jon Pesesko, Todd Prevost, Chris Rivers, Bryan Roman, Jeff Sennett, David Smith, Eric Struss, Jeff Taylor, Kathleen Vonk, Chris Whaley, Clarence White, Alison Wilson, Chris Wurtsmith

**IPMBA membership & certification applied for by 50-99% of students:**

Kirby Beck, Richard Bourne, Ron Burkitt, William Cook, Chad Cunningham, Robert DeLaurentiis, Dwight Edwards, Jeremy Ehrlich, Jesus Garcia, Tommy Hamelink, Robert Hatcher, Chris Higbee, David Johnson, Paxton Lively, Craig Malley, Craig Medley, Darren Nugent, Bobby Odom, Paul Perdue, Ray Ranne, Jason Ray, Robert Seidenkranz, Rob Shorrocks, David Sitz, Rick Troy, Eric Vann, Erik Yamada

**Other 2006 Membership Facts**

At the end of 2006, IPMBA had members in every state except Hawaii, Montana, and Vermont. The top five membership states were: Pennsylvania, Ohio, Texas, Florida, and Maryland. Approximately 6.5% of IPMBA members lived outside of the United States. Countries represented, listed in order of number of members, were: the United Kingdom, Canada, the Netherlands, Australia, Ireland, Barbados, Belgium, Israel, Puerto Rico, Switzerland, and Zimbabwe.

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# Easy-To-Use Resource to Return Stolen Bikes

INDUSTRY

Unique ID labels and recovery service help stolen bikes get back home

SAN LEANDRO, CA – January, 2007

**B**icycles are a convenient and fun way to get around for students, whether cross town to visit a friend or across campus to the next class.

Unfortunately, high school and college students are frequent victims of bicycle theft. When police recover bikes, usually they have no way of returning them to the owners because the ownership information is not on file and the recovered bicycles cannot be identified. Fortunately, the National Bike Registry (NBR®), now powered by BoomerangIt®, can help police identify bikes and return them to the rightful owners – across town, or across the country. For two young riders of Lafayette, CA, NBR meant having their missing bikes back and putting biking with friends back on the schedule.

In a recent success story, a sound collaboration between law enforcement, a bike retailer and the National Bike Registry, a nice BMX Powerline Grommet bike found its way home. The bike was recovered last month by the Lafayette police officer while patrolling a residential neighborhood. The bike had the NBR ID label that prompted the officer to call NBR and check on it. While labeled, the bike was not registered but NBR turned for help to the bike dealer who had sold the bike to the owner. With the help of Steve Eng from Hank & Frank Bicycles in Lafayette, NBR was able to identify the bike's owner as Tyler Young, also from Lafayette. Tyler's mom was very happy and couldn't believe it when NBR called

her with the good news. She made sure to have Tyler complete his bike registration with NBR this time.

'We were absolutely amazed that the bike was returned. We had given up hope. Tyler rode the bike to a friend's house

**We were absolutely amazed that the bike was returned. We had given up hope.**

one day in the summer, left it unattended, and it disappeared. Thank you so much! A quick stop at the bike shop to fix a loose chain and get new grips returned the bike to its previous condition.' The NBR team just adds 'Hooray!' and special thanks to Hank & Frank for taking the matter to heart and helping along.

In another story, Britt Erickson, a college student at UC Davis, rode her bike to the local convenience store just before Christmas. She was going to be grab something fast, just get in and out of the store, so she didn't think of locking her Specialized Rockhopper. Unfortunately, when she came back a couple of minutes later her bike was gone. Luckily for Britt, David Takemoto-Weerts, the bike coordinator with the transportation and parking service at UC Davis, noticed

the NBR ID label when he was going through the latest batch of bikes they had recovered. The NBR label was the only key to identify and return the bike to Britt.

"I didn't want to tell my parents that my bike got lost because it is worth \$300. You need a bike to get from class to class and I have been using my roommate's bike to get around on campus. It is unfortunate that people steal bikes. I feel blessed and lucky that my bike is coming back to me."

"People just don't expect to see their stolen bikes again and often underestimate the value of prevention," said Eddie Orton, president of BoomerangIt and the National Bike Registry. "By taking a couple of minutes to label and register their bike with NBR, Britt and Tyler have taken a key step to protecting their bikes and facilitating the return when the stolen bikes were recovered. This is where our service can be a great resource to police departments and bike owners across the nation."

The unique BoomerangIt NBR bike registration service is available online at [www.boomerangit.com](http://www.boomerangit.com) and [www.nationalbikeregistry.com](http://www.nationalbikeregistry.com),

as well as from participating police departments and bike retail stores nationwide. With the low-cost service, a bicycle owner obtains an ID label, applies it to the bike and then records the serial number and description of the bike in the company's secure database by phone, by mail, or online. BoomerangIt offers lost and found protection for portable electronics, sports gear, keys, luggage, and virtually everything else, just like NBR identifies and returns bicycles.

The finder of a bicycle, either the police or a Good Samaritan, can call 800-848-BIKE or access the NBR website to trigger a notification to the owner. Police departments also receive free 24/7 password-protected access to the NBR registry to cross-reference recovered bikes and are listed on the NBR website.

BoomerangIt and NBR are the official bicycle registration and recovery service of the National Crime Prevention Council and McGruff® the Crime Dog. For more information on how to join and become an Official Bike Registration Station, call 800-848-BIKE, ext. 105.

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# Brooks Saddles: Breaking the Pain Barrier

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

Probably one of the most important choices you will make when outfitting your bike is selecting a saddle. Get it right and you won't even notice it's there. Get it wrong, however, and...I don't need to explain how painful *that* mistake can be!



About six months ago, the standard fit saddle on my Smith and Wesson Custom gave up the ghost. I replaced it with a Bontrager MTB saddle from my local bike shop. Right from the start, this saddle was less than comfortable, and I think it has been partially responsible for some uncomfortable chafing in some unmentionable places.

I regularly visit an internet cycling forum and have gotten to know a number of the other members. Quite a few of these riders have leather saddles from Brooks of England, a company that has been manufacturing saddles and other accessories since 1866. I have read many

accounts and testimonials from riders who have been using these saddles for years, completing rides of up to 600 kilometres. Some still use the same saddles they bought more than 20 years ago. The vast majority of Brooks users swear by their saddles. The secret is that, as you use the saddle, the leather gets 'broken in' and, for want of a better term, 'made to measure', that is, shaped to suit the owner. Another benefit of the leather saddle is that it breathes. Because there is no plastic 'bed' or body to the saddle, it can be much cooler, reducing discomfort in the seat and crotch area.

I liked the sound of this, so I contacted Brooks, explaining who I was, what I did and asking if I could trial one of their saddles as a patrol saddle. Andrea Meneghelli responded and offered to help. As a result of this offer, on my arrival at work on Christmas Eve 2006, I found a package waiting for me. Inside were two 'Team Pro' saddles in black leather with copper rivets and copper plated rails. Quite appropriate, I thought! Also included in the parcel were maintenance kits, which comprised of a tensioning spanner, a cloth and a tin of 'Proofide', a polish type substance. To obtain the best results from a Brooks, you have to treat it right. Look after it and it will look after you. The instructions say that the saddle should have an application of Proofide rubbed in with the cloth and then, after it has dried, be buffed up with the cloth. This I duly did and then fitted the saddle

to my steed. My crewmate Mark Jenkins was given the honour of preparing and fitting the other saddle.

A Brooks saddle is a thing of beauty. The skill of the craftsmen that produce these saddles is obvious. However, as I stated earlier, a Brooks is a saddle to be developed. Some riders are lucky and find that the saddle feels absolutely perfect right from the moment they park their tails on board. Others have to work at it for a while. My saddle felt firm but not uncomfortable. My first duty saw me ride 16 miles throughout the day. The chafing and discomfort I felt with the previous saddle was gone. This is still early in my saddle's life, however, and I hope that the comfort level will continue to improve as the saddle breaks in. I will submit updates on my progress as the year develops. With both Mark and I riding on identical saddles, I hope to be able to report on his impression of the saddle also as a balance.

A Brooks may not be the saddle to suit all public safety cyclists. If you share a bike, for instance, another saddle may be a better choice but, if you have sole use of a bike, it could be the one for you.

Brooks's website can be found at [www.brookssaddles.com](http://www.brookssaddles.com).

*Matt Langridge is an IPMBA Instructor and a member of the Thames Valley Police cycle patrol steering committee. He is a keen road cyclist and is committed to increasing the Police use of cycle patrols in the UK. He can be reached at [matt.langridge@thamesvalley.pnn.police.uk](mailto:matt.langridge@thamesvalley.pnn.police.uk) or [matt.langridge@sky.com](mailto:matt.langridge@sky.com).*

## Segway: Next "Best" Thing? or Expensive Fad?

by Capt. John Brandt, former PCI #204/EMSCI #055  
University of Maryland College Park (MD) PD

Is your department looking a new technology? They ought to be. We owe it to our communities to evaluate new technology and if it helps us to do a better job, we should, if possible and practical, adopt it. Once uncommon, bike cops and bike medics are everywhere; accepted and vitally useful. Are Segways in your future? Don't make your decision yet; take a look at both their benefits and their limitations. Depending on your needs, they may or may not be rolling your way.

Before I start quoting facts and spouting my opinions, let me tell you where I'm coming from. I became a bike cop in 1991. I'm PCI #204 and EMSCI #055 and I'm a 51-year-old, 28-year veteran police officer at a major

university. We've had Segways in our possession since April of 2006 and I've been assigned to run that program. I maintain a fleet of 22 bikes and 7 Segways. With that said, let's take a look at the advantages and disadvantages of the Segways.

### Segway Facts

- Not all Segways are the same; there are different models.
- The "Police" model is the "i2 Police," here's a web link: [www.segway.com/personaltransporter/model\\_i2\\_Police.html](http://www.segway.com/personaltransporter/model_i2_Police.html). If you want to get the "off road" version, you'd want the "x2 Police": [www.segway.com/personal-transporter/model\\_x2\\_Police.html](http://www.segway.com/personal-transporter/model_x2_Police.html).



- The i2 goes roughly 24 miles on a charge, depending on load and terrain. They charge from a standard 110 plug using the supplied cord (which is identical to the cord supplied with your computer).

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# Rainlegs: 'Singing in the rain...legs'

INDUSTRY

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

One factor that discourages many people from more frequent cycling is getting wet when it rains. Waterproof clothing is available from basic 'rain capes' through to technologically up-to-date breathable fabrics. These tend to cater very well for the upper body but, to date, I have yet to find waterproof trousers that are comfortable and don't make me as wet from perspiration as I would be from the rain.

At the 2005 London Cycle Show, I discovered a company called "Rainlegs". The product they were marketing was similar in concept to the leather chaps worn by cattle ranchers on horseback. They comprise waterproof material that covers the front and side of the thighs and knees, secured at the waist with a belt, under the crotch with quick release buckles, and below the knee with Velcro straps. The whole garment can be rolled up and fastened with press studs and worn like a belt for quick deployment if caught in a downpour, or to get out of the way when it has stopped raining. They even come with reflective patches.

I spoke to their representative Kees Nilelen about Public Safety Cycling applications and he gave me a set to trial.

Winter 2005/2006 in the UK was very dry, so I did not get much opportunity to put them through their paces. This past

winter was a different story, however, and I have worn my Rainlegs a number of times. Most tests have been done during my commute to and from work, which I undertake on a drop-handlebar road bike. I have also worn them several times whilst patrolling on my mountain bike.

I love them! Unlike waterproof trousers, the backs of your legs are not encased in the garment, a factor which allows them to breathe, reducing perspiration. On one of my routes to work, an area of the road floods regularly, kerb to kerb, during moderate to heavy rainfall. On two or three occasions when negotiating this flood, vehicles travelling in the opposite direction have created a 'bow wave' that has soaked me from head to toe. Water has seeped in through the neck of my jacket and through the 'pit zips' under my arms, allowing my upper body to get wet. My legs, however, have remained dry where covered by the Rainlegs. The other benefit of keeping the front of the thighs dry when cycling in winter is that they keep warmer, reducing the risk of muscle strain injury.

Due to their design, Rainlegs do not keep the whole leg dry. The front of the shin is exposed but, as the trousers or leggings I wear when cycling tend to be of the fast drying variety, this does not create a problem. The front of the thigh also becomes slightly damp with perspiration during strenuous cycling, but I have found that perspiration dries a lot quicker than

rain so again, this has not presented a problem.

My set of Rainlegs is light grey in colour but black Rainlegs are available as a custom order from the company. Owner Ronald Warmerdam has indicated that a minimum order of 2500 is required to get black items made up, perhaps a consideration for a supplier or large department to explore.

Retailing at around £25 in the UK, they are a clever design that I would recommend you try if you are regularly cycling in the rain.

Their product can be viewed at [www.rainlegs.co.uk](http://www.rainlegs.co.uk).



*Matt Langridge from Thames Valley police UK is a full time Cycle Patrol Officer and a Police Cyclist Instructor. He writes the 'News from the UK' for IPMBA News. He can be reached at [matt.langridge@thamesvalley.pnn.police.uk](mailto:matt.langridge@thamesvalley.pnn.police.uk) or [matt.langridge@sky.com](mailto:matt.langridge@sky.com).*

## Segway

(Continued from page 16)

- The x2 model has bigger tires, is heavier, an inch taller, and only gets about 12 miles on a charge.
- The top speed of any Segway is 12 ½ miles per hour, regardless of slope or terrain.
- The tires are tubeless (15 psi).
- Segways can spin in place. When they do, one tire rotates forward, the other backward.
- The newest models have the lean-to-steer feature. The handlebar leans to the side to input steering. The further it leans, the more you turn. If you get one with a fixed-vertical handlebar and a twist-grip for turning, it's an older model.

- Older Segways have three speeds, controlled by which key you use. The new i2 and x2 models only have two speeds, adjusted through the wireless infoKey controller.
- A police Segway runs around \$5,000, depending on how you equip it. I suggest getting bids from several dealers. Here's the link to Segway's accessories: [www.segway.com/products/accessories.html](http://www.segway.com/products/accessories.html).
- A Segway is designed so that it's almost entirely intuitive to ride. They come with an instructional video and there is no expectation that you'll have an "instructor" there to teach you to ride.
- There are weight limitations. Less than 100 lbs. isn't heavy enough for the machine to get proper input; more than 260 lbs. overloads the machine's ability to keep you upright.

## Segway Myths

"Segways require special training to operate."  
**False;** anyone can operate them with a few instructions.

"It takes a lot of practice to ride a Segway well."  
**False;** but some practice will enable you to ride more smoothly and allow you to adjust to terrain changes more intuitively.

"Segways are unsafe; they were recalled."  
**True & False;** Segway did discover a glitch in its software that caused some machines to shut off suddenly and throw their riders. The problem was solved with an upgrade to their software. The fix took less than 10 minutes per machine.

"Segways need smooth surfaces to operate."  
**False;** as long as your tires maintain traction, the Segway will operate. If you keep traction

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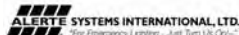
# Corporate Members



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

## Alerte Systems International

Bill Phillips  
800-728-1536  
sales@alertesystems.com  
www.alertesystems.com



## Cycle-Force UK

Charles Beral  
++44(0)1344 862550  
Info@www.cycle-force.co.uk  
www.cycle-force.co.uk



## Cycle Source Group

Peter Carey  
515-232-0277  
peterc@cyclesg.com  
www.swbikes.com



## Mocean

Bill Levitt  
949-646-1701  
moceanbl@aol.com  
www.mocean.net



## Police Bike Store

Michael Espejo  
309-797-9028  
info@policebikestore.com  
www.policebikestore.com

## POLICE BIKE STORE

Bikes • Accessories • Lights  
CCR Registered - PO's Accepted  
Multiple Item Discounts Provided

## R & B Fabrications

David Belton  
419-594-2743/800-553-1911  
info@rbfab.com  
www.rbfab.com



## Trek Bicycle Corporation

Stefan Downing  
800-313-8735 x 4911  
police@trekbike.com  
www.trekbikes.com



## Volcanic Bicycles

Eric Kackley  
360-943-8613  
eric@volcanicbikes.com  
www.volcanicbikes.com



No express or implied endorsements are being made by IPMBA for any product, service, program, or organization.

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in both wheels, they work in snow, gravel, sand, wet grass, etc. Moderation in acceleration and braking are usually all that's necessary.

We've been using our Segways for almost a year. I've reached an opinion that they aren't easily adaptable to day-to-day "enforcement-oriented policing," but despite that, they're tremendously useful. They can't exceed 12 1/2 miles per hour, have load limitations, and can't be ridden up and down stairs (although Tony Hawks could probably prove me wrong on this one). The Segway weighs just over 100 pounds, so it can't easily be hauled up stairs, over walls or fences, or through mud or thick foliage. It's great for foot chases as long as your suspect is slow and stays on reasonably level terrain. Your average fleeing felons are faster than you and they're eventually going to jump over something; a curb, steps, a fence, etc. You don't really have the mechanical advantage that a bike gives you and the speed of the machine is just too limiting. Of course, if you're chasing a perp across an airport runway and have unlimited visibility, you'll be able to keep him in sight and eventually run them into the ground without ever breaking a sweat.

On the other hand, Segways are near ideal for doing what they were designed for: transporting people. We use them for non-enforcement police transportation, increasing mobility, visibility and vision at many of our special events, for use by our tactical medics in non-enforcement situations, and for quick, effortless transportation and shorter response times for our Student Police Aides as they work their security contracts and provide escorts for our community. When you use a Segway, you don't have to start up your car, burn gas, create pollution, take up space in traffic, or find a place to park. They can go inside buildings and fit just about anywhere. When you're riding the i2, you're about 8 inches taller than you are on foot (x2 is 9.5 inches). Visibility is even better than when you are on your bike! You can see over any crowd and over SUV roofs in parking lots. By the same token, you become far more visible to the public. Just as when public safety cycling was "new," you'll have to fend off huge numbers of people who walk up and engage you in conversation when they see you on the Segway.

**They won't replace bikes for cops or medics, but they sure are useful if you stay within their limitations**

I'll finish with this statement: They're absolutely worth the money we spent and they definitely have their niche. They can't replace our bikes, but they do augment our transportation options. We're still finding new ways to use them and they are tremendously good at transporting people and equipment anywhere within a reasonable distance. Inside football stadiums and basketball arenas, and at events like fairs, they're an incredible mobility enhancer and staffing multiplier.

They won't replace bikes for cops or medics, but they sure are useful if you stay within their limitations. You're probably not going to be patrolling the streets with a Segway, but you're sure going to find out that they're useful and the EMS people out there are going to absolutely LOVE them. As long as the medic and their equipment stay within weight limitations, you can pack a lot of equipment and get to your scenes quickly. They aren't designed to tow a gurney, but I'm betting you'll be seeing EMS-specific gear for them, pretty soon!

*John is 28-year veteran of law enforcement and is currently a captain with the University of Maryland Department of Public Safety. He is responsible for maintaining a fleet of 22 bikes and seven Segways. He is a cycling enthusiast both on and off-duty. He can be reached at jbrandt@umpd.umd.edu.*

# Product Purchase Program



Welcome to the IPMBA Product Purchase Program! Since its humble beginnings in 1997 with just four members, the Product Purchase Program has grown to include 80 fine companies, including several from beyond the U.S. borders.

These companies provide a wide variety of goods and services, but they share a commitment to IPMBA members. By taking advantage of these discounts, you can pay for your membership with just a few purchases! These listings have been abbreviated somewhat in order to accommodate more participants, however, the full listings can be found in the Industry & Resources section at [www.ipmba.org](http://www.ipmba.org).

## ABS SPORTS

**Product:** Super Saddle  
**Regular Cost:** \$99  
**Cost to Members:** \$89  
**Contact Name:** Van Zevenbergen  
**Phone:** 609-371-1554/**Fax:** 609-371-1554  
**Website:** [www.abs-sports.com](http://www.abs-sports.com)  
**Email:** [sales@abs-sports.com](mailto:sales@abs-sports.com)



## ALERTE SYSTEMS INT'L

**Product:** "Trail-Blazer" Bike Light Kit  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 10% off 1-10 units; 15% off 11-20 units  
**Contact Name:** Bill Phillips  
**Phone:** 800-728-1536/**Fax:** 800-635-1536  
**Website:** [www.alertesystems.com](http://www.alertesystems.com)  
**Email:** [sales@alertesystems.com](mailto:sales@alertesystems.com)

## ALL WEB MAIL ORDER

**Product:** Electric Police Bike  
**Regular Cost:** \$2500 & \$1900  
**Cost to Members:** \$1999 & \$1600  
**Contact Name:** Robert Grippo  
**Phone:** 877-570-6963/**Fax:** 570-504-8518  
**Website:** [www.allwebscooters.com](http://www.allwebscooters.com)  
**Email:** [gand@epix.net](mailto:gand@epix.net)



## ANDUSA & Co.

**Product:** Montague Paratrooper Folding Bike  
**Regular Cost:** £550 + Delivery  
**Cost to Members:** £475 + Delivery  
**Contact Name:** Chulan Weeresinghe  
**Phone:** ++(0)2082419826/**Fax:** ++(0)2082410999  
**Website:** [www.montaguebikes.co.uk](http://www.montaguebikes.co.uk)  
**Email:** [sales@montaguebikes.co.uk](mailto:sales@montaguebikes.co.uk)

Available to UK forces. Supply valid IPMBA membership number with order.

## BIKE WORLD

**Product:** Bicycles and bike accessories.  
**Regular Cost:** Competitive Internet Sale Prices  
**Cost to Members:** Wholesale + 35%  
**Contact Name:** Mike Beatty  
**Phone:** 800-928-5558/**Fax:** 210-828-3299  
**Website:** [www.bikeworld.com](http://www.bikeworld.com)  
**Email:** [mike.beatty@bikeworld.com](mailto:mike.beatty@bikeworld.com)  
Contact Mike Beatty at 1-800-928-5558.

## BRATWEAR

**Product:** Bike Uniforms  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 10% off Standard Price List  
**Contact Name:** Sara or Sally  
**Phone:** 253-517-4000/**Fax:** 253-517-4004  
**Website:** [www.bratwear.com](http://www.bratwear.com)  
**Email:** [sara@bratwear.com](mailto:sara@bratwear.com) or [sally@bratwear.com](mailto:sally@bratwear.com)

## BRAVE SOLDIER

**Product:** Ointments, Shave Gels, Lip Balms, etc.  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 40% off Retail  
**Contact Name:** IPMBA Coordinator  
**Phone:** 888-711-BRAVE/**Fax:** 323-852-6604  
**Website:** [www.bravesoldier.com](http://www.bravesoldier.com)  
**Email:** [contact@bravesoldier.com](mailto:contact@bravesoldier.com)

## BROFORM.COM PRO-PURCHASE MARKETPLACE

**Product:** Outdoor-Bike-Action Sports Gear  
**Regular Cost:** Promotional Pricing for Industry Insiders/Pros  
**Cost to Members:** Promotional Prices on Gear; Free Membership  
**Contact Name:** John Shelly  
**Phone:** 877-420-2766/**Fax:** 604-608-9279  
**Website:** [www.broform.com](http://www.broform.com)  
**Email:** [js@broform.com](mailto:js@broform.com) or [info@broform.com](mailto:info@broform.com)  
Email full name, department name, email address, IPMBA membership number & expiration date to BroForm contact.

## BUDBRAKE INT'L, LLC

**Product:** Automatic Brake System Modulator  
**Regular Cost:** \$49.95 full kit; \$29.95 modulator only.  
**Cost to Members:** 40% off MSRP  
**Contact Name:** Bud Nilsson  
**Phone:** 209-712-6980/**Fax:** 209-712-6980  
**Website:** [www.budbrake.com](http://www.budbrake.com)  
**Email:** [bud@budbrake.com](mailto:bud@budbrake.com)

## BUSHWHACKER USA

**Product:** MESA Rear Rack Trunk  
**Regular Cost:** \$55  
**Cost to Members:** \$35  
**Contact Name:** Jeff Sims  
**Phone:** 800-344-1256/**Fax:** 801-829-6104  
**Website:** [www.bushwhackerbags.com](http://www.bushwhackerbags.com)  
**Email:** [jss1205@aol.com](mailto:jss1205@aol.com)

## BYCYCLE, INC.

**Product:** Bicycle Saddle  
**Regular Cost:** Contact or Visit Website for Pricing  
**Cost to Members:** 20% off Retail on any Product  
**Contact Name:** Jim Bombardier  
**Phone:** 877-397-2165/**Fax:** 503-892-3544  
**Website:** [www.bycycleinc.com](http://www.bycycleinc.com)  
**Email:** [bycycleinc@qwest.net](mailto:bycycleinc@qwest.net)

The Product Purchase Program was updated January 2007. The information has been provided by the participating companies and is subject to change without notice. A company's participation in the Product Purchase Program does not indicate endorsement by IPMBA, nor does it indicate the company's sponsorship of IPMBA.

## CANE CREEK CYCLING COMPONENTS

**Product:** Suspension Seatpost  
**Regular Cost:** \$149  
**Cost to Members:** \$88  
**Contact Name:** Lena Warren  
**Phone:** 800-234-2725/**Fax:** 828-684-1057  
**Website:** [www.canecreek.com](http://www.canecreek.com)  
**Email:** [lena@canecreek.com](mailto:lena@canecreek.com)

## CASCADE DESIGN

**Product:** Platypus Hydration Systems  
**Regular Cost:** Contact for Pro-Form Pricing  
**Cost to Members:** Wholesale Pricing  
**Contact Name:** Jonathan Shapas  
**Phone:** 800-527-1527/**Fax:** 800-583-7583  
**Website:** [www.cascadedesigns.com](http://www.cascadedesigns.com)  
**Email:** [jonathan.shapas@cascadedesigns.com](mailto:jonathan.shapas@cascadedesigns.com)

## CHRISTINI TECHNOLOGIES

**Product:** All Wheel Drive Mountain Bikes  
**Regular Cost:** \$3100-\$4500+  
**Cost to Members:** \$1800 +; quantity discounts  
**Contact Name:** Justin Kline  
**Phone:** 215-351-9895/**Fax:** 215-351-9896  
**Website:** [www.christini.com](http://www.christini.com)  
**Email:** [sales@christini.com](mailto:sales@christini.com)

## CYCLE SIREN

**Product:** Cyclesiren Trooper, Patrol & EMS mini-sirens  
**Regular Cost:** Visit [www.cyclesiren.com](http://www.cyclesiren.com).  
**Cost to Members:** 10% off Retail  
**Contact Name:** Greg Bohning  
**Phone:** 877-477-4736/**Fax:** 714-415-2006  
**Website:** [www.cyclesiren.com](http://www.cyclesiren.com)  
**Email:** [sales@cyclesiren.com](mailto:sales@cyclesiren.com)

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



## CYCLE SOURCE GROUP

**Product:** Bikes & Accessories  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 20-35% off Retail  
**Contact Name:** Peter Carey  
**Phone:** 877-533-7245/**Fax:** 515-232-0279  
**Website:** [www.swbikes.com](http://www.swbikes.com)  
**Email:** [peterc@cyclesg.com](mailto:peterc@cyclesg.com)

## CYCLOPS BICYCLE & TACTICAL OPERATIONS

**Product:** Bicycle & Tactical Ops Equipment & Accessories  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 10-30% off Retail  
**Contact Name:** Ashley Foster  
**Phone:** 843-259-8368  
**Email:** [cyclopstact@yahoo.com](mailto:cyclopstact@yahoo.com)

# Product Purchase Program

## DANALCO

**Product:** Sealskinz & Chillblocker Waterproof Socks & Gloves  
**Regular Cost:** Contact for product list  
**Cost to Members:** Net Price  
**Contact Name:** Sam Matthews  
**Phone:** 800-868-2629/**Fax:** 800-216-9938  
**Website:** www.danalco.com  
**Email:** sam@danalco.com

## DE SOTO SPORT

**Product:** Triathlon Clothing and Wet Suits  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 40% off Retail  
**Contact Name:** Emilio De Soto II  
**Phone:** 800-453-6673/**Fax:** 858-578-6021  
**Website:** www.desotosport.com  
**Email:** contact@desotosport.com

## DEMAND TECHNOLOGY, LTD.

**Product:** Lightrider Cycle Light  
**Regular Cost:** £27.50  
**Cost to Members:** £23.70; Case of 16: £18 each  
**Contact Name:** Gill Hawkins  
**Phone:** (01252) 612661/**Fax:** (01252) 612662  
**Website:** www.lightrider.co.uk  
**Email:** gill@demandtechnology.com

## DESERT SUN

**Product:** Bike First Aid Kits  
**Regular Cost:** \$20 plain; \$22 printed  
**Cost to Members:** 1-9 units: 10% off; 10+ units: 15% off  
**Contact Name:** Bertie Anderson  
**Phone:** 760-468-1800  
**Email:** bertiea@hotmail.com  
 Include IPMBA membership number & expire date with order.

## DO WRAP PERFORMANCE

### HEADWEAR

**Product:** Under Helmet Headbands & Bandanas  
**Regular Cost:** \$9.95-\$24.95  
**Cost to Members:** 25% off Retail  
**Contact Name:** John Okon, Joseph Mach  
**Phone:** 800-359-2514/**Fax:** 773-770-4201  
**Website:** www.dowrap.com; www.sweatvac.com  
**Email:** john@dowrap.com

Online orders: type IPMBA in coupon code to receive discount.  
 Custom orders available.

## DYNAMIC BICYCLES

**Product:** Chainless Police Bikes  
**Regular Cost:** Contact for Product List.  
**Cost to Members:** Contact for Special Pricing.  
**Contact Name:** Patrick Perugini  
**Phone:** 800-935-9553/**Fax:** 508-429-9119  
**Website:** www.dynamicbicycles.com  
**Email:** info@dynamicbicycles.com

## ELECTRIC TRANSPORTATION SOLUTIONS

**Product:** Bikes & Accessories for LE and EMS  
**Regular Cost:** See website for product list.  
**Cost to Members:** Contact for special pricing on all items.  
**Contact Name:** Seth Leitman  
**Phone:** 866-895-2238/**Fax:** 914-220-8396  
**Website:** www.electrictransport.net  
**Email:** ets@electrictransport.net

Have IPMBA membership card handy. A portion of all proceeds will be donated to IPMBA.

## ELEKTRIK MOTION

**Product:** Electric Mountain Bicycle  
**Regular Cost:** \$949  
**Cost to Members:** 10% off  
**Contact Name:** Andy Koblick  
**Phone:** 866-372-6687/**Fax:** 845-215-6054  
**Website:** www.elektrikmotion.com  
**Email:** elektrikmotion@aol.com  
 IPMBA membership number required.

## ELHN BADGE & EMBLEM DESIGN

**Product:** Custom Police Badges, Emblems, Pins, Coins  
**Regular Cost:** Varies  
**Cost to Members:** 25% off  
**Contact Name:** ELHN Rep  
**Phone:** 203-364-8644/**Fax:** 860-256-4499  
**Website:** www.elhnbadge.com  
**Email:** elhnbadgedesign@aol.com  
 Call or email design/quantity for price quote.

## ERGO, LLC

**Product:** "The Seat" Ergonomic Bike Seat  
**Regular Cost:** \$40 lycra/gel; \$29 vinyl; \$20 faux leather  
**Cost to Members:** \$30 lycra/gel; \$23 vinyl; \$15 faux leather  
**Contact Name:** Thomas White  
**Phone:** 425-333-6161/**Fax:** 425-333-6355  
**Website:** www.thecomfortseat.com  
**Email:** daedalus@nwlink.com

## EV TECH

**Product:** Bikes & Accessories for LE and EMS  
**Regular Cost:** See website for product list.  
**Cost to Members:** Contact for special pricing on all items.  
**Contact Name:** Doug Canfield  
**Phone:** 972-851-9990/**Fax:** 972-851-9993  
**Website:** www.texaselectricbikes.com  
**Email:** dcanfield@evtech.us

Have IPMBA membership card handy. A portion of all proceeds will be donated to IPMBA.

## EXPOSURE/USE (ULTIMATE SPORTS ENGINEERING)

**Product:** Lighting Systems  
**Regular Cost:** Contact for Product Information.  
**Cost to Members:** Contact for Discount Details  
**Contact Name:** Jonathan Sharpe  
**Phone:** ++ (0) 1798 344477/**Fax:** ++1798 34499  
**Website:** www.use1.com  
**Email:** info@exposurelights.com

## EYE SAFETY SYSTEMS, INC.

**Product:** Protective Eyewear - Military, LE, Tactical  
**Regular Cost:** Contact for List Prices  
**Cost to Members:** 30-40% off List Price  
**Contact Name:** Willy Breen  
**Phone:** 208-726-4072/**Fax:** 208-726-4563  
**Website:** www.essgoggles.com  
**Email:** wbreen@essgoggles.com

## FINISH LINE

**Product:** Bicycle Care Products  
**Regular Cost:** MSRP  
**Cost to Members:** 50% off MSRP & Free Shipping  
**Contact Name:** David Clopton  
**Phone:** 631-666-7300/**Fax:** 631-666-7391  
**Website:** www.finishlineusa.com  
**Email:** davidclopton@finishlineusa.com

Enter IPMBA Member number and "Apply 50% discount/free shipping" in the Comments field.

## FOSTER GRANT SUNGLASSES

**Product:** Ironman Sunglasses  
**Regular Cost:** \$24.99-\$100 MSRP  
**Cost to Members:** 40% off MSRP  
**Contact Name:** Bill Paine  
**Phone:** 215-335-9218/**Fax:** 215-708-1096  
**Email:** painews@aol.com

## FUJI AMERICA

**Product:** Bikes & Accessories  
**Regular Cost:** Contact for Product List  
**Cost to Members:** Special Prices on Selected Models  
**Contact Name:** Steve Harad  
**Phone:** 215-824-3854 x1111/**Fax:** 215-824-1051  
**Website:** www.fujibikes.com  
**Email:** sharad@fujibikes.com

## GATORZ EYEWEAR

**Product:** Eyewear  
**Regular Cost:** \$139-\$159  
**Cost to Members:** 25% off published retail rates  
**Contact Name:** Tom Harwood  
**Phone:** 800-767-4287 x104/**Fax:** 858-748-5544  
**Website:** www.gatorz.com  
**Email:** tom@gatorz.com  
 Must contact Tom directly.

## GITA SPORTING GOODS

**Product:** Giordana Apparel  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 10% off Giordana  
**Contact Name:** Nelson Frazier  
**Phone:** 800-FON-GITA x 319  
 800-FON-GITA x 319/**Fax:** 704-588-4322  
**Website:** www.gitabike.com  
**Email:** info@gitabike.com

On website, enter "IPMBA" in promotion code box.

## IMBA: INTERNATIONAL MOUNTAIN BICYCLING ASSOCIATION

**Product:** IMBA Membership  
**Regular Cost:** Varies; see website  
**Cost to Members:** \$10 off National Mountain Bike Patrol Membership  
**Contact Name:** Spencer Powlison  
**Phone:** 888-442-IMBA x101/**Fax:** 303-545-9026  
**Website:** www.imba.com  
**Email:** membership@imba.com

Submit copy of IPMBA membership card with NMBP membership application or renewal notice.

## IOSSO PRODUCTS

**Product:** Cleaners & Lubes for Guns & Bikes  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 20% off Retail  
**Contact Name:** Marianne Iosso  
**Phone:** 888-747-4332/**Fax:** 847-437-8478  
**Website:** www.ioosso.com  
**Email:** iossoproducts@ioosso.com

## KENDA USA

**Product:** Premium Bicycle Tires & Tubes  
**Regular Cost:** MSRP  
**Cost to Members:** 60% off MSRP  
**Contact Name:** Karen or Cindy  
**Phone:** 614-866-9803/**Fax:** 614-866-9805  
**Website:** www.kendausa.com  
**Email:** bicycle@kendausa.com  
 Contact for Order Form.

# Product Purchase Program

INDUSTRY

## KUJI SPORTS CO. LTD.

**Product:** Helmets; Public Safety Helmets  
**Regular Cost:** \$39.99-\$159.99  
**Cost to Members:** \$17-\$50; Public Safety: \$25  
**Contact Name:** Bill Paine  
**Phone:** 215-335-9218/**Fax:** 479-254-0289  
**Website:** www.ironmanhelmets.us  
**Email:** painews@aol.com

Public safety: available in black or white & with choice of stickers: police/EMS/Sheriff/Fire Dept/Security

## LANE SUNGLASSES INC

**Product:** Protective Eyewear & Goggles  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 30% off Retail for Quantity Purchases  
**Contact Name:** Neal Dykstra  
**Phone:** 800-542-7850/**Fax:** 219-956-2112  
**Website:** www.lanesunglasses.com  
**Email:** eyewear@netnitco.net

## LEONARD CONSULTING GROUP

**Product:** S&W and Fuji Bikes, Lightman Strobes, Duty Gear  
**Regular Cost:** See Website  
**Cost to Members:** 10% off Regular Prices  
**Contact Name:** Mark Leonard  
**Phone:** 501-517-5338/**Fax:** 501-653-2969  
**Website:** www.themaskedmerchant.com, www.4bike-police.com  
**Email:** LCGInc@sbcglobal.net

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

## LIFT & STORAGE SYSTEMS, INC.

**Product:** Automatic Bike Lift Storage Systems  
**Regular Cost:** \$4,295 (30 bikes); \$6,590 (60 bikes)  
**Cost to Members:** \$4,000 (30 bikes); \$6,000 (60 bikes)  
**Contact Name:** Shawn Jones  
**Phone:** 800-825-4777/**Fax:** 651-777-1535  
**Website:** www.liftstore.com  
**Email:** sjones@liftstore.com

## LIGHTCYCLES

**Product:** Bicycle Parts & Accessories  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 20-25% off Retail  
**Contact Name:** Bob Light  
**Phone:** 518-420-4666  
**Email:** lightrj@plattsburgh.edu

Email for details/availability/shipping charges.

## LOUKA TACTICAL TRAINING LLC

**Product:** Video: Firearms & Training Issues  
**Regular Cost:** \$25, incl. shipping  
**Cost to Members:** \$23, incl. shipping  
**Contact Name:** Lou Ann Hamblin  
**Phone:** 734-697-6342  
**Website:** http://home.comcast.net/~kdvonk/LouKaLLC.html  
**Email:** louannblackwidow@aol.com

## MADISON BICYCLE SHOP

**Product:** Bikes, Uniforms, and Accessories  
**Regular Cost:** See Website for Product List  
**Cost to Members:** Up to 15% off; up to 12 months financing same as cash  
**Contact Name:** Sal Piccolo  
**Phone:** 973-377-6616/**Fax:** 973-822-3551  
**Website:** www.madisonbicycleshop.com  
**Email:** contact@madisonbicycleshop.com

Complete police application. Call to demo a complete police mountain bike.

## MAKLITE

**Product:** Illuminated Safety Light Products  
**Regular Cost:** \$10.95 (9" Strips With Velcro)  
**Cost to Members:** \$7.00  
**Contact Name:** William Maki  
**Phone:** 800-888-5427/**Fax:** 773-276-3331  
**Website:** www.librasafety.com  
**Email:** libre.safety@prodigy.net

## MARWI USA, INC.

**Product:** Lighting Systems  
**Regular Cost:** \$99-\$399  
**Cost to Members:** Contact for Discount  
**Contact Name:** Austin Hallam  
**Phone:** 800-448-3876/**Fax:** 618-395-4711  
**Website:** www.marwiusa.com  
**Email:** austin@magaurausa.com

## MAXIT DESIGNS

**Product:** Headgator(TM)/Hothead™/Thermal Beanie™  
**Regular Cost:** \$17.50 Headgator(TM)/Hothead (TM); \$15.4 (Beanie)  
**Cost to Members:** \$10.50 Headgator(TM)/Hothead (TM); \$9.40 (Beanie)  
**Contact Name:** Liz  
**Phone:** 800-556-2948/**Fax:** 916-489-7031  
**Website:** www.maxit-inc.com, www.headgator.com  
**Email:** info@maxit-inc.com

35% off other in-stock items. Visit website for information and call for availability. Have IPMBA membership number handy.

## MAXXIS TIRES

**Product:** Bike Tires & Tubes  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 50% off Retail (Pro-form)  
**Contact Name:** Ben Burgis  
**Phone:** 800-4MAXXIS/**Fax:** 770-962-7705  
**Website:** www.maxxis.com  
**Email:** bikeorders@maxxis.com



## MOCEAN

**Product:** Bike Patrol Uniforms  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 25% off Retail  
**Contact Name:** Bill Levitt  
**Phone:** 877-662-3680/**Fax:** 949-646-1590  
**Website:** www.mocean.net  
**Email:** moceanbl@aol.com

## MONTAGUE BIKES

**Product:** Paratrooper Tactical Folding Mountain Bike  
**Regular Cost:** \$645  
**Cost to Members:** Free Folding Pedals & Kickstand with Purchase  
**Contact Name:** Dave Winding  
**Phone:** 800-736-5348/**Fax:** 617-491-7207  
**Website:** www.montagueusa.com  
**Email:** dwinding@montagueusa.com

## MOUNTAIN RACING PRODUCTS

**Product:** Power Grips, White Brothers Forks, Kreidler Rollers  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 20% off Retail  
**Contact Name:** Paul Acita  
**Phone:** 800-999-8277/**Fax:** 970-241-3529  
**Website:** www.mrpbike.com  
**Email:** paeita@mrpbike.com

## NUGO NUTRITION

**Product:** Nutrition/Energy Bars  
**Regular Cost:** \$1.59/bar; \$23.85/box  
**Cost to Members:** \$1.02/bar; \$15.25/box  
**Contact Name:** Keith Rohrlick  
**Phone:** 888-421-2032/**Fax:** 412-781-4120  
**Website:** www.nugonutrition.com  
**Email:** krohrlick@nugonutrition.com

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

## OLYMPIC UNIFORMS/J. MARCEL

**Product:** Bike Patrol Uniforms  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 10% off Retail Prices  
**Contact Name:** Julie Cruise/Rachel Peterson  
**Phone:** 888-722-9222/**Fax:** 206-722-1521  
**Website:** www.olyuniforms.com  
**Email:** reps@olyuniforms.com



## OPENHOUSE PRODUCTS

**Product:** Panniers, Cycle Bags, Lyteline High-Viz Products  
**Regular Cost:** £10 - £500  
**Cost to Members:** 15% off Regular Prices  
**Contact Name:** Bruce Burns  
**Phone:** +44 (0) 1422 824777  
**Fax:** +44 (0) 1422 824666  
**Website:** www.openhouseproducts.com  
**Email:** bruce@openhouseproducts.com

Provide IPMBA membership number when ordering.

## PARADIGM TACTICAL PRODUCTS

**Product:** FRISKER PRO Hand Worn Metal Detector  
**Regular Cost:** \$194.95 + S&H  
**Cost to Members:** \$155 + S&H  
**Contact Name:** Camilla Cutler  
**Phone:** 978-352-6633/**Fax:** 978-352-7799  
**Website:** www.frisker.com  
**Email:** sales@paradigm-tactical.com

## PATROL CYCLE LLC

**Product:** Patrol Cycle Shoe  
**Regular Cost:** \$89.95  
**Cost to Members:** \$79.95  
**Contact Name:** Mark Eumurian  
**Phone:** 800-208-2032/**Fax:** 651-773-8762  
**Website:** www.patrolcycle.com  
**Email:** patrolbike@earthlink.net or bgorton@patrolcycle.com



## POLICE BIKE STORE

**Product:** Fuji, S&W, Lights, Sirens, Bags, Accessories  
**Regular Cost:** Contact or Check Website for Product List

**Cost to Members:** 10-35% off Retail  
**Contact Name:** Michael Espejo  
**Phone:** 309-797-9028/**Fax:** 309-797-9028  
**Website:** www.policebikestore.com  
**Email:** info@policebikestore.com

## PROGOLD LUBRICANTS

**Product:** ProLink Chain Lube, ProGold Lubes, EPX  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 40% off Retail  
**Contact Name:** Doug or Van  
**Phone:** 800-421-5823/**Fax:** 404-766-3977  
**Website:** www.progoldmfr.com  
**Email:** progoldmfr@aol.com

# Product Purchase Program

## PROMARK INT'L INC.

**Product:** Full Line Law Enforcement Equipment  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 40% off Most Products  
**Contact Name:** Kenneth Battcher  
**Phone:** 800-645-4443/**Fax:** 516-795-4259  
**Website:** www.publicsafetymall.com  
**Email:** promarkint@aol.com

## PUBLIC SAFETY LOGOS

**Product:** Badges/Badge Cases/Jewelry/Patches/Etc.  
**Regular Cost:** \$40-\$115  
**Cost to Members:** 10% off + drop ship free on \$150 or more  
**Contact Name:** Michael Carrizales  
**Phone:** 800-276-0706/**Fax:** 281-251-4786  
**Website:** www.publicsafetylogos.com  
**Email:** sales@publicsafetylogos.com

Code: 20PMB04 and IPMBA membership number must accompany order.



## R & B FABRICATIONS

**Product:** Panniers & Safety Vests  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 15% off Retail

**Contact Name:** Tina Lime  
**Phone:** 800-553-1911/**Fax:** 419-594-2250  
**Website:** www.rbfab.com  
**Email:** info@rbfab.com

## REDMAN TRAINING GEAR

**Product:** Defensive Tactics Training Gear  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 10% off Retail  
**Contact Name:** Bob Brothers  
**Phone:** 800-865-7840/**Fax:** 800-459-2598  
**Website:** www.redmangear.com  
**Email:** bob.brothers@redmangear.com

## RUBEL BIKEMAPS

**Product:** Bicycling Street Smarts: 48-page booklet  
**Regular Cost:** See website for price schedule.  
**Cost to Members:** Free shipping on any size order.  
**Contact Name:** Andy Rubel  
**Phone:** 617-776-6567/**Fax:** 617-623-1523  
**Website:** www.bikemaps.com  
**Email:** info@bikemaps.com

Contact for free sample; see full text at www.bikemaps.com.

## RUDY PROJECT

**Product:** Sunglasses, Sport Eyewear, Helmets, Goggles  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 35% off Retail  
**Contact Name:** Molly Nygaard  
**Phone:** 800-760-2518/**Fax:** 303-333-9292  
**Website:** www.rudyprojectusa.com  
**Email:** molly@rudyprojectusa.com

At www.rudyprojectusa.com, click on OTHER INFO, then BATMAN. Enter activation code: gopolice.

## SEVEN STAR SPORTS

**Product:** Cycling Helmets, Multi-Sport Helmets, Protective Wear  
**Regular Cost:** Bike Helmet: \$6; Visor Helmet: \$7; ABS Helmet: \$7; HOG ABS Helmet: \$9  
**Cost to Members:** Bike Helmet: \$5; Visor Helmet: \$6; ABS Helmet: \$6; HOG ABS Helmet: \$8  
**Contact Name:** Purvis Mirza  
**Phone:** 888-527-7827/**Fax:** 905-574-7082  
**Website:** www.sevenstarsports.com  
**Email:** purvis@sevenstarsports.com

Freight Charge: \$1 per unit

## SIGNAL MEASUREMENT CO.

**Product:** GPS & Communication Mounts  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 30% off Retail  
**Contact Name:** Tom Polcyn  
**Phone:** 800-527-1079/**Fax:** 281-356-0099  
**Website:** www.smc-amp.com  
**Email:** tpolcyn@smc-amp.com

## SPORT INNOVATION GROUP

**Product:** Hydration Backpacks  
**Regular Cost:** PolarPak 1.0 \$42.95  
**Cost to Members:** PolarPak 1.0 \$18.30  
**Contact Name:** Jeff Skillern  
**Phone:** 208-426-9058/**Fax:** 208-424-8687  
**Website:** www.polarpak.com  
**Email:** jeff@polarpak.com

Special offer is not available online.

## SUPERIOR GEAR

**Product:** Chain Stain Away Pant Protector  
**Regular Cost:** Base/Standard Model: \$17.99  
**Cost to Members:** 10% off Regular Price; quantity discount for 10 or more.  
**Contact Name:** Frank Pollari  
**Phone:** 888-519-2250/**Fax:** 807-473-4597  
**Website:** www.chainstainaway.com  
**Email:** sales@superior-gear.com

For online ordering, enter IPMBA5 in the coupon box.

## SWAGMAN

**Product:** Bicycle Carriers (Roof/Hitch/Trunk)  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 15% off Retail  
**Contact Name:** Debbie  
**Phone:** 800-469-7924/**Fax:** 800-469-7893  
**Website:** www.swagman.net  
**Email:** debbief@swagman.net

All Shipments Made from Orville, WA

## TERRY PRECISION CYCLING

**Product:** Bikes, Accessories, Seats, Apparel  
**Regular Cost:** Contact for Product List  
**Cost to Members:** Terry Apparel -- wholesale; see notes for more.  
**Contact Name:** Ginny Weisel  
**Phone:** 800-289-8379 x 13/**Fax:** 315-986-2104  
**Website:** www.terrybicycles.com  
**Email:** ginny@terrybicycles.com

10% off wholesale on Terry saddles. Contact Ginny via email for pro deal order form.

## TIMEX WATCH CORPORATION

**Product:** All Timex Products  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 33% off MSRP  
**Contact Name:** Bill Paine  
**Phone:** 215-335-9218/**Fax:** 215-708-1096  
**Website:** www.timex.com  
**Email:** painews@aol.com

## UNITED BICYCLE SUPPLY

**Product:** Bicycle Tools and Parts  
**Regular Cost:** Wholesale Pricing  
**Cost to Members:** Wholesale Pricing to Departments  
**Contact Name:** Pete  
**Phone:** 541-482-1750  
**Fax:** 541-482-1132

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



## VISION 2000 LEEDS LTD.

**Product:** Mobile Surveillance Systems for Push Bikes  
**Regular Cost:** £1500 + VAT  
**Cost to Members:** 10% discount  
**Contact Name:** Alex Hayes  
**Phone:** 01132 370293/**Fax:** 0113 2370294  
**Website:** www.v2k.co.uk  
**Email:** alex@vision-2000.co.uk  
 Email contact details and IPMBA membership number.



## VOLCANIC MANUFACTURING

**Product:** Bikes, Accessories, Outdoor & Camping Gear

**Regular Cost:** Contact for Product List  
**Cost to Members:** Average of 25% off MSRP  
**Contact Name:** Eric Kackley  
**Phone:** 360-943-8613  
**Website:** www.volcanicbikes.com  
**Email:** eric@volcanicbikes.com

## WTB

**Product:** Tires, Saddles, Headsets, Pedals, Wheel Parts  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 15% off Wholesale Prices  
**Contact Name:** Chris Schierholtz  
**Phone:** 415-389-5040/**Fax:** 415-389-5044  
**Website:** www.wtb.com  
**Email:** cschierholtz@wtb.com

## ZEAL OPTICS

**Product:** Sport Eyewear & Goggles  
**Regular Cost:** \$79.99 - \$200  
**Cost to Members:** 50% off suggested retail.  
**Contact Name:** Melissa Edge  
**Phone:** 800-454-9325  
**Website:** www.zealoptics.com  
**Email:** melissa@zealoptics.com

Online, please enter coupon code "IPMBA50" at check-out.

## ZENSAH

**Product:** Tactical Shirts & Shorts  
**Regular Cost:** Shirts \$39.95/Shorts \$34.95  
**Cost to Members:** 30% off Regular Cost  
**Contact Name:** Ryan Oliver  
**Phone:** 877-614-5076/**Fax:** 305-675-0221  
**Website:** www.zensah.com  
**Email:** tactical@zensah.com  
 When ordering online, type "IPMBA30".

## ZOGICS LLC

**Product:** Citrawipe Degreasing Hand Wipes  
**Regular Cost:** \$2.49 per twin-pack/\$74.40 per box of 30 twin-packs  
**Cost to Members:** 25-50% of MSRP  
**Contact Name:** Paul LeBlanc  
**Phone:** 888-623-0088/**Fax:** 413-235-0007  
**Website:** www.zogics.com  
**Email:** 413-235-0007

Contact for public safety special order form.

## ZOIC CLOTHING

**Product:** Cycling Apparel  
**Regular Cost:** Retail  
**Cost to Members:** 30% off Retail  
**Contact Name:** Eric Swenson  
**Phone:** 866-355-9642/**Fax:** 858-625-0746  
**Website:** www.zoic.com  
**Email:** eric@zoic.com



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

Here we are again, folks, time for more ramblings and wittering from the other side of the Pond!

Well, what's been happening since last we met? Every New Year and Birthday, Her Majesty the Queen recognises the work of people from all walks of life in the New Years or Birthday Honours List. This involves the granting of awards and titles as a "thank you" and a "well done." Recipients range from sporting heroes and stars of the stage and screen to military personnel, emergency services workers and members of the public. In each and every case, however, the award is made because the recipient has been recognised as outstanding in their field. This New Year saw our own Tom Lynch of the London Ambulance Service awarded the MBE (Member of the British Empire medal) for services to the BMX world and Ambulance Cycle Response, a tremendous achievement. Well done, Tom.

PCI 923 Tim Larrad of West Mercia Constabulary has hit the 'half century' mark with having trained his 50<sup>th</sup> student (see page 11). By the time you read this, I have no doubt that this number will have climbed. Good work, that man.

Corporate members Cycle Force run a scheme where every Smith and Wesson cycle purchased from them is accompanied by a one-year IPMBA membership. They have now reached the 100 members mark, nearly 70 of whom are still current, as part of this scheme. I would like to take this opportunity to thank Ron, Charles and the rest of their team for the support they give to Public Safety Cycling in the UK.

Officers from Avon and Somerset Constabulary have been getting in the news recently by utilising Mountain Bike patrols to target anti-social behaviour in the Horefield area of Portishead, Bristol. With the support of Bovis Homes, a large construction company who funded helmet-mounted video cameras and recording equipment, the officers have been mixing it with the troublemakers and showing them the error of their ways. PC

Amanda Frame, Beat Manager at Southmead Police Station, wears the camera as she patrols the Horfield area and says it is already making an impact: "The camera makes a real difference to policing, especially when tackling anti-social behaviour or assaults. We have been using the camera since October. Many people know I wear it and anti-social behaviour in the area has reduced since the summer. The aim of the camera is to pro-actively target anti-social behaviour and crime. It is a real asset in helping bring those who cause disruption to the community to justice."

Officers from Wrexham in Wales are also using bikes, this time electrically assisted machines, as part of an operation to target criminal damage in their town. Inspector Chris Beasley said: "Operation Dambusters is exactly what it says. It is to bust people who commit damage. We will have officers on bikes dedicated to responding to incidents. The bikes are ideal because they are silent and so can be used very effectively at night. They are fast and versatile enough to allow the officer to keep up with any fleeing offenders. They are also environmentally friendly and very cost effective to use." The officers will be working in an intelligence-led manner,

patrolling areas at times that analysis suggests the offences are at their peak.

The Ambulance Service in Bolton, Lancashire, has also seen the light. They ran a six-week trial by putting Paramedic Victoria Catterall on two wheels. She and seven colleagues were all required to pass a fitness test and IPMBA training. The Bolton Ambulance Service has recognised the effectiveness and mobility of cycle response and Victoria reports, "The scheme works really well and the public love it. I am getting people coming up to me all the time asking about what we do and about recruitment."

Police and Community Support Officers (PCSO) Liam Young and Chris Moore, who work in Chadwell Heath, London, made headlines when they used their patrol bikes to pursue and capture two escaping thieves. The offenders had legged it from a store with their stolen haul but, unfortunately for them, the PCSO's were nearby. Once alerted to the incident by a member of the public, Liam and Chris gave chase. They split up to track the offenders down after they disappeared, but Chris soon spotted them in an alley. He dumped his bike and chased on foot until he caught up with the offenders. He was joined by Ian and uniformed police and the thieves were arrested. A Metropolitan Police spokesperson said, "The fact that they had chased and caught the suspects while constantly updating the control room to request an arrest car is to be commended."

Finally, my fellow IPMBA Instructor Mark Jenkins and I have recruited six more local colleagues to the cause, having trained PC's Will Tippetts, James Mason,



The "victims", from left to right: PC Will Tippetts, PCSO Roger Brooks, PC's James Mason, Alex Ash, Gavin Holmes and Dan McCulloch. Photo courtesy Matt Langridge.

Alex Ash, Gavin Holmes and Dan McCulloch along with PCSO Roger Brooks in January 2007. Welcome to the fold, gentlemen.

By the time you read this, I will have just returned from Baton Rouge and the 17<sup>th</sup> Annual IPMBA Conference, where I will be presenting two workshop sessions. Details will follow in the Summer 2007 issue of *IPMBA News*.

*Ride Safe,*

*Matt Langridge*

### The Emergency Services (999) Awards

**Cycling Advocate** — Awarded to a higher level officer who has effected the biggest change in cycling within their organisation this year, demonstrating:

- Determination in establishing and/or expanding cycle response teams
- Promotion the greater use of bicycles throughout the organisation and in mainstream operations
- Raising its profile as an innovative and effective means of work vehicle
- Increasing the scope for training and recruitment of cycle teams

**Cycling Works** — Awarded to a cyclist or cycle team who has demonstrated excellence in the use of bicycles in day-to-day duties, including:

- High level of skill whilst negotiating route to incident as per specialist training
- Achieving target response times to incidents and providing lifesaving attention or crime interventions

**Beyond the Call of Duty** — Awarded to a cyclist or cycle team who has demonstrated excellence in improving community relations through the use of the bicycle in his/her profession and whose achievements have displayed innovation, initiative, leadership and actions beyond the daily requirements of the job. Achievements include:

- Special initiatives/events to increase communication and closeness with the community
- Building respect and increasing the community's confidence to feel safer on the streets
- Increasing knowledge and understanding of the diversity of community groups

**Cycling Development** — Awarded to the emergency services organisation who has done the most to develop cycling within their organisation in the last year. Examples include:

- Development of new, or finalisation of existing, package of standards in cycle training, clothing, equipment and maintenance
- Rapid extension of cycling team and establishing necessary support systems
- Introduction of the use of bicycles into previously non-cycling departments or divisions of organisation

The outstanding achievements of London's cycling communities were recognised on 2 April 2007 at Transport for London's (TfL) first ever Cycling Communities Awards, held in Westminster. The 2007 Cycling Community Awards combines the former 999 London Cycling Awards for emergency service cycle teams with the Community Cycling Fund for London's (CCFL) grants scheme. The awards were a celebration of the important role that the many community groups and 999 emergency service teams play in making cycling an activity that is open to all Londoners.

The event reflected the widening appeal of cycling in London, with nominees and winners representing various communities across the Capital, including the Kensington and Chelsea's Metropolitan Police Cycle Team, for their efforts and results in tackling street crime.

Individual winners included Met Police's Sgt Sadler and PC Henshaw (also from Hackney), joint winners of the Beyond the Call of Duty Award, for using a summer bike building course to improve community relations with local young people. Metropolitan Police Inspector [former IPMBA member] Paul Delivet and Liz Bowgett from New City Primary School in Newham accepted a special award for an Outstanding Example of Partnership Working, for the smooth organisation of New City's mass club bike rides to the Thames Barrier Park.

*Other emergency services cycling awards went to:*

- Kathy Jones, London Ambulance Service – Cycling Advocate award
- St. John's Ambulance – Cycling Development award
- PCSO Begg, Metropolitan Police Service (MPS) – Cycling Works award

*Special mention went to:*

- IPMBA member Gerard Robinson, London Ambulance Service (LAS) – Beyond the Call of Duty category
- IPMBA member Ashley Sweetland, St. John's Ambulance (SJA) Cycle Response Unit – Cycling Advocate category
- Public Safety Cyclist Working Group (collaboration of 999 organisations led by IPMBA member Tom Lynch (LAS), IPMBA member Charlie Irvine (MPS), IPMBA member Mark Cockram (City Police) and David Warman Jnr (SJA) – Cycling Development category

*Congratulations to all of the award winners,  
especially our own IPMBA members!*

## BIKE PATROL SIREN

### CycleSiren Features:

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



### Accessories:

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

Please visit our Web site  
[www.cyclesiren.com](http://www.cyclesiren.com)  
Or telephone us at  
**714-628-8935.**





# PATROL BIKE SYSTEMS

"We put cops  
behind bars"

**T**he most comprehensive one stop shop for all your patrol biking needs. Staffed by knowledgeable experienced cyclists who have been serving law enforcement for over 10 years. We not only sell bicycle equipment, but we ride them, build and service them and race them. We carry top of the line brand names at nationally competitive prices. Call us for firsthand experience on how we can assist you in your bike patrol needs.

## We carry

- ▶ Bicycles
- ▶ Bicycle Accessories
- ▶ Clothing
- ▶ Shoes
- ▶ Communications Equipment
- ▶ Law Enforcement Lighting
- ▶ Helmets
- ▶ Tools
- ▶ Books and Service Manuals

## Patrol Bike Systems Inc.

PO Box 9308, St Paul, MN 55109-0308

Phone: 651-773-8763 Toll Free: 800-208-2032 Fax: 651-773-8762

View our soon-to-be-updated online catalog at [www.patrolbike.com](http://www.patrolbike.com)

# CHOOSE APPROVED FOOTWEAR

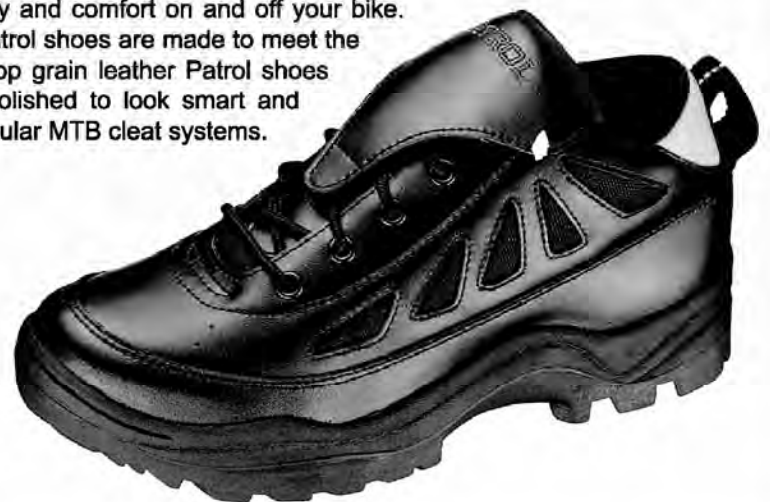
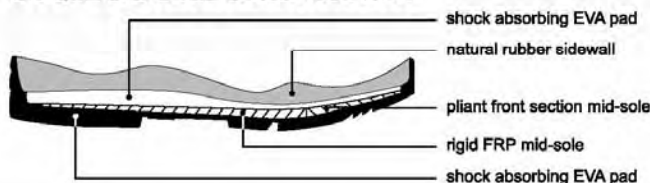
To prevent injury when cycling a stiffened sole is essential. Properly designed cycling footwear has a rigid mid-sole extending from the ball of the foot to the heel to guard against the crippling effects of plantar fasciitis and metatarsalgia. The mid-sole also adds to comfort and efficiency by transferring the pedal pressure over the whole sole area, no localized soreness or pressure points caused by the pedals.

Patrol shoes are designed by bike patrol officers for safety and comfort on and off your bike. Clipped in, using regular pedals or in pursuit off the bike Patrol shoes are made to meet the demands of public safety professionals. Made from soft top grain leather Patrol shoes breathe naturally for comfort and hygiene and can be polished to look smart and professional. The SPD compatible mid sole accepts all popular MTB cleat systems.

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# A Tool for Teaching: the Spin Doctor

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

I wanted to pass along a neat piece of equipment I used while teaching an EMS class to the Denver paramedics. They had purchased a **Spin Doctor Essential Workstand** from Performance Bicycle. It's the first time I saw one and I was very impressed.



It is a great workstand for use in demonstrations during class or working on bikes in your bike room. It is light, easy to carry and store and really stable. The legs

fold open and closed like an ironing board. You rest the bike's bottom bracket on small cradle and use a universal clamp that goes around the downtube to hold it secure. About the only work you really can't do with it is access any cable guides that are underneath the bottom bracket. If

you're a hard-core overhaul mechanic you might want to stick with your expensive and heavy workstand, but for everyone else, this is pretty darn good!

When I saw it I knew I had to have one. It is so easy to stick in the car and bring to class or even work with around the house. My old workstand is heavier and bulkier and a pain to haul around. The best part is the price. I got mine on sale for \$39.99, marked down from \$59.99. If you're interested you can get them through Performance Bicycle or even through Amazon.Com. Just [Google Spin Doctor Essential Workstand](#).

By the way, those medics in Denver are some mighty darn good riders!

Be Safe. Live to retire. It's great, too.

*Kirby is a former president of IPMBA and one of the authors of The Complete Guide to Police Cycling. He is an IPMBA Instructor Trainer and an expert in a variety of bike-related issues, including crashes. He can be reached through his website, [www.kbconsulting.com](http://www.kbconsulting.com) or at [kirby42@aol.com](mailto:kirby42@aol.com).*

## The IPMBA Conference Call for Instructors

The 18<sup>th</sup> Annual IPMBA Conference will be held April 19-26, 2008, in Indianapolis, Indiana. The IPMBA Instructor, Survival Tactics & Riding Skills, Public Safety Cyclist II, and Maintenance Officer Courses will be held April 19-23; the IPMBA Police & EMS Cyclist Courses will be held April 20-23; the IPMBA Security Cyclist Course will be held April 21-23; and the Bicycle Rapid Response Team Course will be held April 22-23.

**If you are an active, IPMBA-certified instructor and are interested in teaching at the conference or pre-conference, you must submit a letter of interest and resume outlining your bicycling, work, and teaching experience to the Education Committee for consideration. Please include non-bicycling-related expertise and/or instructor certifications.**

List all past IPMBA conferences for which you have instructed and/or attended, including a list of workshops for which you have been lead or co-instructor. Also include the number of PC/EMSC/SC classes you have conducted and/or the number of PC/EMSC/SC students you have instructed.

Instructors will be selected for the pre-conference training courses as well as the core conference workshops. Be sure to indicate which course you would like to teach and/or the workshops you would like to present. (Refer to this program for a list of typical workshops.)

Specify whether you are available for the pre-conference, conference, or both. Please email to [maureen@ipmba.org](mailto:maureen@ipmba.org).

**Deadline: August 31, 2007**

*If you wish to teach at the conference or pre-conference you must submit a letter of interest and resume, even if you have done so in the past. No exceptions!*

## Call for Proposals

IPMBA is actively seeking workshops for the 18<sup>th</sup> Annual IPMBA

Conference in Indianapolis! This is your chance to share your latest brilliant ideas or your tried-and-true techniques. Your proposal can be for a classroom or an on-bike session. Workshops can be 1.25 hours, 2.75 hours, or 4.25 hours in length.

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

**STEP ONE:** Contact IPMBA HQ at [Maureen@ipmba.org](mailto:Maureen@ipmba.org) or 410-744-2400. Ask for a set of workshop proposal specifications.

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

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

**STEP FOUR:** Submit your proposal to IPMBA HQ by July 31, 2007. **If you would also like to be considered for the pre-conference and/or as a full conference instructor, be sure to include a cover letter and resume as indicated in the "Call for Instructors."** Being accepted to present a workshop does not guarantee acceptance as a full conference instructor.

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

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



# Cycling Resource Guide

IPMBA members and instructors are often called upon to conduct bike safety education sessions for children and adults in their communities. This is a non-comprehensive guide to some of the available resources. Check 'em out!

## LEAGUE OF AMERICAN BICYCLISTS

Submitted by Bill Nesper

League of American Bicyclists

Did you know that IPMBA instructors are eligible to be certified as League Cycling Instructors and to teach the League of American Bicyclists' BikeEd curriculum? Current IPMBA instructors only need to submit an application, become a League member, and pay a nominal fee. You will receive the BikeEd *Enjoy the Ride* DVD as well as the *League Guide to Safe and Enjoyable Cycling* and LCI Manual (complete curriculum). LCIs are covered by the League's liability insurance policy and their classes are promoted on the League's website and Almanac. For more information, contact Bill Nesper or Todd McDonald at the League of American Bicyclists, 202-822-1333 or [education@bikeleague.org](mailto:education@bikeleague.org).

## FROM A TO Z BY BIKE

Submitted by John Brandt, PCI #204

University of Maryland Public Safety

*From A to Z by Bike* is a 7" x 10" booklet that I routinely distribute during bike safety education events such as rodeos.

It is an amazingly complete guide for children and their parents to learn together about the proper way to cycle. It is a 30-page comic-book sort of booklet, in color, with a lot of pictures.

The first words in the booklet are, "A bicycle is not a toy, it is a child's first vehicle." That says it all for me, right there. Too many adults neglect that fact and all the information it demands when they teach their children to ride.

As far as teaching kids about cycling, it's the best money I've ever spent. Visit [www.amcmedia.net](http://www.amcmedia.net) or call 800-667-6119 to receive a copy and a price list. The more you order, the less they cost per pamphlet. There's even a plain white addressing area on the back cover, where you can stamp or print your agency's name, address, etc.

## STATE OF ILLINOIS SAFE CYCLING RESOURCES

Submitted by Chris Hawk, PCI #347

University of Illinois PD

The State of Illinois Secretary of State's Office offers a variety of bike safety education resources, including guides on setting up a rodeo and a kids' safety manual for younger children. Visit [www.cyberdriveillinois.com/departments/drivers/traffic\\_safety/bike-pedestrian\\_safety/home.html](http://www.cyberdriveillinois.com/departments/drivers/traffic_safety/bike-pedestrian_safety/home.html) to find links to nine impressive resources.

There is also a good web page titled, *Teach Your Child Well: Bicycle Safety* on the International Bicycle Fund website, at [www.ibike.org/education/safety-kids.htm](http://www.ibike.org/education/safety-kids.htm).

## ROYAL SOCIETY FOR THE PREVENTION OF ACCIDENTS (ROSPA)

Submitted by a British IPMBA Member

These resources, while specific to the UK, may be applicable even beyond the UK borders. The following documents can be found at [www.rospa.org.uk/roadsafety/advice/cycling/index.htm](http://www.rospa.org.uk/roadsafety/advice/cycling/index.htm): Cycling Accidents – Facts & Figures (2005); Cyclists & Lorries Factsheet (2006); The Effectiveness of Cycle Helmets (2003); Cycling Policy Statements (2002); Cyclist Training Scheme Guidelines (2002); Carrying Children on Bicycles (2005); The Effectiveness of Cycle Training (2001); A Survey of Adult Cyclist Training in Scotland (2001).

## CYCLING SCIENCE: A TECHNICAL JOURNAL FOR BICYCLING ENTHUSIASTS

Submitted by Kirby Beck, PCI #002

Coon Rapids Police Dept. (retired)

Cycling Science is now available on CD! A CD was necessary because *Cycling Science: A Technical Journal for Bicycling Enthusiasts* is simply too massive to be an eBook.

In many respects, this CD (which contains every page of all 23 issues, 102 articles total, from 1989 to mid-1997) is a historical archive. It was the creation of Chester Kyle, Ph.D. and Ed Burke, Ph.D. — two Americans recognized as world leaders in cycling technology and physiology — and contains much research on topics that were cutting edge during the publication period. Read today, the evolving technologies and predictions of cycling's future are fascinating and even entertaining.

This unique CD is available for just \$23.95 with no additional cost for shipping.

Visit [www.roadbikerider.com/cscd\\_page.htm](http://www.roadbikerider.com/cscd_page.htm) to see the articles and order your cd.

## BETTER WEAR A HELMET (WHEN YOU RIDE)

Submitted by Randy Swart

Bicycle Helmet Safety Institute

"In 1992, The Animal Band performed at The White House in Washington, DC, and visited Children's National Medical Center. Several physicians had heard my songs and made it a point to suggest that I write a song about bike safety with the main theme focusing on helmets. The idea was to incorporate the fun and freedom that biking offers with proper fitting of a helmet. I wrote the tune and in 1994 recorded it on The Animal Band's CD *UNCAGED*. I'm so honored that my song is being used to educate people about bike safety."

*Better Wear a Helmet (When You Ride)* can be downloaded for free from [www.theanimalband.com/animband.html](http://www.theanimalband.com/animband.html).

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Submitted by Ken Nutter, PCI #979

Royal Oak (MI) Police Department

I ordered two free videos from NHTSA and show these during bike safety education sessions. The titles are *Ride Smart: Its Time to Start* and *Bike Safe, Bike Smart*. They are quick videos that cover the basics, and seem to keep the kids' attention.

Go to <http://nhtsa.gov/people/outreach/media/catalog/Index.cfm>. Go down their page to "Topic" and click on the gray arrow to drop down the list of topics. Click on Bicycle Safety, then click on the gray Submit Topic button.

A variety of other brochures, pamphlets, and other resources are available through NHTSA.

## Better Wear a Helmet (When You Ride)

©1994 Jim Moore - Animal Band Music (ASCAP)

Everybody likes the freedom of a bike

You can go most anywhere

It's under your control, you make it roll

Riding on a cushion of air

And there's nothing like the wind hitting your chin

As you're cruising on down the road

But it's no joke if you flip your spokes

There's something you should know

You better wear a helmet when you ride

Your head is protecting your brain inside

It's a serious deal when you pedal your wheels

Better wear a helmet when you ride

Don't compromise when you're choosing the size

A proper fit is nice and snug

If you helmet moves then it's too loose

Give the strap an extra tug

And when it comes to style whatever makes you smile

Cuz everybody wants to look cool

You can be unique from your head to your feet

Just remember this safety rule

You better wear a helmet when you ride

Your head is protecting your brain inside

It's a serious deal when you pedal your wheels

You better wear a helmet when you ride

It makes no difference how you go

When you get the urge to roll, roll, roll

Bicycle, skateboard, roller blades

Short ride, long ride, you've gotta be safe

You better wear a helmet when you ride

Your head is protecting your brain inside

It's a serious deal when you pedal your wheels

You better wear a helmet when you ride

You better wear a helmet when you ride



Seven Star Sports has recently joined IPMBA's Product Purchase Program! Based in Hamilton, Ontario, Seven Star Sports offers a wide array of cycling and multi-sports helmets as part of their 2007 Helmet Safety Program. IPMBA members can purchase these CPSC-approved helmets for as little as \$5 per helmet. For more information or to place an order, contact Purvis Mirza at [purvis@sevenstarsports.com](mailto:purvis@sevenstarsports.com) or 888-527-7827 or visit [www.sevenstarsports.com](http://www.sevenstarsports.com).

## K.I.S.S. It: Keeping It Simple

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

Sometimes we all need a humbling experience to teach us something. I'm sharing this piece because I'm quite sure there are other experienced and passionate IPMBA Instructors who can stand to learn this lesson themselves. It is better learned sooner than later.

I had my revelation last spring while teaching an IPMBA Police Cyclist Course. It was a rather large class and it required three PCIs to teach it. Assisting me were two PCIs with vastly different cycling and bike patrol experience. One was older, with a great passion for biking and fitness. He had been a road cyclist and racer for a number of years prior to getting involved with bike patrol. The second was a younger officer and new instructor. He had the same enthusiasm for teaching bike patrol officers, but considerably less teaching and cycling experience from which to draw.

During the class, our younger team member gave several presentations. They were each presented well. His material was straight from the IPMBA PC lesson plan. The information was complete, but there wasn't much "extra" information added that went over and above the material in the lesson plan. Unlike we "old-timers" whose

experience and passion had us delving much deeper into some of the topics, the "rookie" pretty much stuck to the book and the lesson plan. As I listened, I thought, "there is much more to add if we want to make these students as knowledgeable and passionate as we are!"

At the end of the week, the required course and instructor evaluations were collected from the students. To our surprise, the rookie PCI got the highest evaluations from the group. He was deemed easier to understand and had an overall better attitude. All three of us were somewhat taken aback at the results. It started an after-class discussion among the instructors as to why the evaluations were as they were. While some of the points were unique to that group and the weather conditions during the class, some could be applied to all basic training courses.

The greatest lesson I learned was to remind myself before and during every basic course that it is just that: a basic course. We want to teach them skills and information that will enable them to more effectively and safely perform basic public safety tasks using a bicycle. Students often attend because they are told to be there. Most don't have a passion for cycling, nor do they have any expectation of ever being an expert. They seek basic riding skills and enough cognitive information to enable them to pass the tests at the end of the course, which will keep the brass at work happy. The IPMBA course lesson plans provide them with all that is required to meet that standard and pass the tests. It has proven to be a basic but very comprehensive training program.

During my career, I attended a number of police-specific instructor courses. Quite often I would hear the acronym K.I.S.S. It means *Keep It Simple, Stupid*, or *Keep It Splendidly Simple*. Never before had those words been more meaningful. In our passion for the

topic, and our desire to make the students the best, most knowledgeable bike officers we could, we were actually having nearly the opposite effect!

I realized complexity has several effects. First, the information becomes too much to absorb and understand in a 4 to 5 day class. Secondly, when students become overloaded, some start to "tune out" and daydream. At that point the instructor has lost them. Next, when information gets too involved, many adult learners start wondering how it could possibly be useful to them. As experienced bike officers we may know that it is valuable, but the novice public safety cyclist has a difficult time comprehending how that extra information will be valuable. I have been known to refer to these added techniques or information as "extra tools for the toolbox." In reality we need to give students the most vital tools for a very basic, easy-to-use toolbox.

Last, and certainly not least, is the impression students may get of their instructor. Some may perceive an instructor's fervent passion as the instructor simply showing off, or bragging about how smart or experienced they are. Taken to an extreme, they may even perceive it as arrogance or "attitude." That may not be the instructor's intent, but it may indeed be the student's perception. A letter from Allan Howard, Past IPMBA Chairman, and PCI #001, found in the beginning of the IPMBA Instructor Manual reminds IPMBA instructors of the importance and value of humility. "*Even though your skills are of the highest quality, be humble. Humility allows students to believe they, too, can do what's being demonstrated; it is also an admirable trait...*" If you have never read the whole letter, do so. It's a valuable lesson for all of us.

Occasionally an instructor will encounter a student with a passion for cycling or bike patrol near equal to their own. That student will ask questions and seek out more information and techniques. This is an opportunity to share what you know to help make that unique student all that they can be. That student may well be the next person you recommend for IPMBA Instructor candidacy. Those students may be rare in a basic course. IPMBA offers both intermediate and advanced level courses for those who seek more tools for their toolbox. It is also a great thing to add to in-service training for those already trained in the basics.

The lesson I learned was an important one. I have found greater success and satisfaction while teaching basic courses since I began reminding myself to *keep things simple*. Fighting the urge to go beyond the lesson plan may require constant self-reminders, but doing so will make you a better instructor and will actually enable your students to better perform and understand the basic skills you want them to learn in the first place.

*Kirby is a former president of IPMBA and one of the authors of the Complete Guide to Police Cycling. He is an IPMBA Instructor Trainer and an expert in a variety of bike-related issues, including crashes. He can be reached through his website, [www.kbconsulting.com](http://www.kbconsulting.com) or at [kirby42@aol.com](mailto:kirby42@aol.com).*

**I have found greater success and satisfaction while teaching basic courses since I began reminding myself to keep things simple.**

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# Bicycle Crash Investigation

(Continued from page 1)

Unfortunately, many serious road cyclists know and understand traffic laws regulating bicycles far better than most street cops. Officers who have received quality bike patrol training, such as the IPMBA Police Cyclist™ Course, have been trained in the legal status of bicycles in traffic, proper and legal lane use, and other pertinent provisions.

When investigating a bicycle-vehicle crash, it may be a good idea to involve a trained bike patrol officer to help get a comprehensive perspective as to the bicycle-related factors and conditions involved. Criminal charges may be warranted. An officer knowledgeable in bike law could be a victim cyclist's best advocate, or a legal opponent, providing the details for fair prosecution.

Some states don't require, or even allow, a police crash report unless the crash involves a motor vehicle. Yet, it is quite possible to have a serious or fatal crash involving a lone cyclist, two or more bikers, or even a cyclist and a pedestrian. Since these don't involve a motor vehicle, none would be reported on an official state

## The most under-recognized effect of weather on cyclists might be that of wind.

or FARS crash report form. These incidents would be classified as a public accident of some sort. The obligation for a thorough and detailed investigation is no less important.

### Balance

The physics affecting bicycles and motorcycles are similar in most ways. When examining drag factors, braking efficiencies and percentages, as well as wheel tracking, those qualified to assess those dynamics can use the same general factors. Like a motorcycle, a bicycle is a single-track vehicle. Unlike a motorcycle, a bicycle is far more affected by weather and surface conditions. Both rely totally upon the balance of its rider to remain upright.

Despite the rider's best efforts, more things can happen to cause a bicycle to fall or crash to the ground. Balance is easier to maintain when the bicycle is traveling faster, and is harder to maintain while

going slowly. There exists somewhat of a gyroscopic effect with rapidly spinning wheels, and to a lesser extent, rapidly pedaling legs. When its pedals are powering a slow moving bicycle, the bike's center of gravity drops from the top of the saddle to closer to the bike's crank set and bottom bracket. The center of gravity moves up higher when it is not being pedaled.

Balance is primarily maintained through minute movements of the front wheel. Sudden and unexpected movement of the handlebar or the front wheel can cause the bike to rapidly lose balance and fall. If the front tire strikes an object laterally, such as a hole, the side of a curb, the gap or grade difference between asphalt and concrete curb, or the side of another bike tire, it diverts the balance, causing what is known as a diversion crash.

The diversion crash can also happen should the front tire get trapped in the gap between road surface and concrete gutter apron, or in the gaps of a diagonal railroad crossing. It results in a near instantaneous fall. It is only through great luck and skill that a cyclist can prevent such a result when their balance is diverted with lateral front tire contact. A diversion crash may explain a sudden and unexpected fall. There may not be evidence on the bike, but other evidence of a causation factor might be located nearby.

The process of balancing a bike also affects a bicyclist's rear profile. The widest part of a bicycle is its handlebars. Few handlebars are wider than 24 inches. The widest part of the profile may indeed be the rider, especially across their shoulders. The process of balancing the bike, and making the necessary movements of the front wheel, causes it to move subtly from side to side.

This side-to-side movement is more obvious at lower speeds. This normal side-to-side motion widens the cyclist's profile, or space used, to somewhat wider than his shoulders. In reality, the bike needs a "wobble lane" width that is approximately three-feet wide.

### Weather

Weather is a factor that affects cyclists. Rain or snow can certainly influence tire traction. Wet rims will reduce the effectiveness of certain types of brakes. Rain can even hamper a cyclist's ability to

see and be seen. The most under-recognized effect of weather on cyclists might be that of wind. Riding into a headwind can be very distracting. It requires extra effort to pedal into a headwind. The extra effort increases both mental and physical fatigue.

Riding into a headwind also makes it difficult to hear all but the noisiest vehicles approaching from the rear. Unless a cyclist looks behind him when moving out into traffic, he might not realize a vehicle is bearing down on him.

While crashes involving cyclists being struck by motorists (overtaking) from the rear are statistically quite rare, they are often the most deadly. While they are the most feared bike crash, they generally make up less than 10% of all bike versus motor vehicle crashes.

When analyzing these "overtaking" crashes, it is important to try to determine if the cyclist was riding a straight line in a roadway location he legally belonged, or if he was swerving (unexpectedly) laterally to avoid something like a hole or obstruction. Perhaps he swerved recklessly for no apparent reason at all.

Most fatal overtaking crashes occur at night. This makes it crucial for investigators to determine if the cyclist was in the proper and legal lane position. It's also essential to determine if the cyclist was using legally required lights and reflectors or any other devices or clothing to enhance his visibility.

In daytime, a headwind may prevent a cyclist from hearing vehicles approaching from the rear. At night, a cyclist would usually notice headlights overtaking him, even if a headwind prevents him from hearing it.

When investigating a serious bicycle crash, it is important to determine and document the wind speed and direction. That may prove or disprove a factor in the incident. A nearby fire station or school may have a local weather station that can provide that close-to-the-scene information.

A final weather factor that can be particularly dangerous is the glare from the sun. The blinding rays of the sun, especially when combined with a dirty or streaky windshield, can make seeing a bicyclist nearly impossible.

(Continued on page 31)

(Continued from page 30)

This problem is worsened by the fact that most motorists aren't conditioned to expect or look for cyclists. Most drivers are conditioned to search for cars, trucks and buses that will endanger them or their car if they pull out in front of them. With a bicycle being a narrow single-track vehicle, operating in or near traffic, they are particularly vulnerable to the effects and hazards of glare. Documenting any glare as accurately as possible should be a goal if glare is suspected of being a factor.

## Environmental Factors

When a bicycle and motorists are sharing the same space on a roadway, the width of the traffic lane, vehicles and shoulder becomes crucial to measure and document. Normally, bicyclists are expected to ride on the shoulder, in the same direction as adjacent traffic, if a shoulder exists and is in rideable condition.

Exceptions to shoulder riding exist both legally and in practice. Cyclists can leave the shoulder and even take the (traffic) lane, if the shoulder is blocked or unrideable, if the cyclist is making a left turn, if he is avoiding an obstruction or hazard, or when he passes a parked car or a slower moving vehicle.

In the event of a serious bike-related crash, the investigator needs to determine if the cyclist should have been on the shoulder and if the exceptions to shoulder riding were present. Inspect and document the width and condition of the shoulder, if one exists. Look back at least one block prior to the crash scene. Was there a reason why the cyclist may have had to leave the shoulder and use the traffic lane?

In incidents where the cyclist shared the traffic lane with motorists, determining the various widths becomes more important. How wide is the traffic lane? How wide is the motor vehicle involved? Remember that the cyclist needs a "wobble lane" at least three feet wide. Can the two operate in the traffic lane two abreast while allowing a safety cushion of roughly three feet?

Several states have even mandated that vehicle operators pass no closer than three feet from a cyclist. By law, if the lane is too narrow for both to operate

safely side-by-side then the motorist has to slow and yield the lane to the cyclist. Check your own state's statutes, but most states restrict their "impeding traffic" statute to the operators of motorized vehicles. In most cases, a bicyclist, operating legally otherwise, is exempt from an impeding traffic law!

Bike lanes are found in many cities. Bike lanes are part of the roadway and all related laws would apply. Cyclists in a bike lane, wishing to make a left turn, find themselves in a bit of a quandary. If they make it from the bike lane itself they are essentially making a left turn from the far right lane of the roadway. This maneuver results in one of the most frequent types of car/bike crashes.

If a motorist made this maneuver, it would be considered an illegal and unsafe lane change, of course! Many cyclists choose to leave the bike lane and use the traffic as any other vehicle would. Other, less confident cyclists stop at the intersection and make a pedestrian-style street crossing. Occasionally bike lanes are shared with parked cars, and conflicts are dangerously increased between cyclists, motorists and activity related to parked cars.

## Sidewalks & Bike Paths

Another factor in the riding environment is cyclists riding on sidewalks or bike paths. In some states, cyclists are prohibited from riding on sidewalks, or may only be forbidden from riding in business districts, where conflicts with pedestrians are dangerous. In other states, where they are permitted on sidewalks, they are legally defined as pedestrians, and subject to the same rights and responsibilities as pedestrians.

Most police aren't any more knowledgeable of pedestrian laws than they are of bicycle laws. Investigators should review their Traffic Code and ordinances for pertinent regulations on cyclists and pedestrians using sidewalks and bike paths.

A growing number of communities are building bike paths adjacent to roadways

for cyclists and pedestrians to use. They often parallel streets much like sidewalks. Both bike paths and sidewalks provide a perception of safety to their users.

Statistics, however, show that they are usually no safer where they intersect

roadways and, in many cases, they prove to be more dangerous.

One of the reasons they are more dangerous is that sidewalk and path cyclists are often legally defined as pedestrians, exempt

from the usual vehicular traffic rules and laws. Paths and sidewalks are likely not within the scope of the traffic code.

Cyclists can ride both directions, not necessarily the same as adjacent traffic.

In most cases traffic controls, like stop signs and semaphores, don't apply to path users. In many cases they intersect streets at a location set back from the main intersection. Having cleared the intersection, motorists aren't conditioned to scan bike paths or sidewalks. They don't expect anyone to approach from both directions and at speeds much faster than a person can walk.

This junction of two systems, one for motorists, one for pedestrians, results in many conflicts with associated collisions and casualties. In addition, many of the bicyclists who operate on sidewalks and paths are children who have little to no understanding of traffic rules and principles. Few can imagine that what they do on their bike can get them killed or seriously injured. Those factors combine to make the intersection of roadways with bike paths and sidewalks very dangerous and legally confusing places to be.

In the Summer 2007 issue of *IPMBA News*, we will continue to examine some of the specific concerns unique to investigating bicycle crashes.

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