

ipmba news

NEWSLETTER OF THE INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION

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

VOL. 30, No. 1

IPMBA Conference 2021?

by Maureen Becker
Executive Director

It is with regret that we find ourselves having to announce that like 2020, 2021 will also be "the year without an IPMBA Conference."

There was a period of optimism during which we thought it might be feasible to safely and successfully hold a conference, and we were exploring various options with respect to location and format. However, in light of the ongoing surge of COVID cases, the new strains of COVID, the challenges of the vaccination rollout, and the varying travel restrictions among the states, we have decided that holding even a scaled-back conference in 2021 is not in our best interest.

This decision was not made lightly. We care deeply about the safety and security of our members and their families. We also need to make fiscally responsible decisions to ensure the long-term financial health of the association. The capacity limits would have made it difficult, if not impossible, to avoid incurring a loss. Attendance would also be affected by staffing shortages, budget cuts, and training freezes. We also recognize that there is a social aspect to the conference, and without communal events, the conference would be missing something.

Although there will be no conference, there will still be opportunities for IPMBA members to attend essential public safety cyclist training. Information about regional training courses will be posted on our website. We are also exploring the possibility of online training.

**Share your stories!
Email tales of your
trials, tribulations,
and triumphs to
info@ipmba.org by
June 30, 2021, for
consideration.**

Those who are familiar with *IPMBA News* may recall that one issue is typically dubbed, "Conference Highlights". In 2020, that issue was transformed into "Conference Retrospective". In 2021, it will focus on how IPMBA members weathered the dual storms of the pandemic and protests, as well as the actual weather and other natural phenomena. Share your stories! Email tales of your trials, tribulations, and triumphs to info@ipmba.org by June 30, 2021, for consideration. Be sure to include photos! Please direct any questions to info@ipmba.org.

Wishing you peace, good health, and happiness throughout the year and beyond. We look forward to welcoming you to our regional trainings and to IPMBA 2022.

I'm Still Here

by Allan Howard, PCI #001T
Dayton (OH) Police Department

I'm sitting here on a cold and snowy day, reflecting on the year 2020 and all it brought us. As you may know, in August of last year I had a pretty bad crash on my road bike. As a result, on August 6, 2020, a pulmonary embolism (PE) blood clot stopped my breathing and heart for over ten minutes; indeed, I was "gone". Thanks to quick-acting first responders and hospital personnel, I'm here today to tell the story. There are some residual effects from the original injuries and the PE event but that won't stop me from riding my bicycles and motorcycles as soon as the snow and cold weather are gone.

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What We Should Never Sacrifice



In the previous issue, I described the public safety profession as one in which we are called upon to sacrifice much to protect and serve the citizens we serve. Among the sacrifices we make are: a normal schedule, sleep, family time, consistent and

healthy diets, the “luxury” of being lazy and out of shape, safety, the ability to hunker down, the liberty of taking sides, and our First Amendment rights. In this column, I will discuss what public safety personnel should never sacrifice.

Physical Fitness

This is repeated throughout our careers, yet so many of us fail to fight to maintain good health. We get lazy; we stop habitually working out and eating well. We owe it to ourselves, our families, and the public to maintain a high level of fitness so we do not get hurt on the job, and so we can enjoy our post-retirement years. Good fitness is especially important for those in specialized, high-stress, and physical units like SWAT and bicycle patrol.

Morality, Integrity, and Ethics

We are the guardians of society and, as such, are rightly held to a higher standard. We must set the example for the type of behavior we expect from law-abiding citizens. Our actions are scrutinized, and our word, our integrity, and our truthfulness are often the final determination of an investigation's outcome. Ethics govern our behavior, and our actions must be beyond reproach.

Civility, Compassion, and Respect

The golden rule has passed the test of time and is as relevant today as it has ever been – treat others how you would like to be treated. Tension between people can often be reduced with civility, compassion, and respect. While people will always have differences of opinion and/or opposing views, treating one other with compassion, using respectful language, and engaging in civil discourse are still viable ways to prevent violent responses. Everyone simply wants to be treated humanely and with respect.

Technical Skills

Effective skills are honed with practice and on-going skill development. Finding what works and what does not is a continual battle built on experience and attending training sessions. New developments are necessary as new techniques and technological advances affect and enhance physical abilities.

Knowledge and Continued Learning

Laws change, medical procedures advance, and technology progresses. It is incumbent on those of us in public service to keep up-to-date. We cannot simply sit back and let the future of our profession pass us by; we must stay current, and, whenever possible, anticipate future developments. Without continuous learning, we hinder our ability to foresee upcoming changes in public demand for and perception of our services.

Devotion and Collaboration

Public service is a calling, an innate desire to help others. It is imperative to continue to keep alive the devotion, the burning desire to help others and protect the rights of all. We must collaborate not only among ourselves in law enforcement, emergency medical services, and security, but also with the people, organizations, associations, and groups we serve. While it is easy to lose focus and become jaded over the years, a lazy, uncaring, or indifferent public safety employee can cause harm of immeasurable proportions.

Critical Thinking and Problem Solving

Public safety personnel are problem solvers, called upon when members of the public cannot devise a solution. We must never sacrifice our ability to think critically and solve problems ranging from the most mundane to the complex, while at the same time remaining professional and compassionate. It is incumbent upon us to continually learn, develop our skills, and assist those in need of

answers, options, advice, and assistance. Our extensive experience enables us to find solutions for those who are overwhelmed and unable to objectively manage the situation at hand.

Communications Skills

The abovementioned skills, knowledge, and abilities will not serve anyone well if we cannot effectively communicate with others. We must clearly, concisely, and compassionately explain options, direct callers to resources, and field follow-up questions and concerns. Physical demeanor and professional communication methods are extremely important, especially as Crisis Intervention Training takes hold and public safety collaborates with other

professions to more effectively respond to the ever-growing mental health crisis.

Courage

We need the courage to do right. We need the courage to face the problems of society and the ever-increasing analysis of public safety – especially law enforcement. We must be courageous in our daily work and be

vigilant against those who stain our profession with their words or actions.

We all need the courage to look at ourselves and see where we can improve: physical fitness, positive healthy habits, moral and ethical behavior, technical skills, knowledge, critical thinking, and communication.

Our profession deals with an unpleasant side of society. We need the courage to admit when we need help, to reach out those who require our support, and to utilize mental health assistance when necessary.

What do you stand for? What will you courageously never sacrifice?

Ethics govern
our behavior,
and our
actions must
be beyond
reproach.

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PRODUCT GUIDE 2021

Welcome to the 19th Annual Product Guide! In 2020, police cyclists were portrayed in an uncharacteristically unfavorable manner during some of the protests. In response to these portrayals, as well to as the “Defund Bike Police” movement, some manufacturers and retailers opted to cease or “pause” sales to law enforcement agencies. These, however, were in the minority. IPMBA is grateful to those companies which have continued to support our organization, our members, and the public safety cycling profession as a whole. This issue of *IPMBA News* is dedicated to our industry partners and celebrates the wide array of products, services, and technologies which they offer. Vote with your wallet! Whenever possible, purchase from companies that truly value your business and support your efforts to protect and serve your community. Put IPMBA’s industry partners at the top of your shopping list! *Pages 5-21.*

Setina Police Bike Rack: Transport Problem Solved

by Dave Sanders
Beaverton (OR) Police Department

Patrol officers often do not have a practical way to transport bicycles. These can be police-issued patrol bikes, prisoner property, abandoned bikes that are turned in to officers, or stolen bikes that have been recovered. Unless the vehicle is equipped with a bike rack, officers are left to improvise creative ways to transport these bikes. This often entails utilizing the front push bumper. Unfortunately, there are various safety and practical challenges that the officer must overcome to do this. Transporting the bike on the front bumper often obstructs the driver’s view.

Many times, the bike is too large to fit inside the back of the vehicle. This is obviously not even an option if a prisoner transport is involved. Additionally, many bikes are equipped with locking wheel skewers, which prevent the officer from detaching the wheels for more compact transport in the back seat. The only other option is the front bumper or a labor/time intensive quest to find a transport van or truck.

The solution to this transport challenge is the Police Bike Rack by Setina Manufacturing, based in Olympia, Washington. These bike racks are designed to mount on the Setina or any other brand of push bumper without any vehicle modification or tools. They can be securely mounted on the vehicle in less than ten seconds, and they can safely and effortlessly transport two large bikes.

We tested this rack in Portland for the past year with hundreds of various bikes. Its versatility makes it compatible with almost

every bike on the market, ranging from children’s bikes to large electric cargo bikes. The weight capacity (125 pounds/57 kg) is sufficient to transport any combination on the market. It can withstand the bumps, turns, and speeds that are inherent to police work.

This bike rack allows for significantly better visibility for the driver. Also, mounting the bike rack on the front of the vehicle maintains the ability to access the rear hatch immediately for equipment, even when transporting a bicycle.

The Setina Police Bike Rack conveniently folds together when not in use for easy stowage and all the attachment straps are semi-permanently attached so they will not get separated from the rack and lost.

When an officer needs to transport a bicycle on the front of a vehicle, the hood is likely to sustain damage as the metal pedals gouge into the metal hood. This is unavoidable and not the fault of the officer transporting the bike.

A recent assessment of Ford Interceptor Utility (FIU) vehicle hoods in the Portland Police Bureau showed that the cost to repair a single FIU hood dented and scratched by improvised bicycle transport could reach upwards of \$600. The cost of the bike rack that would prevent this damage, which is sometimes repeated, is around \$249.

We did not encounter any substantial drawbacks or dislikes with this rack. The only problem we had in one incident was when a perp stole a recovered stolen bike off the rack when the officer’s back was turned for a few minutes. Though this was related to the rampant bike theft in



Bike mounted on push bumper



Bike mounted on Setina Police Bike Rack

Portland, it was also because the officer neglected to apply the cable lock that we supply with the rack – highly recommended.

I would rate this rack a 10+ in all categories: performance, value, ease of use, and durability. Setina Police Bicycle Racks are robust and will hold up to the conditions of police work. The rack could easily outlive the vehicle’s service life. Highly recommended by the Bike Theft Task Force in Portland, Oregon.

Dave Sanders was an officer with the Portland Police Bureau for 14 years and on the bike unit for nine. He founded and managed the PPB Bike Theft Task Force in 2015. In 2021, he accepted a position with the Beaverton (OR) Police Department. He can be reached at dsanders@beavertonoregon.gov.

Photos courtesy Dave Sanders.

by David Cohen

Maryland National Capital Park Police Reserve Unit

When a public safety bike has reached the end of its service life, either through obsolescence, major damage, or necessary maintenance beyond budgetary considerations, it typically faces a rather unceremonious end. Some are stripped of their parts to be spare parts for other bikes in the fleet and others are auctioned off, but the majority end up going to the scrap man. Not much thought is given to a post-mortem and the lessons that can be learned from a bicycle that has spent its life in public safety applications.

the larger frame bikes, it seems to have been one of the more popular bikes in the bike shed. Its paint job is pock-marked with all kinds of dings and wear marks. It saw its share of basic maintenance and ABC Quick Checks, but heavy maintenance seems to have been lacking. Here's how the various components held up – or not – after 20 years of use.

Cables: The first thing I noted was how poorly the cables performed. Neither the front nor rear derailleur was capable of going through its full range because of the condition of the cables and the cable housings. The cables were grimy and very stiff going through the housings. A more thorough and consistent cleaning and lubrication of the cables would have prevented this.

Derailleurs: Both Shimano derailleurs were in good shape mechanically. The front derailleur's biggest problem was that it had caked-on dirt and grease. Once it was cleaned up, it worked like new. The rear derailleur was also in good shape. Both jockey wheels had all kinds of detritus on them and they would not spin freely, but a

good cleaning and lubrication solved that problem. By coincidence, one of my personal bikes, a 1998 Klein Pulse Comp, has the exact same derailleurs as Bike 908, and even after 22 years, they still work smoothly...with regular maintenance, of course!

Chain: On this particular bike, the chain was actually in good shape. It needed degreasing and then lubricating, but was otherwise okay. That was a surprise. On bikes ridden by officers who "stomp" the pedals (that is, use far too high of a gear than necessary), the torque forces tend to twist the chain, leading to all kinds of interesting wear patterns on the cassette and chainrings.

Crankarms: The crank arms were pretty well stuck on the bottom bracket. It took a little bit of Seafoam Deep Creep and a lot of "influence" from a rubber mallet on the crank puller to get the arms off. I would

venture a guess that the crankarms were never removed at all during the bike's service life. The amount of dirt and grime found on the bottom bracket seems to confirm this.

Pedals: The pedals came off relatively easily. That hasn't been the case with many other public safety bikes that I've worked on. The tendency to "stomp" the pedals combined with never removing the pedals creates a "cold weld" and the pedals are stuck fast. I've used all the tricks in the book, from penetrating oils to using a torch to heat up the affected areas, but once they get stuck like that, it's nearly impossible to free them.

Chainrings: The rings were worn, but other than being covered with a lot of sludge, they were probably still usable. Curiously, the outer ring's teeth were worn in such a way that they were narrow and pointed, while the middle chainring was more worn from the top.

Bottom Bracket: Of all the things that amaze me about older bicycles, the resiliency of the original square-tapered bottom bracket cartridges still blows me away. I've worked on quite a few bicycles equipped with this type of bottom bracket, and I've never experienced a bad one. Bike 908's bottom bracket was no exception. It was dirty, and the grease on the threads had turned into paste, but it still works well.

In the 2000s, the bicycle industry thought it could improve the bottom bracket with the ISIS splined and Octalink bottom brackets. These bottom brackets were supposed to be superior to the square tapered bracket, but it was a technological wrong turn. I've owned a number of bikes with the ISIS splined brackets, and every single one of them failed. Personally, I prefer the external bearing bottom bracket these days, but the good old square-taper bottom bracket still works well.

Headset: This particular bike came with the threaded type of headset. It's an inferior design to the modern threadless headset. The headset still operated fairly smoothly; lubrication was all it needed.

(Continued on page 7)



Gunk on the chainrings

Last year, the Maryland-National Capital Park Police, Montgomery County Division, declared three bicycles either obsolete or beyond economical repair. Although they were written off, unlike many bikes, these three avoided the scrap man. The first bike, a 1997 Trek police bike (Bike 904), happened to be the first "official" police bike acquired by the Division. It was restored and became the subject of the article "Forward from the Past" in the 2020 Product Guide issue of *IPMBA News* (Vol. 29, No. 1). The second bike, a 1999 Trek police bike, was completely rebuilt from the frame up with many new components, repainted, and returned to service with the Volunteer Auxiliary. The third bike, also a 1999 Trek police bike (Bike 908), thus became the subject of our post mortem analysis.

Our subject bike led a pretty typical life for a police bicycle. Being one of

Post-Mortem

(Continued from page 6)

The stem bolt, however, had rusted solid and the head of the bolt stripped trying to remove it. At this point, the decision was to leave it be rather than drill it out and try to source another stem bolt.

Hubs: The introduction of the sealed bearing hub in the 1990s did much to extend the service life of bicycle wheels. However, “sealed bearing” does not necessarily translate to “no maintenance”. At some point, the hubs do need service. All three of the bikes that were written off had problems with their front hubs. Servicing a sealed bearing hub is a tricky proposition and would be best left to a bike shop or an experienced mechanic.

Quite curiously, the rear hubs/freewheels on these three bikes were all considerably more stout than the front hubs, and none of the rear hubs required any maintenance.

Wheels: The rims were in very good shape. The rear wheel was straight as an arrow. In fact, it was the straightest rim I’ve seen on any of the public safety bikes I’ve worked on. The front wheel as almost as good, with deviances of about 1mm laterally that could be easily fixed with a spoke wrench.

Tires: I couldn’t tell if the Trek Invert 2 tires on the rims were original or not. The Invert 2 appears to be Trek’s knock-off of the venerable Continental Town & Country tire. And, like the Continental T&C tires, they seem to have an almost unlimited shelf life. The tread was still good and there was no evidence of dry rot.

Brakes: The brake mechanisms themselves were not in bad shape. This bike is equipped with an early iteration of the linear pull brake. The biggest issue I found was that someone installed the brake pads on the front wheel backwards. The mounts for the brakes needed lubrication and the brake arms needed a bit of convincing from a rubber mallet to be removed. The barrel adjusters on the levers were frozen, but with a little bit of

lubrication, were soon back in full swing. The levers themselves were in good shape and just needed a drop of oil on the pivot points.

Conclusions

If you read down the list of items that were worn or not functioning as they should, the vast majority of these problems could have been eliminated by performing routine periodic maintenance and cleaning using the typical tools available to the average public safety cyclist. Only overhauling the wheel hubs and removal of the crankarm/chainrings would require the use of specialized tools.

Outside of the routine ABC Quick Checks, first and foremost on the list of preventive maintenance items would be to take care of the cables. At least once per year, the cables should be lubricated, inspected, and replaced if necessary. Replacing the housings may be necessary at some point. Fabricating new cable housings is not a difficult job, but it does require specialized tools and the knowledge on how to use them.

A periodic degreasing and lubrication of the drivetrain done more thoroughly than the typical ABC Quick Check would eliminate another set of problems: keeping the chain, chain rings, cassette and jockey wheels moving freely. While it is certainly easier to clean the front chainrings by removing the crankarm, it can be done with the crankarm still on the bike.

Finally, routine cleaning of the entire bike prevents the dirt and gunk from causing some of the other parts, such as derailleurs and brake arms, from getting gummed up. Lubricating the pivot points after cleaning will also help enable smooth operation.

If you take care of the items listed above, all that is left are a couple of components that are typically fairly robust and may only need annual checks: bottom bracket (except for ISIS splined units), headset, and the hubs. At some point, all of these will need maintenance. They should be referred to a bicycle mechanic.

PRODUCT GUIDE 2021

Even when one of these more complex items necessitates a visit to the bike mechanic, if you perform routine maintenance on the items that are fairly accessible, odds are you are going to walk away with a much smaller repair bill than if everything was left alone.



Inside the bottom bracket after removing the cartridge. Dried grease, dirt, some rust.



Accumulated sludge in the bottom bracket cartridge.

As far as the subject of our post-mortem, Bike 908 would be considered obsolete in the public safety role by anyone’s measure. However, once the needed maintenance is performed, this bike will have a second life as a recreational bike in civilian hands. While Bike 908’s days of service to the residents of Montgomery County are over, I hope the information gleaned from this exercise will help it to provide one final service to the public safety cycling community.

David Cohen is a 12-year volunteer with the Maryland-National Capital Park Police. When he isn’t riding or tinkering with bicycles, David can be found tinkering with vintage cars or World War II airplanes. An avid historian, David enjoys researching and writing as well. He can be reached at onyxax@aol.com.

Photos courtesy David Cohen.

by Elizabeth Bouchard, PCI #905-B/EMSCI #204-B
University of Guelph (ON) Campus Community Police
IPMBA Secretary

Part I of “When It Comes to Tulips, It’s Not All Roses: Women’s Saddle Pain” was published in the 2019 Board Issue of the *IPMBA News*. In it, we discussed the fact that many female cyclists suffer fairly extreme genitourinary issues caused by their bike saddles. Additionally, we looked at the academic literature pertaining to how riders interface



with their saddles and learned that the same amount of scientific vigor has not been afforded to the study of female cyclists as it has to male cyclists. As such, there is much we don’t know regarding what saddles are doing to the female body and why they are causing problems for so many women.

In Part II, we’re going to look at some of the steps a female cyclist can take to alleviate saddle discomfort. Again, because the science is so weak in this area, many of the recommendations made here are anecdotal in nature.

This is a good time to remind everyone that I’m not a medical professional, a bike fitter, a researcher, or an engineer. I’m just a person whose saddle caused me to hurt, which in turn inspired me to read a bunch of academic articles. If your bike is causing you pain, I urge you to seek help from the experts!

What Can One Do Alleviate Saddle Problems?

If you are having saddle problems, the first thing you want to do is spend some time examining your pain. Ask yourself: Exactly what hurts? Where does it hurt? What could be causing this pain? Is the pain closer to your rear end or more toward the front? Is the pain on one side or more generalized? Are you experiencing pain related to pressure or is it chafe? Is the pain

internal or external? Are you experiencing other symptoms like bumps, swelling, open wounds, or numbness?

Since there are many different causes of saddle pain, spending some time figuring out exactly what is hurting will go a long way in troubleshooting how the saddle is causing it. Remember also, that your doctor can be a valuable resource in helping you figure out exactly what is going on down there.

Next, if you’ve been riding for a while without any problems and suddenly find yourself in pain, ask yourself what has changed. Are you riding a different bike? Is your bike set up the same way? Did you get a new saddle, new handlebars, or new grips? Are you spending more or less time riding? Has your body changed? If you are nursing an injury or your body has changed in some way (e.g., gotten stronger or weaker), this may affect your riding posture and/or pedal stroke, which in turn can affect how you interface with your saddle.

Once you’ve examined your pain and asked yourself what has changed, you can move onto troubleshooting.

Bike Fit and Adjustment

First and foremost, make sure your bike fits! You want your ischial tuberosities (IT), a.k.a. your seat (or sit) bones, bearing the majority of your weight while seated in the saddle. If your bike is too large, you will have to stretch out while reaching for the handle bars, causing your pelvis and weight to roll forward, which will result in pressure on those soft tissues. Many women find relief by simply raising their handlebars, achieving a more upright riding posture.

Second, make sure your bike is adjusted appropriately. If your saddle is too high, you will rock your hips from side to side at the bottom of each pedal stroke, causing unnecessary movement on the saddle and leading to chafe. If you’re suffering from pressure-related issues or numbness, you should also check your saddle tilt. A nose that is too high can cause these conditions. In fact, a 2016 article by Factory Media reports that many women find saddle pain relief by adjusting the nose down a few degrees (we are talking tiny increments) below level. Keep in mind, however, that if the nose is too low, your weight will start to slide forward onto the nose of the saddle and those soft tissues, and may put extra pressure on your hands and arms.

If your saddle is already level and you are experiencing pain, you might try dropping the nose down a few degrees and seeing if it provides relief. If you get relief, slowly raise the saddle up one degree at a time until you find the right balance between saddle pain relief and bearing too much weight on your arms. Finally, if the saddle fore and aft is incorrectly adjusted, your weight might be resting on the wrong portion of the saddle, like the nose. Andy Pruitt, who is widely considered a leading expert on bike fit, said it best when he said, “The right saddle in the wrong place is as bad as the wrong saddle in the right place.” (Yeager, 2020). If you are consistently having issues it might be worth taking your bike to a professional bike fitter. They can help you get the best setup and can even perform pressure mapping of your current saddle to ensure that it’s in the best location.

Clothing

Are you wearing a chamois with your shorts or pants? If not, you might consider trying a pair. A chamois may provide just enough

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Roses Part II: Women's Saddle Pain

(Continued from page 8)

padding to prevent pressure issues, particularly in the IT area. Quality chamois are made without seams and can also help prevent chafing. It is not recommended that you wear underwear with riding shorts, as they become another layer of fabric that can bunch up or move around. Chamois are also designed to absorb bodily fluids, which in turn can help women avoid issues like vaginitis and UTI's. Just remember to change out of your chamois as soon as you're done riding – you don't want to be sitting in a damp, sweaty chamois any longer than necessary. You want your chamois working for you, not against you, so make sure it is not binding or causing chafe. Chamois are available in many shapes, sizes, and thicknesses, so try on different makes and models to make sure you get one that provides the best fit and coverage for your body.

Grooming and Creams

Do you suffer from saddle sores, chafe, or infected hair follicles? You might want to consider your grooming habits. When it comes to cycling, hair might actually be a good thing because it can act as a layer of protection, whereas women who are clean-shaven risk suffering from shaving rash and/or exasperating chafe. Shaving can also lead to folliculitis that can be extremely uncomfortable and in turn can be compounded by the friction caused by cycling (Yeager, 2020). There are a number of chamois creams on the market designed to lubricate and thus limit friction related to issues. Many manufacturers now produce women-specific varieties that offer a healthy pH balance.

Saddle Design

If all else fails, look specifically at your saddle and how it is designed. Since everyone's anatomy is unique, there is no "one saddle" that will work for every woman. Nowadays saddles come in all kinds of shapes and sizes and offer many different features to help alleviate a host of problems. Since you've already spent some time examining where exactly your pain is and have tried to diagnose what is causing it, you should be at a point at which you can experiment with different saddles to help alleviate your problem. However, you should be cognizant of the fact that some of these features may actually be the cause of your problem.

The first thing to consider is the type of saddle you are using. A road bike saddle

tends to be longer with minimal padding, affording the rider maximum power generation. The mountain bike saddle tends to be a bit shorter, with more cushioning, and is made of more durable materials. Mountain bikers tend to spend less time in the saddle and shift around the cockpit more frequently than road cyclists; this design affords the rider maneuverability while offering a bit more cushioning to help absorb trail vibrations.

Touring saddles are a combination of the road and mountain bike saddle designs in that they are a bit longer than a typical MTB saddle, but offer more cushioning than the typical road saddle. Keep in mind that extra-soft saddles can cause problems for those who spend a long time seated in the saddle as their sit bones tend to sink into the cushioning. This can cause unnecessary pressure on soft tissues and also led to chafe. For these reasons, touring saddles are the saddle of choice for the majority of public safety cyclists.

The next thing to consider is whether to select a unisex or woman-specific saddle. Many women are perfectly comfortable riding on unisex saddles. However, if you're still reading this article, it's likely that you are experiencing discomfort, so it might be time to think about women-specific saddle features. Women's soft tissues sit further back, as compared to men, so our sensitive tissues tend to come in contact with the saddle sooner. Additionally, women tend to have wider ischial tuberosities. As such, many women find relief using saddles that are designed with the female anatomy in mind.

As we noted in Part I, there is some academic research that suggests that women do benefit from saddles designed with a wider back so as to accommodate those wider IT's; however, the research on other women-specific saddle features is inconclusive (Potter, et. al., 2008). If sit bone pressure is your issue or you feel your IT's are not bearing enough of your weight as you ride, a professional bike fitter can help measure your IT's and then help fit you to a saddle of appropriate width. You can also find a number of videos on the internet to assist you in performing this task on your own. If you suffer from chafe on your inner thighs, you are going to want to examine where the back of your saddle begins to flare out and if that might be the cause of unnecessary friction. Where the saddle begins to taper differs from one model of

saddle to the next, so if this is a problem for you, try a different saddle.

Other women's specific design features include:

Saddles that have a shorter nose. Many women ride smaller bikes and/or bikes with shorter top tubes, so a shorter nose may aid your ability to move around the cockpit and may be helpful in getting on and off the bike. This is especially true in the public safety cycling environment where a long nose can inadvertently get hooked on a duty belt or other equipment. Some manufacturers also include softer material toward the nose of the saddle to help cushion sensitive tissues.

Cutout or relief channels. The early women-specific saddle design almost always included a center cutout channel, the purpose of which was to alleviate pressure on soft tissues. Many women find relief using a saddle with a cutout, so if the cutout works for you, then don't stop using it. However, there is some research that suggests that the cutout can cause undo pressure on the tissues that sit along the outside of the cutout, creating its own pressure problems (Bastone, 2019). For this reason, many women hate the centre cutout.

John Cobb of Cobb Cycles maintains that his internal research suggests that the length of a woman's labia minora is a major contributing factor to saddle comfort. According to Cobb, women with longer labia minora, whom he describes as "outies," tend to have more pronounced and exposed soft tissues and thus often prefer saddles with cutouts and wider noses. Alternatively, Cobb suggests women who are "innies" have less exposed sensitive tissues and thus don't necessarily require a cutout and often prefer a narrower nose (Arthurs-Brennan, 2016). Andy Pruitt, conducting research on behalf of Specialized, designed a clear plastic saddle and then physically watched what was happening to the tissues of a number of female subjects as they rode a stationary bike. Pruitt suggests that for some women, their tissues can actually fall into the cutout while they are riding, causing the tissues to swell painfully. As a result of his research, Pruitt designed a saddle with a relief channel as opposed to a cutout. The channel is made of layers of foam that are designed to cradle the soft tissues (Bastone, 2019). If you choose to use a saddle with a cutout or a relief channel it is imperative to remember that the placement of that channel has to line

(Continued on page 10)

(Continued from page 9)

up with your particular anatomy or else the design might actually work against you.

In conclusion, the bike saddle is an inherently personal piece of equipment. While there is still a lot we don't know in terms of how women interact with their saddles, the good news is that there have been number of high-profile female riders who have started to demand answers. As such, bike saddle manufacturers have taken notice and the academic community is also starting to come on board with women's specific research. Hopefully in the next few years there will be more concrete scientific evidence to help alleviate women's saddle pain. In the meantime, if you are experiencing pain or discomfort, it is important to recognize that you are not alone and you should NOT have to suffer while riding your bike.

There are a number of steps you can take to help alleviate pain and discomfort, and there are myriad saddle designs you can try out. Since every person is different,

you may have to try out many different saddle variations and tweaks to your bike setup to ensure that everything is coordinated for your specific body. If nothing seems to be working, it may be in your best interest to seek the assistance of a medical professional, a physiotherapist, and/or a professional bike fitter.

Remember, happy tails equals happy trails – stay safe out there, ladies!

Liz is a sergeant with the University of Guelph Campus Community Police where she supervises a platoon and oversees the organization's bike patrol unit. She has been an IPMBA instructor since 2006, was elected to the IPMBA Board in 2018, and is currently serving as secretary. A good day for Liz involves a backcountry trail and a cold beer; when she's not enjoying either she can be reached at ebouchard@police.uoguelph.ca.

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Photo courtesy Raymond Cervantes/Fort Worth Police Department.

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Küat NV Base 2.0 Rack Passes the “Pothole Challenge”

by Adam Gaby, PCI #1362-B/EMSCI #299-B
Five Rivers MetroParks (OH) Police Department

Five Rivers MetroParks is a system of parks and bikeways that are spread across the greater Dayton, Ohio, region. From inner-city parks and rural tracts of land to miles of paved and unpaved trails, the Ranger Division is tasked with patrolling it all, more than 16,000 acres.

More than half of the Rangers are IPMBA-certified, and that means bike racks on nearly every cruiser. We have struggled to find a bike rack that can stand up to the stress to which we subject them. Most bicycle rack manufacturers do not test their racks for driving at high speeds, or for driving off-road, which we do a lot. We also live in the area of the country where we must contend with road salt, potholes, and rust.

We are lucky here to be able to provide each officer with their own Volcanic bike, and it is a very bad day when one of them comes off of a bike rack while driving. Last year, I was put in contact with Craig Metcalf from Küat Racks after Maureen told me how much Robbie from Tampa Fire Department raved about the rack, and Craig Lepkowski met the other Craig at CABDA Midwest. I explained to him what our needs are and described some of the problems we have had with other racks. He reviewed their product line and offered to send me an NV Base 2.0 for a trial.

Upon lifting the box, I could tell that this was not going to be a wimpy rack. It had some heft! The rack was nicely packaged and came with very easy to understand and follow instructions. Assembly was a breeze and I was immediately impressed with the design and construction of the rack. The rear wheel sits directly on the tray arm and is secured with a c-mold strap. The front wheel sits in an adjustable tire scoop and is secured by a ratchet arm that slides down over the front tire. The 8mm hex wrench needed to adjust the scoop can be stored in the rack itself.

The rack has a lever that can be pushed with either your foot or hand to fold up or down. You can also tilt the rack down if it is on the back of an SUV, or other vehicle, that has a rear door/hatch. Each tray contains a built-in cable lock that loops around the chain stay to secure the bike to the rack and help deter theft.

Installing the rack onto my cruiser was also super simple. After sliding the rack into the receiver and securing it with the provided locking pin, I used the hand-tightening cam to stiffen up the rack and minimize the movement of the rack while driving. The key for the locking pin and the integrated lock are same, and a spare key is provided.

The bike is loaded on to the rack quickly and easily. After I loaded my bike onto the rack, it was time to start testing. So far, I have noticed very minimal movement of the rack while driving, and I have really tried to get it to move. It has passed the Dayton “pothole challenge” without the normal movement and noise that our other racks make. The only negative I found so far with this rack is that it sits a little higher and closer to the vehicle when folded up. This means that you cannot open the rear hatch on the Ford Police Interceptor SUV with the rack folded up. Other than that, this has been a fantastic rack and would be well worth the extra cost in order to keep our patrol bikes securely attached.

Küat does not yet participate in the Product Purchase Program. Visit <https://www.kuatracks.com/> or email Craig@kuatracks.com for more information.

Adam is the Community Resource Officer for Five Rivers MetroParks Ranger Division in Dayton, Ohio. He has been an officer for 16 years and on the bike patrol team for 15 of those years. He is an IPMBA Instructor, maintenance officer, instructor for PESCII at the IPMBA Conference, and an avid mountain biker. With hundreds of miles of hiking trails, paved trails and mountain biking trails, Adam spends a lot of time patrolling on bike. He can be contacted at Adam.Gaby@metroparks.org.

Photos courtesy Adam Gaby.



PAX Bicycle Bag L: Functional and Visible

by Kyle Roodberg, EMSCI #196
Operations Chief, Denver Health Paramedic Division

The Denver Health Paramedic Division's All Terrain Medical Unit (ATMU) began in 1991 for the Denver Grand Prix. The crowds and reconfiguration of the streets in downtown Denver posed insurmountable challenges for ambulance responses that were overcome with the bicycles. Since then, we have covered numerous other high-profile events, including World Youth Day in 1993, Colorado Avalanche Stanley Cup victory in 1996, the Summit of the Eight (G8) in 1997, and the Democratic National Convention in 2008. We routinely cover the Denver Broncos games, Mile High Stadium, and Colorado Rockies games, along with numerous other events in the downtown area.

Over the years, we have gone through many different equipment and bike configurations. Our bike team operates as a double paramedic ALS resource with each bike set up identically. Each bike has the necessary equipment to handle everything from minor complaints through the second round of medication administration in a cardiac arrest. Our present equipment-carrying configuration includes a pair of large Ortlieb roll-top panniers that our medical bags slide into, and a Topeak MTX slide-on trunk bag mounted to a Topeak Super Tourist DX rack. This configuration works well for us, but we are continually looking for the best arrangement for our needs. With safety always being a top priority for our crews, we have been looking for a high visibility, robustly constructed, weatherproof pannier. When Maureen at IPMBA told us about the PAX Bicycle Bag L, we were excited to have the opportunity to conduct a product test and review.

After the details were arranged, we received the "day bright yellow" color PAX Bicycle Bag L with two versions of the inner pouch kits. Our first impression was that it appeared to be a robustly constructed product made of long-lasting, weatherproof materials in an extremely high visibility color augmented with several retro-reflective applications. We then placed it on one of our service bikes and loaded it up with our gear. The spring-activated hangers operated easily and smoothly, securing the pannier to the hang bar on the rack. The lower horizontal anchoring hook is twice as long as the anchoring hooks on our current Ortlieb panniers. We found this attribute an advantage to more securely keep the pannier fully attached even with slight forward or backward shifting of the pannier on the rack's hang bar.

With the PAX on one side of the bike and the Ortlieb on the other, several obvious differences are noticeable.

The PAX is very high visibility, with more retro-reflective applications and some contrasting high visibility accents. The PAX is several inches taller than the Ortlieb. We use the Topeak Super Tourist DX rack, which places the panniers slightly outboard from a traditional rack, allowing us to have unhindered use of our trunk bag. Our initial concern with the height of the PAX was whether it would interfere with the trunk bag sliding operation or side pocket access. That did not prove to be the case. The combination of the high visibility color and height should also result in greater conspicuity.

The pannier material gives it a more set footprint without sagging or creasing. We like the firmness of the shell and expect it to be less likely to get snagged on fences or gates. It should also be easier to remove dirt, slush, and other debris since it does not

have creases or folds. The pannier has a single flap that folds over the upper third of the pack and is easily secured with a single buckle. With the top flap open, the two side zippers are easily accessed. The side zippers are weatherproof and are operated by large pull tabs, which can even be operated with gloves on. The zippers travel about two-thirds of the way down the side of the bag.

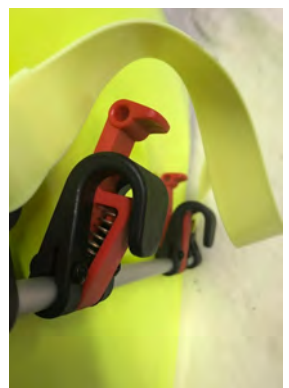
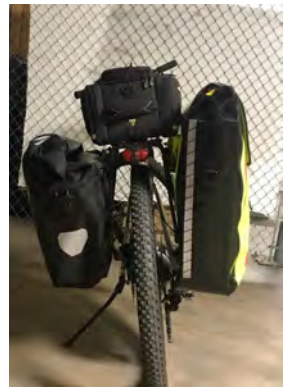
With both zippers open all the way, the user has direct access to everything in the pannier rather than being limited to a single top opening. Both sides of the inner pannier surface have three full-length segments of heavy-duty Velcro® attached. The Velcro® securely attaches the various sized modular pouches that come with the pannier. The modular pouches are also robustly constructed and are a nice match with the pannier dimensions. Due to our equipment needs, however, we would only be able to use a few of the pouches in the set.

Our equipment bags fit nicely into the PAX panniers. There was minimal load shifting with curb ascents and descents as well as stair descents. The attachment system securely held the pannier to the rack without concerns for dislodgement. There was unused space at the top of the pannier that could be used for extra equipment or clothing for the shift. We liked the PAX pannier for several reasons: in regard to safety, we like the high visibility color and reflective applications; in regard to functionality, we like the side-zippers and unhindered access afforded by the large opening; in regard to durability, we like the heavy-duty materials and attachment system. Departments looking for a more stealthy, low profile or low visibility shell material may need to look for other options.

PAX panniers are distributed in the United States by Rescue Essentials (www.rescue-essentials.com). It is not listed on their website, but you can find details on the Pax website (<https://www.pax-bags.com/en/shop/pax-fahrradtasche-l/>). Contact Amanda Stout at amanda@rescue-essentials.com for more information and to purchase.

Chief Kyle Roodberg has been with the Denver Health Paramedic Division since 1991. He was an active field member of the bike team for twenty years before moving into a primarily administrative role and presently serves as the Operations Chief. He is still very active in overseeing the bike team and is an avid biker. He can be reached at kyle.roodberg@dhha.org.

Photos courtesy of Kyle Roodberg.



A Tale of Two Shoes

by Robert Hatcher, PCI #629-B/EMSCI #103-B
Delaware (OH) Police Department

IPMBA always strives to be at the forefront of equipment development and evaluation for public safety cyclists. In 2016, the IPMBA board approved the use of flat pedals, in conjunction with compatible footwear, as pedal retention. The *Use of Flat Pedals by Public Safety Cyclists* Position Paper (found on the resource tab at www.ipmba.org) defines and describes the types of pedals and shoes that qualify.

After reading the paper, I thought, “This could be a game changer for public safety cyclists.” But before I go down that road, a bit of history. I’ve been a member of our bike unit for 20 years and an IPMBA instructor for 18. I used to ride with Power Grips (pedal straps that cross over the top of the foot) while on duty and with clipless on my personal bikes. In a training environment, I’ve watched new cyclists struggle with various forms of retention. Those struggles would slow the learning process of the new rider and result in lost confidence. Team members who didn’t ride very often also had problems with pedal retention, since they didn’t practice. I could keep going, but this article isn’t a review of the position paper. It’s about shoes.

As our department staff started to consider switching to flat pedals with proper shoes, we turned to Five Ten. They are the leader in flat pedal shoes and with the discount previously offered through the IPMBA Product Purchase Program (PPP), it was an easy choice. The difficult part was determining which shoe. After talking with a Five Ten representative, we decided on the Impact “Sam Hill”. The “Sam Hill” version of the Impact is designed for enduro riding, but it met our uniform requirements. They’re also designed to take some abuse, so we figured they would last us awhile.

My fellow instructor and I started riding with the combination so we could get used to them, evaluate whether to transition all bike officers to them, and learn what we needed to teach the rest of the team during the transition. My impression of the shoes was that they are a bit heavy, stiff by design, and take some time to break in. Due to their solid construction, they don’t breathe well and are therefore hot when it’s warm outside. The sole is the perfect marriage with the pedals. The pins sink into the rubber soles and lock your feet to the pedals, except when you pull up. I’ve

never felt like my feet were slipping or needed adjustment as I descend stairs and navigate rough terrain. Having the ability to just step on and off the pedals is awesome. That alone helps to reduce some of the issues involved with dismounting quickly.

Based on our experience, we decided to transition the fleet of bikes to flat pedals. We purchased another version of the Impact, “Pros”, for the rest of the team. Many commented about the bulkiness of the shoe, that they looked like “skater” shoes, compared them to Frankenstein’s shoes, or said that they felt like they had bricks on their feet.

The spring in-service training was scheduled as an introduction to the flat pedal retention system. Knowing the Impact shoes were stiff, I encouraged the officers to break them in a bit prior to the training or they would regret it. Several didn’t heed the warning and showed up for eight hours of training in a pair of shoes they had never put on their feet. The experience for them was less than pleasant. However, the actual training went very well. Many commented on how nice it was to not have their feet stuck in the cages and since then, most of the team has grown to like the “new” pedal retention.

Last spring, after Adidas acquired Five Ten, one of the bike team members sent me a link for the Five Ten Trail Cross LT. Intrigued, I took a look. They are billed as being “as comfortable on the pedals as they are hiking the trail”. Sounds perfect for what public safety cyclists do. They have the Stealth Phantom rubber outsole, which meets the definition of the “proper” shoe. Once again taking advantage of the PPP discount, I ordered a pair. Right out of the box, I could tell I was going to like them; they were lighter and less Frankenstein-y. Knowing the Impacts took time to break in, I wore the shoes around the house for a while. They took far less time to get used to and broke in easily. On the bike, they were comfortable and stuck to the pedals like the Impacts, but I felt more connected since they aren’t as rigid. Off the bike, the Trail Cross LT’s were equally comfortable; I felt like I was wearing a pair of trail-running shoes with a slightly stiffer sole. The shoe is quite breathable by design, which was a relief while riding on the hot summer days. I’ve worn many shoes over the years for bike patrol and the Trail Cross LT has become my new favorite shoe.

PRODUCT GUIDE 2021



There is only one problem. You know how I mentioned the PPP and the awesome, 50% discount there was? That’s in limbo now. Five Ten was part of Adidas Outdoors. Adidas absorbed the Outdoors division and now everything Adidas is under one umbrella. Adidas replaced the 50% PPP discount (as well as the 40% Expert Voice discount) with a “Creators’ Club”. Members must earn points by purchasing items, writing reviews, playing games, and similar activities, and points expire after a year. The straightforward percentage discount seems to have gone by the wayside, which will make it more difficult for agencies to purchase them at a discount. In the end, however, the Five Ten’s are great, with or without the discount.

Robert joined the Delaware Police Department in 1997. He is currently assigned to the Community Education Division and helps coordinate the bike team. He has been active with IPMBA since 2000, after taking the IPMBA Police Cyclist Course in Dayton, Ohio. He was certified as an IPMBA Instructor in 2002. He served on the IPMBA Board of Directors from 2009-2015 and organized the 2017 IPMBA Conference in Delaware, Ohio. He can be reached at rhatcher@delawareohio.net.

Photos courtesy Robert Hatcher.

Cannondale Moterra NEO 3: Too Much Fun

by Kyle Fisher, PCI #1693
Lehigh University (PA) Police Department

After years of languishing in the background, e-Bikes have soared into the realm of public safety cycling and are gaining in popularity. Many officers have already witnessed the advantages first-hand, or at least read about the potential benefits. With the introduction of the e-Bike training module into IPMBA’s curriculum, it is safe to say e-Bikes are here to stay. Three IPMBA instructors from the Lehigh University Police Department hesitantly tested their first e-Bike in the fall of 2019. The bike was a Cannondale Moterra NEO 3. Armed with a “Purist Cyclist” mentality and every reason to despise e-Bikes, the instructors decided to “give it the old college try”.

The Cannondale Moterra NEO 3 hosts dual suspension, with a RockShox Revelation suspension sporting 140mm of travel in the front, and a RockShox Deluxe R rear shock sporting 130mm of travel. The tires are MAXXIS 27.5 x 2.6” tubeless-ready knobbies, which make them great for off-road. The drive train features a Sram NX Eagle 1x12 system. At the heart of the bike is a Bosch Performance Line CX motor that provides great power for any patrol area. The motor is a pedal-assist, which means pedaling is essential to utilize its full potential. The bike never feels underpowered with its four support modes ranging from Eco, Tour, eMTB, and all the way up to Turbo. The lowest mode, Eco, is enough to power you through your whole shift. We have found that, for where we ride, placing the bike in Tour mode feels efficient yet natural. The eMTB mode is an adaptive power mode which reacts to rider input. Turbo mode gives you an ultra-shot of assist to enable you to climb steep hills rapidly or sprint quickly down a flat road. These settings, as well as the battery life remaining, can be read from the

handlebar display. The battery is built into the down tube, which makes for a sleek design and a low center of gravity, keeping it nimble with refined performance.

The bike was offered to us as a demo by Cutters Bike Shop in Southside Bethlehem with one piece of advice: try to beat it up! So that’s what we did. To our amazement, we tackled every obstacle and challenge that we came across on patrol. Our test included riding the famous trails of “South Mountain.” While in motion, the weight of the bike was undetectable as we tackled every climb, jump, and turn flawlessly. We then realized we were having too much fun and got back to testing the IPMBA curriculum. We were amazed that our slow speed and patrol skills were not affected by the additional accoutrements customary of an e-Bike.

After catching our collective breath, because the bike doesn’t do all the work for you, we made a decision. The Lehigh University Police Department purchased four e-Bikes that get regular usage across a wide spectrum of experienced riders.

Now I must discuss the negatives of this bike. There’s only one as far as I can tell and Cannondale needs to take full blame for it: you won’t be able to get officers to stop riding it. We had officers who hadn’t voluntarily ridden a bike in years fighting over it. To solve that problem, we just ordered more! However, the Cannondale Moterra NEO is not ideal for every police department. Our department patrols hills, city streets, multiple sets of stairs, off-road trails, athletic complexes, etc. As a jurisdiction with diverse terrain, it works great for us. The dual suspension, large tires, and weight of the bike won’t be as good a fit for a jurisdiction comprising mostly city streets or urban developments.

Information on pricing, purchasing, and local retailers can be found on Cannondale’s website. The bike retails for \$4,200. Once you add pedals, lights, a rack, and a bag, don’t be surprised to surpass the \$5,000 mark. You may need a donation or two from an organization that emphasizes community policing with a willingness to support the cause.

As of this time, Cannondale is not a member of the Product Purchase Program, but we can always hope for that one day. If you have any questions regarding the accessories we utilized to make it patrol ready, feel free to contact us.

Kyle is a Lehigh University Police Officer, IPMBA Instructor, maintenance officer, and avid cyclist. He can be reached at kwf317@lehigh.edu.

Photo courtesy Kyle Fisher.



The IPMBA Product Purchase Program is going strong. As the retail environment continues to evolve, online shopping has made it increasingly easier to take advantage of the discounts offered by the below-listed companies. Many of them now offer a coupon code entered at checkout that automatically applies the discount. We know you have many choices when you shop, but we urge you to support those who support you. **Visit <http://ipmba.org/product-purchase-program> and start shopping today!**

Bicycles —

IFORCE PATROL BICYCLES

Product: iFORCE Patrol Bicycles and Accessories
Discount/Cost to Members: Contact for special pricing.
Contact Name: Skip Jones
Contact Info: 724-431-2335/sjones@ibistek.com
Website: www.iforcebikes.com

RECON POWER BIKES

Product: E-Bikes, Bike-Based LPR, Bike Trailers, Accessories
Discount/Cost to Members: 5% discount on bikes
Contact Name: Tim Burns
Contact Info: 888-485-2589/
info@reconpowerbikes.com
Website: www.policepowerbikes.com
Notes: Mention the IPMBA discount prior to placing order.

ENABLED ENTERPRISES LLC

Product: Electric Police Patrol Bike
Discount/Cost to Members: 20% off MSRP
Contact Name: Bill Eichengreen
Contact Info: 817-282-2270/bill@enabled.vet
Website: www.enabled.vet

STRIDER SPORTS INTERNATIONAL

Product: Balance Bikes and Accessories
Discount/Cost to Members: 24-53% off MSRP
Contact Name: Customer Service (Ann or Jennifer)
Contact Info: 605-342-0266/ann@striderbikes.com
Website: www.striderbikes.com
Notes: Available in four sizes (12, 14x, 16, and 20"). To order, email info@striderbikes.com for an order form. Mention IPMBA number in the email.

Bicycle Accessories and Components —

ISM SADDLES, LLC

Product: ISM Bicycle Saddles
Discount/Cost to Members: 50% off Retail + Free Shipping in the US on sales of at least \$100, pre-discount
Contact Name: Laura Toll
Contact Info: 813-909-1441/orders@ismseat.com
Website: www.ismseat.com
Notes: Click on PRODUCTS, choose your saddle, enter discount code FIRSTRESPONDER at checkout.

VOLCANIC BICYCLES

Product: Bicycles and Accessories
Discount/Cost to Members: 20% off MSRP on accessories, replacement parts, and tools
Contact Name: Eric Kackley
Contact Info: 509-427-8623/
info@volcanicbikes.com
Website: www.volcanicbikes.com

ARKEL

Product: Bicycle Panniers, Trunk Bags, Racks
Discount/Cost to Members: 20% off MSRP
Contact Name: Kevin Ryan
Contact Info: 888-592-7535/info@arkel.ca
Website: www.arkel-od.com
Notes: Send email with name, member number, item(s), and quantity. An invoice will be sent for payment via credit card or PayPal.

BAR MITTS, INC.

Product: Bar Mitts
Discount/Cost to Members: 20% off MSRP + Free US Shipping
Contact Name: Ward or Patti Graham
Contact Info: 775-622-8048/
barmittsinc@gmail.com
Website: www.barmitts.com
Notes: Send email with name, member number, item, and quantity. An invoice will be sent for payment via credit card or PayPal.

CANE CREEK CYCLING COMPONENTS

Product: Forks, Shocks, Cranks, Seatposts, Headsets, Brakes, Handlebar Accessories, etc.
Discount/Cost to Members: 20% off all non-sale/promotional items
Contact Name: Colin Reis
Contact Info: 828-641-9560/
support@canecreek.com
Website: www.canecreek.com
Notes: Visit www.canecreek.com/about-us/canecreek-heroes-program, complete the application, and submit with your IPMBA membership card or public safety credentials.

FIDLOCK USA

Product: Magnetic Bicycle Accessories
Discount/Cost to Members: 25% off Retail
Contact Name: Barton Burdette
Phone: 848-244-2626/support@fidlock-bike.us
Website: www.fidlock-bike.us
Notes: Use coupon code 50IPMBA2021 at checkout.

HERO KIT

Product: Portable Bike Repair Kits, Multitools
Discount/Cost to Members: 50% off Retail
Contact Name: Jason Berv
Contact Info: 970-703-4376/jason@herokit.com
Website: www.herokit.com
Notes: Use coupon code IPMBA at www.herokit.com or contact HeroKit to use PO.

KENDA USA

Product: Premium Bicycle Tires & Tubes
Discount/Cost to Members: 40% off MSRP
Contact Name: Sam Jones
Contact Info: 614-866-9803/sjones@kendausa.com
Website: http://shop.kendatire.com
Notes: Available through Kenda's consumer direct platform using the discount code IPMBA2020.

PEDALING INNOVATIONS

Product: Bicycle Pedals - Catalyst 1
Discount/Cost to Members: 30% off MSRP
Contact Name: Kiele Wilson
Contact Info: 970-589-6418/
support@pedalinginnovations.com
Website: www.pedalinginnovations.com
Notes: Email support@pedalinginnovations.com for coupon code. Discount only applies to the Catalyst 1.

PRONETCYCLING, INC.

Product: GUTR, Sprintech, Donnelly, BiBBits, IceToolz, Effeto Mariposa, Leonardi Factory, Fouriers, FireTote
Discount/Cost to Members: 30% off MSRP
Contact Name: Mike or Ed
Contact Info: 360-782-2477/
info@pronetcycling.com
Website: www.pronetcycling.com
Notes: Place items in cart. Replace "Free Shipping" with "IPMBAPro". May not be combined with other offers. Excludes closeouts and Effeto Mariposa torque wrenches.

ROCK BAR CYCLING

Product: Rock Bar Gear and Training Case for Bikes and Packs
Discount/Cost to Members: 20% off four or less, 30% off five or more.
Contact Name: Mark Connelly
Contact Info: 818-745-2068/
moreinfo@rockbarcycling.com
Website: www.rockbarcycling.com
Notes: Call or email with quantity and you will be contacted to complete the order.

SERFAS

Product: Shoes, Lighting Systems, Seats, Brake Pads, Tubes, Tires, Tools, Inflation, Clothing, Accessories
Discount/Cost to Members: 10% off Retail Pricing through 4Bike-Police and Bicycle Patrol Outfitters
Contact Name: See 4Bike-Police or BPO
Contact Info: See 4Bike-Police or BPO
Website: www.serfas.com
Notes: Place your order at www.4bike-police.com and enter SERFAS10 at checkout or at www.police-bikes.com using coupon code IPMBA18.

SKS USA

Product: Fenders, Tools, Pumps, Bags, Bottles & Holders, Lubes & Cleaners
Discount/Cost to Members: 20% off to members/wholesale pricing for departments
Contact Name: Crystal Trout
Contact Info: 618-395-2400/sks.sales@sks-usa.com
Website: www.sks-us.com
Notes: Discount not available online. Contact by email or phone for full product price list, information, and order form. Not all fenders are available on the website; contact directly for details and to purchase.

SQLAB ERGONOMIC PRODUCTS

Product: Saddles, Bars, Stems, Grips, Insoles
Discount/Cost to Members: 20% off to members/wholesale pricing for departments
Contact Name: Corey Steber
Contact Info: 618-395-2400/sqlab@sks-usa.com
Website: www.sqlab-usa.com
Notes: Discount not available online. Contact by email or phone for full product price list, information, and order form.

TEAM CYCLING AND FITNESS

Product: Accessories, Components, Tools (Trek, Shimano, Bontrager, Pearl Izumi, etc.)
Discount/Cost to Members: 15% off MSRP
Contact Name: Geoff or Greg Thielmeyer
Contact Info: 513-522-1551/
 info@teammcyclingandfitness.com
Website: www.teammcyclingandfitness.com
Notes: Online: Use discount code IPMBA in promo box at checkout. Discount does not apply to bicycles.

TIGER EYE

Product: High-quality, USA made, Helmet-Mount Cycling Mirrors
Discount/Cost to Members: 10% off MSRP; quantity discounts and logo customization available
Contact Name: Rich Scott
Contact Info: 630-292-0044/ghreg@yahoo.com
Website: www.teamtigereye.com
Notes: Contact Rich via phone or email to place your order.

TOGS

Product: TOGS Thumb-Over-Grip Systems
Discount/Cost to Members: 30% off MSRP via Expert Voice
Contact Name: Matt Klene
Contact Info: 801-891-7739/cs@togs.com
Website: www.togs.com
Notes: Enter discount code IPMBA30 at checkout.

WTB

Product: Tires, Saddles, Grips, Rims, Wheels, Wheel Parts
Discount/Cost to Members: 30% off MSRP via Expert Voice
Contact Name: Matt Klene
Contact Info: 415-389-5040/info@wtb.com
Website: www.wtb.com
Notes: Join the IPMBA Team at Expert Voice to access the discounts.

Bicycle Storage and Transport —

LIFT AND STORE, LLC

Product: Automatic Bike Lift Storage Systems
Discount/Cost to Members: 25% off MSRP
Contact Name: Chris Benyo
Contact Info: 800-825-4777/chris@liftstore.com
Website: www.liftstore.com

VELOGRIP

Product: Bicycle Storage for Home, Apartment, and Commercial Settings
Discount/Cost to Members: 25% off MSRP
Contact Name: Eric Anderson or Sean O'Rourke
Contact Info: 972-824-9633/support@velogrip.com
Website: www.velogrip.com
Notes: Email support@velogrip.com with quantity and color choices. Include name and address for shipping. VeloGrip will send payment link and invoice.

Bike Patrol Supply Companies —

BICYCLE PATROL OUTFITTERS

Product: One-Stop Bicycle Patrol Products Store
Discount/Cost to Members: 5% off web prices
Contact Name: Nelson Raboy
Contact Info: 951-318-7341/bpopatrol@yahoo.com
Website: www.police-bikes.com

POLICE BIKE STORE

Product: Full Line of Bicycles and Accessories, including Patrol Lights & Sirens, E-Bikes, Bags, Protective Gear, Uniforms, C3Sports, Code Bikes, Haro, and More
Discount/Cost to Members: Additional 5-10% off Web Prices
Contact Name: Michael Espejo
Contact Info: 973-366-5868/
 info@policebikestore.com
Website: www.policebikestore.com

4BIKE-POLICE.COM

Product: Police Bikes and First Responder Bicycle Duty Accessories; Complete "Head-to-Toe" Outfitting
Discount/Cost to Members: 10% or more off MSRP
Contact Name: Mark Leonard
Contact Info: 501-517-5338/LCGInc@sbcglobal.net
Website: www.4bike-police.com
Notes: When ordering online, use coupon code IPMBA10 for 10% discount.

AMERICAN BIKE PATROL SERVICES

Product: Bicycles, Lights, Parts, Gloves, Clothing, Accessories
Discount/Cost to Members: 10% off products; 5% off bicycles
Contact Name: Aaron Roesler
Contact Info: 626-488-2421/abps@bikepatrol.info
Website: www.bikepatrol.info
Notes: Bike coupon code: police18 / Products coupon code: ipmba18

PATROL BIKE SYSTEMS

Product: Bikes, Uniforms, Equipment, Park Tools, Patrol Cycle Shoes
Discount/Cost to Members: Contact for Pricing
Contact Name: Mark Eumurray
Contact Info: 651-773-8763/
 patrolbikesystems@gmail.com
Website: www.biketools.com

Clothing & Accessories —

ARMORPUR TACTICAL ODOR NEUTRALIZING

Product: Odor Neutralizing Products for Body Armor, Sports Gear, and More
Discount/Cost to Members: 10% off Retail
Contact Name: Lt. Thomas Norton
Contact Info: 973-244-1862/contact@armorpur.com
Website: www.armorpur.com
Notes: Enter coupon code "IPMBA" on check out page; 10% will be automatically deducted.

ARROWHERE

Product: "Move Over!": Safety gear designed to help direct traffic away from the wearer.
Discount/Cost to Members: 20% off MSRP
Contact Name: Kyle Pinkman
Contact Info: 209-250-9994/info@arrowhere.com
Website: www.arrowhere.com
Notes: Enter coupon code IPMBA20 at checkout.

BERN HELMETS

Product: Helmets and Lights
Discount/Cost to Members: 40% off MSRP
Contact Name: Brendan Donarum
Contact Info: 781-582-8125/
 Bdonarum@bernhelmets.com
Website: www.bernhelmets.com
Notes: Order online at www.bernhelmets.com using promo code IPMBA40 at checkout.

BIKE RAGS APPAREL

Product: Custom Cycling Apparel, T-Shirts, Hats, and More
Discount/Cost to Members: 15% off total order; free design (limits apply).
Contact Name: Tony Burnett
Contact Info: 515-422-0330/
 info@bikeragsapparel.com
Website: www.bikeragsapparel.com
Notes: Mention the IPMBA PPP in your initial email.

MAXIT DESIGNS

Product: Summer & Winter Moisture-Wicking Headwear and Sock Liners
Discount/Cost to Members: 35% off Retail
Contact Name: Liz Fuoco
Contact Info: 800-556-2948/info@maxit-inc.com
Website: www.maxit-inc.com, www.headgator.com
Notes: Please provide IPMBA membership number and expire date.

Duty Gear —

R & B FABRICATIONS

Product: Panniers, Equipment Bags & Safety Vests
Discount/Cost to Members: 15% off Retail
Contact Name: Ashley Parisot or Melissa Durham
Contact Info: 800-553-1911/info@rbfab.com
Website: www.rbfab.com

RZ MASK, LLC

Product: Air Filtration Masks
Discount/Cost to Members: 25% off orders placed online.
Contact Name: Jim Hatzenbuehler
Contact Info: 952-324-5474/jimh@rzmask.com
Website: http://rzmask.com/pages/public-safety-1
Notes: Enter coupon code PS25 at checkout.

Product Purchase Program

PRODUCT GUIDE 2021

Electronics & Lighting —

CYGOOLITE

Product: High-Intensity Lighting Systems, Designed and Built in the USA

Discount/Cost to Members: 35% off Retail

Contact Name: Andrew Ibanez

Contact Info: 949-297-4972/patrol@cygolite.com

Website: www.cygolite.com

Notes: Contact Andrew for discount.

C3SPORTS BIKE PATROL SOLUTIONS

Product: MaxPatrol-600 DLX Police Light System, Siren, Cycling Lights, Gloves, Bags

Discount/Cost to Members: 10% off MSRP

Contact Name: Michael Espejo

Contact Info: 973-631-9839/info@c3sports.com

Website: www.c3sports.com

Notes: Enter discount code IPMBA10 at checkout.

CATEYE BICYCLE ELECTRONICS

Product: Cycling Computers, Lights, and Accessories

Discount/Cost to Members: 60% off all items on website

Contact Name: Jim Blattner

Contact Info: 303-501-1317/jim@cateye.com

Website: www.cateyeamerica.com

Notes: Order via www.cateyeamerica.com. Apply "INDUSTRY60" discount code at checkout.

LIGHT AND MOTION

Product: Cycling and Underwater Lighting

Discount/Cost to Members: 40% off non-sale items

Contact Name: Eric Addicott

Contact Info: 831-645-1538/

sales@lightandmotion.com

Website: www.lightandmotion.com

Notes: Use discount code IPMBA2021 at checkout.

NIGHT PROVISION

Product: Bicycle Lights/Tactical Flashlights

Discount/Cost to Members: 15% off MSRP

Contact Name: Evan Hsieh

Contact Info: 800-592-0319/

support@nightprovision.com

Website: www.nightprovision.com

Notes: Online: During checkout, use coupon code IPMBA15 and include your IPMBA membership number under "Comments and Notes".

EMS —

EMS WORLD

Product: EMS World Magazine

Discount/Cost to Members: Free

Contact Name: Rose Ann Boggs

Phone: 610-560-0500 x4200

Email: rboggs@hmpglobal.com

Website: www.emsworld.com

Notes: Go to the PPP online at IPMBA.org to get the link to subscribe using IPMBA's member portal.

STAT PACKS

Product: Trauma Bags & Accessories

Discount/Cost to Members: 35% off MSRP

Contact Name: Andrew Tepper

Phone: 435-627-2265

Email: ateppe@statpacks.com

Website: www.statpacks.com

Notes: Enter coupon code IPMBA35 online during checkout or reference when placing phone orders.

Eyewear —

RUDY PROJECT USA

Product: Performance and Casual Eyewear

Discount/Cost to Members: 35% off Retail + additional 10% off closeouts and promotional items

Contact Name: Reba Kucera, Sports Marketing

Coordinator

Contact Info: 949-272-2468/rkucera@gorace.pro

Website: www.rudyprojectna.com/vip

Notes: Online: Go to www.rudyprojectna.com/vip to create an account. Enter VIP/Team code IPMBA.

XX2I OPTICS

Product: Prescription, Performance, and Casual Eyewear

Discount/Cost to Members: 60% off MSRP

Contact Name: Reba Kucera, Sports Marketing

Coordinator

Contact Info: 949-272-2468/rkucera@gorace.pro

Website: www.xx2i.com

Notes: Go to www.xx2i.com and use coupon code IPMBA.

Maintenance and Tools —

BLIMP CITY BIKE AND HIKE

Product: Bicycle Maintenance and Repairs

Discount/Cost to Members: Minimum 10% off MSRP

Contact Name: Michael J. Purdy

Phone: 330-836-6600

Email: info@blimpcitybikeandhike.com

Website: www.blimpcitybikeandhike.com

HGNER/DUMONDE TECH

Product: Bicycle Lubricants

Discount/Cost to Members: 10% off dealer pricing (customer pays shipping)

Contact Name: Maria Schur

Contact Info: 888-609-4467/maria@hgnr.com

Website: https://www.hgnr.com

Notes: Minimum 12 pieces. Credit cards only. Call to order and reference IPMBA member number.

UNITED BICYCLE SUPPLY

Product: Bicycle Tools and Parts

Discount/Cost to Members: Wholesale Pricing to Departments

Contact Name: Erik Larsen or Mark Super

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

Website: www.unitedbicyclesupply.com

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

Nutrition —

GQ-6

Product: GQ-6 3:2:1 Hydration Base, GQ-6 REFUL

Endurance & Energy, GQ-6 REKUVR Nite Time

Discount/Cost to Members: 35% off online orders

Contact Name: Richard Hiraga

Contact Info: 949-940-6649/info@GQ-6.com

Website: www.gq-6.com

Notes: Product is temporarily unavailable. The discount will be reinstated when the product is back in stock.

NUGO NUTRITION

Product: Nutrition/Energy Bars

Discount/Cost to Members: 20% off MSRP

Contact Name: Alyssa Nard

Contact Info: 888-421-2032/

anard@nugonutrition.com

Website: www.nugonutrition.com

Notes: Enter coupon code IPMBA20 at checkout.

Specialty Suppliers —

EXPERT VOICE

Product: Outdoor-Bike-Action Sports Gear

Discount/Cost to Members: Promotional Pricing

Contact Name: Customer Service

Contact Info: 866-376-4685/

Website: www.expertvoice.com

Notes: Visit https://www.expertvoice.com/ipmba/ to enroll and apply. If you already belong to Expert Voice, apply to join the IPMBA team.

Training —

AMERICAN BICYCLING EDUCATION ASSOCIATION, INC. (ABEA)

Product: *Bicycling Street Smarts - Cycling Savvy Edition*

Discount/Cost to Members: 50% off case orders (168 booklets per case)

Contact Name: Laura Hallam

Phone: 407-399-9961

Email: info@abea.bike

Website: www.cyclingsavvy.org

Notes: Go to this webpage. Under quantity, select case. Go to the cart in the upper green block. Use promo code IPMBA_BSS50 at checkout to receive the discount. Shipping is not included. Florida sales are subject to sales tax. Tax exempt organizations MUST contact Laura prior to placing an order to avoid having tax applied to their order.

STREET CRIMES TRAINING

Product: Street Crimes Training

Discount/Cost to Members: \$299

Contact Name: Gail McCarthy, Natalie Walsh

Contact Info: 800-275-4915/

streetcrimesinfo@gmail.com

Website: www.streetcrimes.com

Notes: Call and mention IPMBA and the \$100 discount when registering.

Uniforms —

SOUND UNIFORM SOLUTIONS

Product: Bratwear and Olympic Uniforms

Discount/Cost to Members: 10% off Standard List Price

Contact Name: Julie Cruise

Phone: 253-328-5724

Email: info@sounduniforms.com

Website: www.sounduniforms.com

BELLWETHER CLOTHING

Product: Uniforms

Discount/Cost to Members: 30% off MSRP

Contact Name: Fred Gonzalez

Contact Info: 888-800-5999 ext. 182/

fgonzalez@bellwetherclothing.com

Website: www.bellwetherclothing.com

Notes: Contact Fred for a list of participating dealers.



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Recon is the leading Ebike supplier to Law Enforcement, Federal Agencies, and the U.S. Military



Up to 50 Miles per Charge and 30 MPH



1st Smart Bike in the U.S. offering
License Plate Recognition, Live Video
& Scene Lighting

Patrol Safer, Further & Faster

COVERAGE: Expand patrol area and cover more ground

MOBILITY: Maneuver through tight areas, crowds and different terrain

SPEED: Faster response times with speeds up to 30 mph

STRENGTH: Boost from the motor allows officers to arrive on scene less fatigued

FUNCTIONALITY: Nearly any officer can ride a power bike

EASE: Easy to use and minimal training

COST EFFECTIVENESS: All these advantages at a cost not much higher than a standard patrol mountain bike





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Supplier Listing

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

Bicycles —

-  **Benelli North America**
www.benellibike.com
-  **iFORCE Patrol Bicycles**
www.iforcebikes.com
-  **Recon Power Bikes**
www.policepowerbikes.com
-  **Volcanic Bicycles**
www.volcanicbikes.com

- Blimp City Bike and Hike**
www.blimpcitybikeandhike.com
- Electric Spokes Corporation**
www.electricspokes.com
- Enabled Enterprises LLC**
www.enabled.vet

- Strider Sports International, Inc.**
www.striderbikes.com

- Trek Bicycle Corporation**
www.trekbikes.com

Bicycle Accessories and Components —

-  **GeoOrbital**
www.geoo.com/public-safety/
-  **ISM Saddles, LLC**
www.ismseat.com

- Arkel**
www.arkel-od.com

- Bar Mitts, Inc.**
www.barmitts.com

- Cane Creek Cycling Components**
www.canecreek.com

- Fidlock USA**
www.fidlock-bike.us

- Hero Kit**
www.herokit.com

- Kenda USA**
<http://shop.kendatire.com>

- Pedaling Innovations**
www.pedalinginnovations.com

- ProNet Cycling, Inc.**
www.pronetcycling.com

- Rock Bar Cycling**
www.rockbarcycling.com

- Serfas**
www.serfas.com

- SKS-USA**
www.sks-us.com

- SQLab Ergonomic Products**
www.sqlab-usa.com

- Team Cycling and Fitness**
www.teamcyclingandfitness.com

- Tiger Eye**
www.teamtigereye.com

- TOGS**
www.togs.com

- WTB**
www.wtb.com

Bicycle Storage and Transport —

- Lift and Store, LLC**
www.liftnstore.com

- VeloGrip**
www.velogrip.com

Bike Patrol Supply Companies —

-  **Bicycle Patrol Outfitters**
www.police-bikes.com

-  **Police Bike Store**
www.policebikestore.com

- 4Bike-Police.com**
www.4bike-police.com

- American Bike Patrol Services**
www.bikepatrol.info

- Patrol Bike Systems**
www.biketools.com

Clothing & Accessories —

- Adidas**
www.adidas.com/us

- ARMORPUR Odor Neutralizing**
www.armorpur.com

- ArroWhere**
www.arrowhere.com

- Bern Helmets**
www.bernhelmets.com

- Bike Rags Apparel**
www.bikeragsapparel.com

- Maxit Designs**
www.maxit-inc.com/
www.headgator.com


- Primal Wear**
www.primalwear.com

- Showers Pass**
www.showerspass.com

- Tactical Wear Online**
www.tacticalwearonline.com

Duty Gear —

-  **R&B Fabrications**
www.rbfab.com

-  **RZ Mask, LLC**
<http://rzmask.com/pages/public-safety-1>

- Haven Gear**
www.havengear.com

- Whistles for Life**
www.whistlesforlife.com

Electronics & Lighting —

-  **Cygolite**
www.cygolite.com

- C3Sports Bike Patrol Solutions**
www.c3sports.com

- Cateye Bicycle Electronics**
www.cateye.com

- Cycle Siren**
www.cyclesiren.com

- Light and Motion**
www.lightandmotion.com

- Night Provision**
www.nightprovision.com

EMS —

- REX EMS**
www.rapidextraction.com

- Stat Packs**
www.statpacks.com

Eyewear —

- Rudy Project USA**
www.rudyprojectna.com/VIP

- XX2i Optics**
www.xx2i.com

Footwear —

- Adidas/Five Ten**
https://www.adidas.com/us/five_ten

- Haix North America**
www.haix.com

Maintenance and Tools —

- HGNR/Dumonde Tech**
www.dumondetech.com/classic-bicycle-lubricants/

- United Bicycle Supply**
www.unitedbicyclesupply.com

Nutrition —

-  **Cera Products, Inc.**
www.ceraproductsinc.com

- GQ-6**
www.gq-6.com

- NuGo Nutrition**
www.nugonutrition.com

Organizations and Associations —

-  **NAEMT**
www.naemt.org

- American Bicycling Education Association**
www.abea.bike

- California Peace Officers Association**
www.cpoa.org

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Code Green Campaign
www.codegreencampaign.org

IACP/IACPNet
www.theiacp.org/
www.iacpnet.com

League of American Bicyclists
www.bikeleague.org

National Association of School Resource Officers
www.nasro.org

National EMS Memorial Bike Ride
www.muddyangels.com

National Interscholastic Cycling Association
www.nationalmtb.org

National Law Enforcement Officers Memorial Fund
www.nleomf.org

National Ski Patrol Bike Patrol Program
<https://nsp.serves.org/bikes/>

Officer Down Memorial Page
www.odmp.org

People for Bikes
www.peopleforbikes.org

Wilderness Medical Society
<https://wms.org>

Publications and Tradeshows —

 **EMS World**
www.emsworld.com

American Police Beat
www.apbweb.com

Blue Line Magazine
www.blueline.ca

CABDA Expo
www.cabda.com

EMS Today
www.emstoday.com

Officer Media Group
www.officer.com

Police Magazine
www.policemag.com

Police Security Expo
www.police-security.com

Specialty Suppliers —

Dick Kramer Studios
www.dickkramer.com

Expert Voice
www.expertvoice.com

Training —

Jones & Bartlett Public Safety Group
www.psglearning.com

NAEMT Tactical Emergency Casualty Care for Law Enforcement Officers and First Responders (TECC-LEO)
<https://www.naemt.org/education/tecc/tecc-courses>

Commission on Accreditation for Law Enforcement Agencies
www.calea.org

NHTSA Safety Countermeasures
Website: www.nhtsa.dot.gov

National Institute for Occupational Safety and Health
www.cdc.gov/niosh/homepage.html

Street Crimes Seminars
www.streetcrimes.com

UNC Highway Safety Research Center
www.hsrb.unc.edu

Uniforms —

 **MOCEAN Tactical**
www.moceantactical.com

 **Sound Uniform Solutions**
www.sounduniforms.com

Bellwether Clothing
www.bellwetherclothing.com



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IPMBA thanks **Cera Products, EMS World, GeoOrbital, and R&B Fabrications** for their continued participation in the IPMBA Corporate Member Program.

IPMBA welcomes new Corporate Members **Setina** and **RECON!**

Setina, founded in 1963, serves the law enforcement community with vehicle safety equipment, including push bumpers, fender guards, door guards, and more. When approached by Portland (OR) Police Department about the problem of having to transport bicycles owned by arrestees and recovered lost/stolen bicycles, their solution was a push bumper-mounted, two-bicycle rack.

RECON is a leading provider of law enforcement e-Bikes. RECON bikes are deployed to municipal departments in more than 30 states, to federal agencies such as the FBI, and to the U.S. Military. RECON bikes are fitted with a powerful electric motor, lithium ion battery, and an LCD control to harness the power. The motor can be utilized as much or as little as you prefer. RECON also offers a host of technology related accessories, including License Plate Recognition (LPR), SoundOff signal lights with scene lighting, facial recognition, bike trailers, and firearm mounts.



Benelli

Product: E-Bikes Developed Specifically for Public Service Use
Phone: 800-832-2966
Website: mailchi.mp/4616d08c5aa7/benelli-public-service-bike



Bicycle Patrol Outfitters

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



Cera Products

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



Cygotite Bicycle Lighting Systems

Product: High-intensity lighting systems, designed and built in the USA
Phone: 949-297-4972
Website: www.cygotite.com



EMS World

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



GeoOrbital

Product: GeoOrbital Public Safety Electric Wheel
Phone: 781-248-5594
Website: www.geoo.com/pages/public_safety



iFORCE Patrol Bicycles

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



ISM Saddles

Product: ISM Bike Seats
Phone: 813-909-1441
Website: www.ismseat.com



Jones & Bartlett Public Safety Group

Product: Educational Materials, Complete Guide to Public Safety Cycling
Phone: 800-832-0034
Website: www.psglearning.com



MOCEAN Tactical

Product: Technical Bike Patrol Uniforms
Phone: 336-582-0757
Website: www.moceantactical.com



NAEMT

Product: Association of EMS Practitioners
Phone: 601-924-7744
Website: www.naemt.org



Police Bike Store

Product: Complete line of public safety bikes & accessories
Phone: 973-366-5868
Website: www.policebikestore.com



RECON

Product: Law enforcement e-Bikes
Phone: 888-485-2589
Website: www.policepowerbikes.com



R & B Fabrications

Product: Panniers, Duty Bags & Safety Vests
Phone: 800-553-1911
Website: www.rbfab.com



RZ Mask, LLC

Product: The World's Most Comfortable Air Filtration Mask
Phone: 952-324-5474
Website: https://rzmask.com/pages/public-safety-1



Setina

Product/Service: Vehicle Safety Equipment
Phone: 800-426-2627
Website: https://setina.com



Sound Uniform Solutions

Product/Service: Bratwear and Olympic Uniforms
Phone: 253-625-7420
Website: www.sounduniforms.com



Volcanic Bicycles

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

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Fulfilling all of your Police, Security and EMS Bike Patrol needs from Wheel to Wheel and Head to Toe.

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- RockShox Fork with Remote Lockout
- Lifetime Warranty on Frame



PoliceBikeStore.com

phone: 973-366-5868

Specializing in complete outfitting from a single bike to an entire fleet.

DONATE TODAY!

This newsletter comes with our best wishes for peace, good health, and happiness in 2021. After a year of pandemic and protests, we must continue to band together, not only for our own safety, but also for that of the communities we serve. The bicycle affords essential fresh air and exercise, a patrol vehicle that is easy to keep clean and sanitize as we continue to grapple with COVID-19, and an extraordinarily effective means of community engagement.

Because of the ongoing pandemic, we have decided it would be imprudent to hold a conference in 2021, from both a health and financial standpoint. Instead, we will focus on small-scale, regional trainings and will continue to work on the third edition of the **Complete Guide to Public Safety Cycling** and other ongoing projects. However, the loss of conference revenue will strain our finances and could hamper our ability to continue to provide you with the resources and support you expect and deserve.

Since 1991, IPMBA has been the driving force behind public safety cycling. Today, bikes are used in nearly every facet of public safety. IPMBA unites a diverse group of public safety cyclists to share knowledge and expertise, which in turn helps us to advance the profession of public safety cycling.

We produce the excellent, information-filled **IPMBA News**. We work closely with manufacturers to help ensure that their products meet your needs and encourage them to

enroll in our **Product Purchase Program**, through which our members are eligible for discounts on a variety of products for personal and professional use.

We author publications ranging from educational materials to model policies and our signature work, the **Complete Guide to Public Safety Cycling** and the accompanying curriculum. We usually offer the only **training conference and product exhibition** designed exclusively for public safety cyclists, and we really hope to bring it back in 2022.



We host a **resource-packed website**, **FaceBook** page, and **LinkedIn** group to help you keep pace with public safety cycling news from around the world. We offer outstanding **networking opportunities**, through our live events and via IPMBA HQ, which serves as your **information clearinghouse** and referral point.

IPMBA has a lot of practice operating on a shoestring budget, but that string is going to be a little thinner for the foreseeable future. If you are in a position to do so, please make a **tax-deductible contribution*** to help us keep those wheels turning!

**If you take the standard deduction on the 2021 tax return you file in 2022, you can claim an "above the line" deduction for up to \$300 per person in donations made to charity in 2021.*

Thank you for your support of IPMBA and public safety cycling!

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Gears & Gadgets: The Cable Guy, Part 2

by David Cohen

Maryland National Capital Park Police Reserve Unit

In the previous Gears & Gadgets (*IPMBA News*, 2020 Board Issue, Vol. 29, #3), I discussed the procedure for cleaning and lubricating cables. If, in the process of doing so, you discover that a cable is frayed or damaged, the safe bet is to replace it right away, rather than have it fail on you in the field. While preparing for that column, I found damaged cables on one of my bikes, so it was time to replace them.

Like most things bicycle-related, there are many choices for replacement cables. Some cables are Teflon®-coated, some come in a premade cable/cable housing configuration, and many are available as stainless-steel wiring. For the public safety cyclist, the standard stainless-steel cable is more than adequate for the task. I would, however, recommend purchasing a reputable name-brand wire, such as Shimano, as opposed to one of the bargain brands. In my experience, the less expensive stainless-steel cables tend to fray far more easily than the name brands. Over the long term, it is worth the extra money.

Changing out the cable is fairly straightforward. Derailleurs should be set to the smallest cog: highest gear in the rear, lowest gear on the front chain rings. The reason is that the derailleur cable will not come out of the shifter housing unless it is in this position. Sometimes the shifter housing has a small plug that needs to be removed prior to cable replacement. The access point for the shifter is generally on the same side with the shifter levers. Look around – you’ll find it.

With rim brake cables, unfasten them as if you were changing a tire. There is no need to do anything out of the ordinary with cable-operated disc brake cables. On the lever end, line up the brake adjusters on the handle so the gap on each one lines up with the cable gap on the brake lever. Once the pinch bolts are loosened, you can pull on the brake cable housing at the lever to expose the cable. After the cable is pulled through the gap, it takes a little bit of jiggling to get the cable end free from the handle. And, obviously, if your bike is equipped with hydraulic brakes, do NOT loosen up the hoses!

If you can remove the cable crimp at the end easily, go ahead and do so. Otherwise, the cable will need to be cut. A pair of wire snips will work, but the Park Tool CN2 cable snip will give you a cleaner cut.

With the cable crimps removed, loosen up the pinch bolts. Most bikes have a point along the top tube or down tube where the cable is exposed. From this point, start pushing the cable towards the front of the bike. The end of the shifter cable should start coming out of the housing. If nothing happens, check your gear position. Once the end of the shifter cable comes through, you can start pulling the cable from that end. You may need to go back to the back end of the cable to get to go through the various bends and turns. If the cable is frayed or flattened, you will have to snip the cable to get it to go through the various housings.

As the cable comes through, keep tabs on the location of each of the cable housings. Some cables have rubber bumpers that go over the top tube. Usually, those should be replaced, but if they are in good shape, they can be reused.

Depending on how old the bicycle is, it may be necessary to replace the cable housings if they are clogged or damaged. We’ll cover that in a future G&G column. For now, we are going to reuse the cable housings. Shooting some cleaner through the housings will usually knock away most of the detritus. My preferred cleaner/lubricant are Finish Line chain cleaner/lubricant, and Seafoam Deep Creep. Both of these are equipped with a straw attachment that you can put at the end of the cable housing and shoot the cleaner/lubricant through the housings. Sometimes, however, it may be necessary to remove the ferrule (end cap) at each end of the housing in order for the straw to properly fit. Typically, they will come off by hand, but sometimes they need a bit of help. Using a pair of pliers, you can gently wiggle off the ferrules. If you squeeze too hard, you can distort the housing, which will then bind on the cable. Or, you can get yourself a jar of ferrules and just plan on replacing them. Most bike shops and online bike stores sell a gross of 50 fairly inexpensively.

After the cable housings have been cleaned, it is time to install the new cable. Start running the cable through the shifter. It should come out the opposite side. Before you start putting the cable through the housing, pull on the cable and operate the shifter. If it is shifting, you put the cable in correctly. If the shifter is not responding, the cable went in incorrectly. Remove the cable and try again. (Yes, I learned this the hard way!). One by one, replace the cable housings, working your way from front to back. Sometimes you have to do a bit of jiggling with the cable

to get it through the entire housing. Secure the cable with the pinch bolt.

Brake cables should also be run through the levers and adjusting bolts first, then through the housing, and eventually to the pinch bolt on the brake.

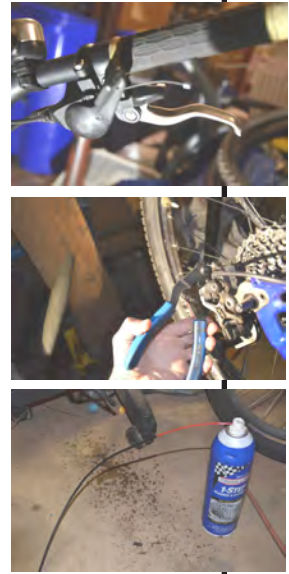
At this point, you will probably have a huge amount of extra cable. It is okay to have some slack, but too much can get caught up in other components, causing the cable to fray. Leave about six inches (15 cm) of slack until adjustments are made, less if there are clearance issues. Once the components are dialed in, cut the slack to about 2 to 3 inches (5-8 cm) past the pinch bolt. Attach a new cable crimp to the end of the cable. The Park CN-2 has a crimper which works nicely to secure the crimps. Some cables will come with crimps; otherwise, you can pick up them up by the gross at your local bike shop or online retailer. They do come in handy. Keep in mind brake cables and derailleur cables may look similar, but they are two different diameters. While a brake crimp can work on a derailleur cable, it doesn’t work the other way around.

Generally, cables will stretch to some degree after a few rides, so it may be necessary to make further adjustments with the barrel adjusters. Enjoy your smoother shifting and/or braking!

About the author: David Cohen is a 12-year volunteer with the Maryland-National Capital Park Police. When he isn’t riding or tinkering with bicycles, David can be found tinkering with vintage cars or World War II airplanes. An avid historian, David enjoys researching and writing as well. He can be reached at onyx@sax@aol.com.

Gears & Gadgets is a blog written by David Cohen #1116. It features various repair tips and tricks that David has picked up in nearly 25 years of cycling, including 12 years of public safety cycling. *Gears & Gadgets* will also periodically review some of the latest “gadget” items of potential interest to public safety cyclists. The advice and opinions in this column are solely the author’s and should not be interpreted as IPMBA mandates or recommendations unless explicitly stated.

Photos courtesy David Cohen.





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Albert Jackson Challenge

by Albert Jackson, SCI# 038
Atlanta (GA) Downtown Improvement District

Hello, my fellow public safety cyclists and members of IPMBA! I hope that you are staying safe as we continue to navigate the pandemic and other turbulence. I am still on the front line of service to the community as “essential personnel”, helping to maintain our district and live up to our mission statement: Keeping Downtown Atlanta Safer, Cleaner and More Hospitable.

As you have hopefully heard or read, the 2021 IPMBA Conference will not be happening this year. Missing another conference will once again have a significant impact on the organization’s financial situation.

In 2020, I challenged my fellow members to support IPMBA through donations and by purchasing merchandise from past conferences. I am once again throwing down the gauntlet.

I am pledging to contribute at least \$500 to IPMBA, through a combination of outright donations and other value-added propositions. I also intend to continue to help reduce their inventory of merchandise from past conferences. They have an abundance of socks from 2019 (mostly size S/M) as well as hoodies and polos from 2018. These tend to run small, so many of us may have to purchase them as gifts for the smaller-stature people in our lives. There are also a few MTB and full-zip jerseys from 2016 and 2017 remaining.

Be sure to renew your membership for 2021. Make the pledge to contribute to the organization each month for awhile. Get that conference jersey, hoodie, polo and that extra pair of socks. I challenge you, and I pledge to see you next year on two wheels!

IPMBA Members on the Move

James Fincher, Stephen F. Austin University (TX) Police Department – retired

David Hansen, Minneapolis (MN) Police Department – retired

Mohamed Ibrahim, Metropolitan (DC) Police Department – promoted to sergeant

Scott Parr, Chandler (AZ) Police Department – retired

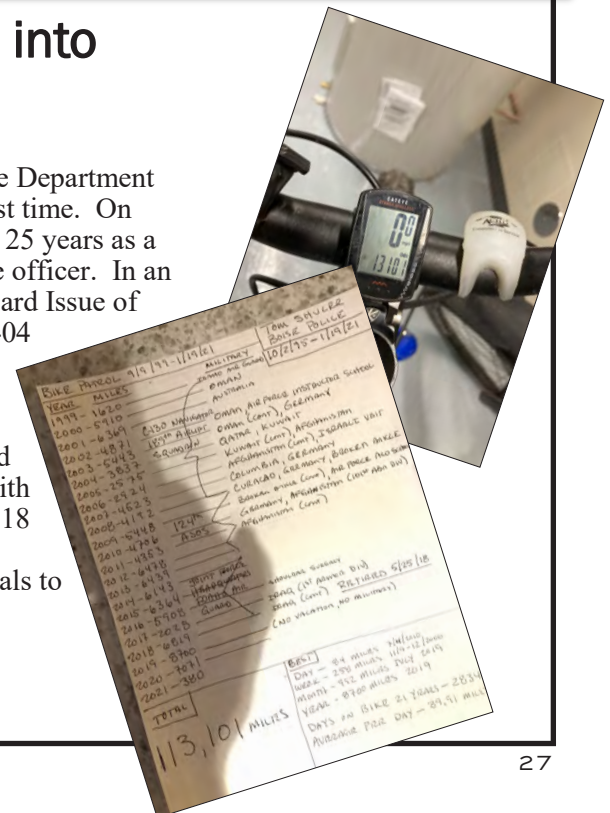
Alberto Santiago, Rochester (NY) Police Department – retired



Tom Shuler Pedals into Retirement

Tom Shuler of the Boise (ID) Police Department has ridden his police bike for the last time. On January 19, 2021, Tom retired after 25 years as a police officer and 21 years as a bike officer. In an article that appeared in the 2018 Board Issue of *IPMBA News*, Tom had ridden 96,404 miles (155,147 km) and stated that his goal was to achieve at least 100,000 miles (160,934 km) before he retired. Tom met – and exceeded – that goal, closing out his career with an impressive 113,101 miles (182,018 km). IPMBA wishes Tom a happy retirement and many post-career goals to pursue. Good luck, Tom!

Photos courtesy Tom Shuler.



— Notice of Board Openings —

Three seats on the IPMBA Board of Directors will be up for election/re-election in June 2021. This is the official notice for those who may be interested in serving on the IPMBA Board.

In order to be eligible to serve on the Board of Directors, you must be an active IPMBA member in good standing. A minimum of 2/3 of the Board must be active IPMBA instructors. The Board shall be composed of persons dedicated to the mission of the organization, possessing the skills to govern the organization and inclusive of the diversity of the community being served.

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

- a. Submitting a letter of interest to the Executive Director, and
- b. Submitting a resume or C.V. (curriculum vitae). If a resume or C.V. is not submitted, the candidate's name will be deleted from the list of potential candidates.

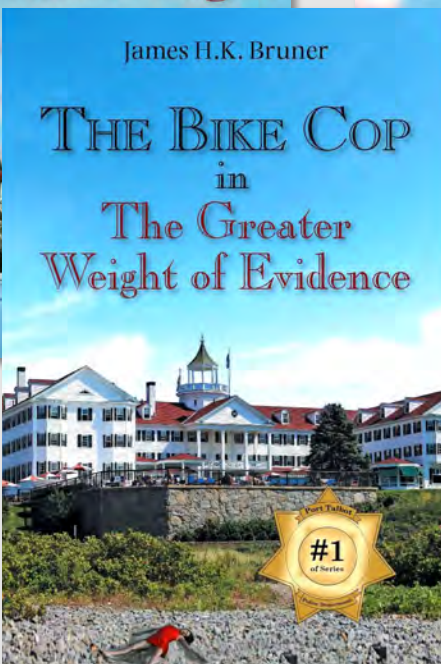
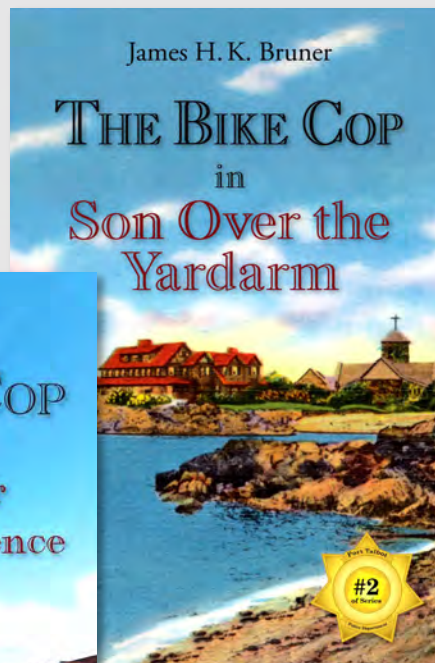
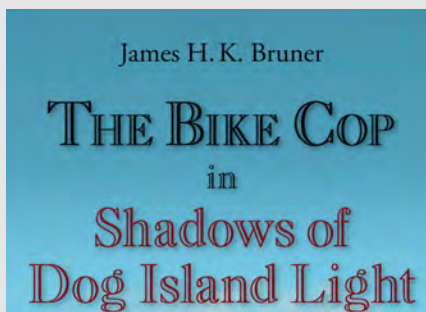
If you are interested in serving on the IPMBA Board, you must submit your letter of interest and resume/C.V.) to the Executive Director at any time before **May 15, 2021**.

Please email your letter of interest and resume to Maureen Becker at maureen@ipmba.org. Hard copies will not be accepted.

Virtual interviews will be scheduled in June 2021, at a date and time to be determined.

Board members are expected to attend an annual meeting typically scheduled in January or February as well as the annual IPMBA Conference (if it takes place). They are also expected to participate actively in projects, lead committees, contribute at least one article per year for *IPMBA News*, and participate in monthly calls. They are primarily responsible for providing leadership and guidance to enable the Association to pursue its mission to promote the use of bikes for public safety, provide resources and networking opportunities, and offer the best, most complete training for public safety cyclists.

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



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The Allan Howard Award for Excellence

NOTE: Even though there will be no 2021 IPMBA Conference, the Allan Howard Award will still debut! The deadline for nominations is June 1, 2021. Awardees will be notified by October 1, 2021, and invited to participate in a virtual award ceremony. All nominations received for 2020 will be considered in 2021.



Overview

The Allan Howard Award of Excellence has been established to recognize individuals who have taken exemplary action to further

IPMBA's mission. It is presented during the IPMBA Conference to IPMBA members who have been nominated by a colleague and selected by the awards committee. There are two categories: law enforcement/security and fire/EMS.

Honorees must be current IPMBA members and must be nominated by someone who is familiar with their contributions to public safety cycling. Self-nominations will not be accepted. Nominations may be for work within their own communities, on a regional level, nationally, and/or within IPMBA.

Allan Howard is a retired sergeant with the Dayton (Ohio) Police Department. Allan started his distinguished career in law enforcement in 1982 and retired in 2008. During his career, he held various assignments, including foot patrol, motorcycle patrol, Dayton Police Academy instructor, SWAT team member, patrol operations supervisor, Internal Affairs Bureau investigations supervisor, fleet manager, and founding member of the bicycle patrol and the Dayton Bike School. Prior to becoming a police officer,

Allan served in the United States Marine Corps from 1977-1981 as a machine gunner.

From 1984 to 1997, Allan raced professionally as a United States Cycling Federation (USCF) and a National Off-Road Bicycle Association (NORBA) racer. He competed for DCC/Huffy, DCC/Huffy/Raleigh, Huffy/Hain Natural Foods and Chevrolet/LASD.

Allan is one of the founding members of IPMBA and was its first chair, serving from 1990 until 1997. He was a co-creator of the IPMBA Police Cyclist Course and a co-author of the *Complete Guide to Police Cycling*, the first manual for public safety cycling. Allen has authored numerous articles about bike patrol and training for *IPMBA News* and other publications. He is a highly respected instructor who has trained more than 3,000 bike officers and still makes guest appearances to assist with classroom and on-bike sessions.

Nominations

IPMBA is seeking nominations for law enforcement/security officers and fire/EMS personnel who have gone above and beyond in their support of public safety cycling.

To be eligible, a nominee must be a volunteer, part-time or career law enforcement, security officer, firefighter or emergency medical provider who is actively involved with department-based bicycle operations. Nominees must also be current IPMBA members.

Please describe, in detail, initiatives and/or actions undertaken, developed, and/or performed by the nominee that demonstrate their outstanding dedication to public safety cycling during the past calendar year or over

the course of their affiliation with IPMBA. Efforts may include, but are not limited to, creating or expanding bike operations within their agency and/or others, developing community outreach programs, working with local, state or national elected officials in support of bicycle-related legislative actions, participating with and providing support for IPMBA's projects, programs, and initiatives, etc.

Application Process

Download the *Allan Howard Award of Excellence* Nomination Form from the IPMBA website or email the Awards Committee at awards@ipmba.org to request one.

Submit the application, along with a nomination letter of no more than one page and up to five supporting documents (articles, letters of commendation related to the nomination, letters of recommendation, etc.), as well as a photo (if possible) to the Awards Committee by **June 1, 2021**. For guidance on how to write a compelling nomination, please consult "How to Write a Compelling Nomination" on the Allan Howard Award page on the IPMBA website.

The Awards Committee will review all applications and, at their discretion, select up to two awardees, one each from the law enforcement/security and fire/EMS career fields. Award recipients will be notified after the selections have been made, by October 1, 2021.

The 2021 Allan Howard Award of Excellence will be presented during a virtual award ceremony; details to be provided at a later date.



BECOME AN IPMBA INSTRUCTOR

Join the ranks of more than 1,800 of your fellow public safety bicyclists by becoming an IPMBA Instructor.

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

2021 Courses:

April 19-26
Dunedin, Florida

September 27-October 1
Spokane, Washington

Subject to change; other dates to be announced.

Heart Health is Serious Business

The 2020 Board issue of IPMBA News included an article written by IPMBA Industry Liaison Greg Bowen entitled, "Fit for Duty: A Sober Reminder about Heart Health". This letter was written to Greg in response to his article and serves as another reminder about the importance of exercise and routine medical screenings.

January 27, 2021

Captain Greg Bowen,

I wanted to thank you for writing this article; I think it's a great reminder that we are not superhumans even though at times we feel like it.

I work at the St. Louis Community College Police Department, normally a low stress environment, but there are occasional stressful calls that come up. I know our officers can easily become complacent and get themselves in a routine which includes not exercising and bad eating habits. I didn't eat terrible food, but I also didn't exercise. I spent a lot of my time, outside of work, going to school and taking care of my family.

Last year, I was going to physical therapy and at the end of a session, I just didn't feel right. I was fatigued and my face was flushed; I sat down drank a lot of water. The therapist suggested that I visit my doctor. After that appointment, the doctor suggested that I take a stress test because they couldn't find anything wrong on the EKG. So, a month later I completed the stress test and the cardiologist said that

everything looked great. Well, I was 39 years old, in good health, I rode my mountain bike a lot (lost 20 pounds of winter weight), but there were some issues in my family history. After the cardiologist said that I was fine, I figured the feeling I experienced was due to another issue.

The one thing I struggled with all summer was cutting the grass, and my yard is not big nor are there any steep hills. I could usually cut the grass for 5-10 minutes and then, I'd start experiencing tightness in my chest. At times, I would just become egotistical and try to fight through, but most of the time I would leave the yard mostly uncut for a few days until I felt like tackling it again.

Finally, in August, at a follow up appointment, I told my cardiologist about the grass cutting issue and he scheduled an MRI. A few days later, a nurse called me and said that I needed to have a procedure done within a week. She said that I needed at least one stent, maybe two, because I had one artery with 70-90% blockage.

Well, to say the least, my heart started pounding right then, so I took off work, thinking that if I continued working while I was so stressed out, I would have to go to the hospital right then.

In October 2020, the night before the surgery was scheduled, I ended up going to the ER because I was getting too anxious (my insurance provider was playing

around by denying the procedure, saying they were going to see if I really needed it). I didn't know if I was suffering from a heart attack or what was going on, so I thought it was best to let the doctor figure out the symptoms.

Once the procedure was finished, the cardiologist said that I needed four stents, because one artery was 70% blocked and a second one was 99% blocked. They diagnosed me with angina, which is similar to experiencing a heart attack.



I was one of the lucky ones that made it to the hospital before I became a statistic. Thank God for that!

Now, I'm exercising regularly and eating even better than before. I bought a FiBit to monitor my heart rate to make sure I did not overdo it.

Again, thank you for writing this article because it is an eye-opener, and I hope that everyone takes their health seriously.

Respectfully,

P.O. Matt Dedert, PCI #1919
Saint Louis (MO) Community College Police

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2021 Product Guide

NEWSLETTER OF THE INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION

IPMBA: PROMOTING AND ADVOCATING EDUCATION AND ORGANIZATION FOR PUBLIC SAFETY BICYCLISTS. VOL. 30, No. 1

Newsletter of the
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 583 Frederick Road, Suite 5B | Baltimore, MD 21228
 Phone: 410-744-2400 | Fax: 410-744-5504
 E-mail: info@ipmba.org | Website: www.ipmba.org

Craig Lepkowski | IPMBA President
Maureen Becker | Executive Director; Managing Editor
Jennifer Horan | Design and Layout

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

IPMBA Membership is \$60.00 per year.

Interested in submitting an article?
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 Email Maureen@ipmba.org for information.

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Greg Bowen
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BRIAN D. SICKNICK

United States Capitol Police, Washington DC

END OF WATCH: January 7, 2021

AGE: 42

TOUR OF DUTY: 12 years

BADGE NUMBER: Not available

MILITARY VETERAN

INCIDENT DETAILS

CAUSE: Assault

INCIDENT DATE: Wednesday, January 6, 2021

WEAPON: Fire extinguisher

SUSPECT: At large

Officer Brian Sicknick succumbed to injuries sustained the previous day while physically engaging with rioters on the grounds of the United States Capitol. A rioter reportedly struck him on the head with a fire extinguisher.

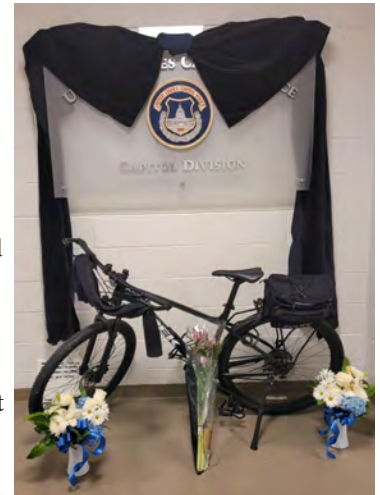
The rioters breached the entrances of the Capitol Building

while Congress was in session certifying the Electoral College votes following the 2020 Presidential election. Officer Sicknick returned to his division office after being injured and collapsed a short time later. He was transported to a local hospital where he passed away the following day.

Officer Sicknick was a U.S. Air Force veteran. He had served with the United States Capitol Police for 12 years and was assigned to the First Responder's Unit.

He attended the IPMBA Police Cyclist Course conducted by Mohamed Ibrahim in March 2019 and was certified as an IPMBA Police Cyclist. He had hoped to be on bicycle duty during the 2021 Presidential Inauguration. He was an IPMBA member at the time of his death.

On February 3, 2021, after laying in honor in the Capitol Rotunda, Brian was escorted to his final resting place at Arlington National Cemetery. Bike officers from U.S. Capitol Police, Metropolitan Police Department, and George Washington University Police participated in the procession.



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- Powerful 800 lumen White LED headlight with optimally spaced Red and Blue Auxiliary LEDs provide increased lightbar visibility.
- High intensity Red and Blue LED tail light with a radiant scattered beam emits a wide spread visual appearance.
- 8 patrol-purposed lighting modes with multiple variations of Patrol, Take Down, and Stealth settings.
- Headlight and tail light are synchronized and controlled using the headlight or remote switch.
- Compact high capacity lithium ion battery lasts up to a full patrol shift, and can be recharged through the headlight's direct charging port without disconnecting the battery cable.



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Backed by 30 years of designing and manufacturing high performance bicycle lights, Cygolite developed the P3 from the ground up specifically for law enforcement to maximize visibility and function during operations.

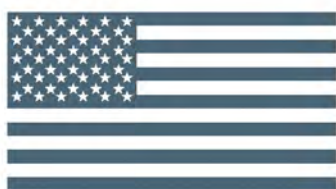
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Congratulations, New Instructors



Instructor Course Graduates | December 3-7, 2020 | Silver Spring MD

Alex Dembowski, US Park Police - National Mall, Washington DC; **Arthur Frank Gette**, Georgetown University Police Department, Washington DC; **Steven Hunsberger**, Prince William County Police, Woodbridge VA; **Carl Johnson**, Maryland National Capital Park Police – Prince George's Division, Landover MD; **David Leas**, Perryville Police Department, Perryville MD; **Perry Morgan**, Metropolitan Police Department, Washington DC; **Aaron Runyan**, Ohio Support Services, Columbus OH; **Matthew Schurg**, Greenbelt Police Department, Greenbelt MD; **Shane Skeete**, Maryland National Capital Park Police – Prince George's Division, Riverdale MD; **Matthew Thornton**, Easton Police Department, Easton PA; **Gary Young**, US Park Police - National Mall, Washington DC. Photo courtesy Bruce Jackson.



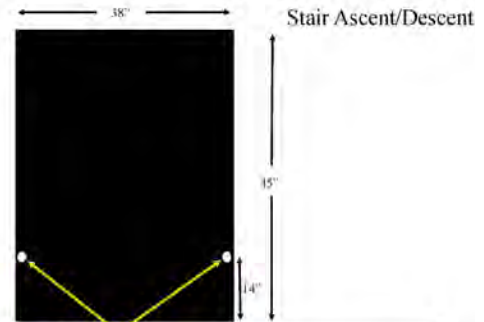
Instructor Course Graduates | December 7-11, 2020 | Honolulu HI

Tyler Cagulada, **Robin Iida**, **Jeffrey Kayo**, **Nicolas Muna**, **Jonathon Rakieta**, **James Saffery**, and **Bryce Suzuki**, Honolulu Police Department, Honolulu HI. Photo courtesy Rance Okada.

Stair-Challenged?

Do you have a difficult time locating and/or accessing a set of stairs suitable for IPMBA training? Are you always looking for ways to create obstacles that challenge your riders to new heights? If you answered "yes", these schematics are for you! IPMBA Instructor (and carpentry enthusiast) Bob Hatcher has designed and built these portable, easy-to-store boxes that can be configured in various ways to help you meet your training needs. Visit the Instructor Resources tab in the Resources section at www.ipmba.org for downloadable PDFs of the plans. Thanks, Bob!

Fabricated Boxes for Obstacle Clearing & Stair Ascent/Descent



1/2" holes on top and under the boxes together using all-thread or rod as pins.

- 2 x 6 Framing Material
- 1/2" Plywood for Deck
- 3/8 All Thread or Metal Rod cut to form pins
- Stacked boxes have a rise of 6" and a run of 12"



1/2" holes match the holes on box top



When stacked, boxes can be used to build stairs. Three boxes will create two steps and six will create three. Build more boxes to make the set longer.



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I'm Still Here, cont.



(Continued from page 1)

As you might guess, I'm glad to be "here" and it's easy for me to draw a direct comparison to IPMBA still being "here". Am I happy that 2020 and 2021 mark the first years since 1991 that we have not had an international conference? No, I can't say that. However, I'm proud that the organization we built 30 years ago is still going strong. In fact, strong enough to survive the unforeseeable events that could have buried the less prepared. That makes me proud and I derive happiness from that.

Strength doesn't come from sitting in an easy chair, eating what you want. It's derived from being uncomfortable, doing things you'd rather not do, and not quitting when you think you can't go on. When I taught at the police academy, I told the recruits they had a choice. They could invest an hour of their lives every day to do battle with the natural declining condition of the human body and receive as a benefit that the other twenty-three hours of the day would be a cake walk. Or, they could take it easy every day and soon every hour of every day would be a challenge. So much so that even the littlest thing would seem, and quite possibly be, impossible.

The past year, for our country and this organization, has been very much like my crash. Some of the

same psychology applies for survival and recovery. There is a world of difference between laying on the ground thinking "OK, this just happened, I need to get these things done ASAP so I can survive" and "That's it, I'm done for; this hurts so badly I'll take whatever comes just to make it stop". Mentally

preparing and training for just such a thing is the difference. We are not a product of what happens to us; we are a product of how we deal with what happens to us.

If we choose to focus solely on how to solve or deal with the problem(s), we will come out the other side stronger than we were before. However, if we allow ourselves to be victims, that's exactly what we'll be, from that moment forward. One last thought with regard to attitude, my grandma used to say something that didn't make sense until I was older. She said, "Holding on to anger, hate, or resentment is like drinking poison, hoping someone else will die." When I finally understood, my life became less stressful.

Now is the time for us to take stock of our organization and be thankful for what we've accomplished up to this point. It's also time for us to move forward while looking ahead and not diverting our focus with things that have already happened and can't be changed. The only thing that changes when you keep looking back with regret is the future. If you don't believe me, go out and ride your bike or motorcycle, or drive your car, while looking in the mirror.

I'm proud to be a member of this organization and that we have endured the test of time. When we started IPMBA there was no

"mirror" to look in, so all we could see was the future. I believed then, as I do now, that this is the way forward.

My last thought is this: if you find yourself in the position of being able to donate anything to offset the lost revenue of the conferences, please do. I feel strongly that we need this organization to provide specialized training to those who do our part to keep the public safe and be able to go home at night to our loved ones. Now more than ever.

Be well, be safe, and be positive.

- Allan



2021 PRODUCT GUIDE



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