



Overwhelmed by Gratitude

by **Maureen Becker**
Past Executive Director

Throughout my 24 years with IPMBA, I have been impressed by the frequency with which our members express their gratitude. Perhaps it is because so many are in a profession that does not get thanked often enough. Or, perhaps, in a technology-driven era of self-service and automation, people are surprised to receive personal service from someone who values them, even if they have never met.

Since I announced my intention to transition away from my position, I have been overwhelmed by the outpouring of gratitude. While I am proud of what I have accomplished with and for our members, I am most proud of the positive impact I have had on you and your agencies.

“IPMBA grew to be a well-respected and truly international influence under your leadership, and I know that did not happen easily. I also know you shouldered more than your share of those burdens along the way. When you look back on it all, please know that your efforts were recognized and appreciated by everyone with even a small degree of involvement with the program.”

“Over my years with IPMBA you have been there every step of the way answering my questions, and it has been greatly appreciated.”

“Thanks for all your help and for your kindness to me as I got started. I believe this had a lot to do with my getting [the unit award, my award, and my promotion.]”

“Thank you so, so much for being so helpful whenever I needed an answer. I have never met you in person but your kindness and professionalism always shown through anytime we corresponded through email or a phone call.”

“You’re the ‘bestest’ and have always been someone I could rely on helping me and the Phila Fire Department.”

“There is no doubt that you have been the hub and glue that held things together. You’ve always been polite, professional, knowledgeable, & supportive.”

“I/we are blessed to have you there keeping track of everything. You have seen so many changes throughout the years and I wanted to express my gratitude and thanks for always being there.”

“Thank you for all the support and encouragement you’ve given me over the years to be an active contributor and participant for IPMBA.”

“You have performed many good deeds through the years, I respect you and hope it is mutual, and you exemplify ‘five like leadership’.”

“Your dedication, patience, and support during those years kept the organization going. I will always be grateful for your service, and for our personal relationship during my active years and beyond. I sincerely hope that your retirement is as rewarding as the contribution you made to thousands of people who have come and gone throughout the history of IPMBA during your service. Your work will long outlive the time you spent in the position that you’re about to vacate. I wish you the very best during the years that await you. Thank you so much for what you’ve meant to me and IPMBA.”

When I pedal off in a different direction, my hope is that I will be remembered as having always done my very best...for you.

The Wake We Leave

by **Allan Howard, PCI #001**
Founding Member, Former President

As I sit here at my desk this May morning, there is a new IPMBA Executive Director and her name is Catherine Roper. She came to us via a rigorous search and selection process by the IPMBA Board of Directors and an outside search agency. Based on what I know at this point, I believe they made the best choice for the future of our organization.

No position in IPMBA has ever been more important than Executive Director.

We’ve been lucky to have had some stalwart board and committee members who have literally been a part of our evolution and success. But, none of them, including myself, were ever 100% responsible for making the great ideas into a reality, every work day of the week, every week of the year. That responsibility has always fallen to the Executive Director. Most specifically, to Maureen Becker, who has been running our beloved organization for nearly 25 years. Because she would never do it, I’ll list just some of what she accomplished with and for our members.

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New Beginnings



My oldest grandson is about 2 ½ years old now. It is so interesting seeing him learn things for the first time. He was given a butterfly growing kit, which came complete with a green pop-up enclosure, live caterpillars, and food. It provided him with a fun and educational experience where he could learn and share with his parents.

This was a great way to spark the curiosity and passion of a child while instilling the need to learn and grow. He was able to watch the process of metamorphosis in a tiny young caterpillar as it changed into something completely different, a beautiful butterfly. Metamorphosis is defined as the process of transformation from an immature form to an adult form in two or more distinct stages.

As you may have been aware, IPMBA has been going through a transformation recently. More than a year ago, IPMBA's Board of Directors entered a period of organizational transition. After 24 years, our Executive Director Maureen announced her intention to step away from her current position. None of the board members had gone through this process before and very few were even familiar with the process of taking on a search like this.

I must say your IPMBA Board of Directors stepped up and met the challenge in every way possible. They spent many long hours and a lot of effort to make this transition a successful one. No single member of the Board would have been able to accomplish what we have without the others. So, I would like to express my immense gratitude to our Board of Directors for participating in the process.

Also, I want to thank the members of our Transition Committee – Elizabeth Bouchard, Steven Ray, Mitch Trujillo, and Bob Hatcher – who tirelessly took on the effort of the search for our new Executive Director. Without them and the endless Zoom™ meetings, we would not have reached the point at which we are today. Thank you, Transition Committee.

It is with great joy and excitement that I can announce the arrival of our new Executive Director, Catherine Roper. Catherine's first official day was May 6, and she has been working alongside Maureen to learn our organization.

Catherine brings to us more than twenty years of senior leadership experience in associations and nonprofits. She most recently was a management consultant, serving as the executive director for two nonprofits, including the Alexandria (VA) Police Foundation. Catherine has also served as vice president for two chambers of commerce and chief marketing officer for a business improvement district.

She has a strong background in marketing and event management, which will serve us well in our conference programming.

Catherine also lives an active lifestyle and is an open water swimmer.

Catherine has experience in non-profit leadership, event management, fundraising, and more. We are very fortunate to have found in Catherine the demanding set of skills and experiences we were seeking in our new Executive Director.

As president, I would like to convey to you that finding a new Executive Director is not the end of the transitional phase. This was just one stage in the transition. The Board of Directors is looking to overhaul most of how we do business. With that in mind, there may be a lot of changes coming, from both our new Executive Director and the Board.

How we have conducted business in the past has served us well for more than two decades. Now we are striving to become more efficient and more productive. The Board will be working diligently with Catherine to identify

Our goal is to create a even better organization; one that can thrive for many more decades to come.

priorities, set strategic goals, and formulate plans to make the organization more technology-oriented and member-friendly in different ways.

These changes will not occur overnight; they may take the next one to two years. Some may be apparent, while others will be behind the scenes. We ask for everyone's patience and understanding as we migrate and navigate through these changes. Our goal is to create a even better organization; one that can thrive for many more decades to come.

David Miller



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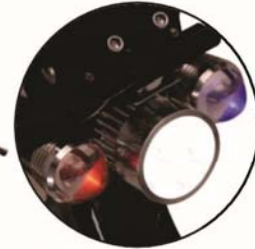
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PRODUCT GUIDE 2024

Welcome to the 23rd Annual Product Guide! This was Monte May's idea when he was Industry Liaison years ago. Public safety cyclists need products and services that are designed or modified to fill the niche in which cycling meets public safety. Those products are not always easy to ferret out, so this issue of *IPMBA News* is dedicated to our industry partners and celebrates the wide array of products, services, and technologies which they offer. We are grateful to the companies which have continued to support our organization, our members, and the public safety cycling profession as a whole. 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 5-24.*

CABDA EAST

by John Barbour, PCI #1206
Princeton University (NJ) Police Department (Ret.)

On March 6, 2024, I attended the Chicagoland Area Bike Dealers Association (more commonly referred to as CABDA) Expo East. It is a perfect event for bicycle enthusiasts. They have everything a bicyclist could want; from tools, locks, helmets, mechanical bikes, e-Bikes, workshops, and educational seminars to a small track for test-riding equipment.

This being my second year in attendance, I was a bit more prepared, but still in awe at the wide variety of products and numerous vendors.

As I walked the aisles of the Expo, which was held at the Meadowlands Exposition Center in Secaucus, New Jersey, I recalled that the event was not open the public, but was reserved for bike dealers, professional mechanics, bike fitters, bike tour

companies, and other representatives of the cycling industry. I felt very lucky to be allowed to attend and participate in the Expo.

I started out the day by getting adjusted to the layout. It was slightly different than the previous year, and although the large open area was full of vendors, there seemed to be a few less than last year. As I walked around the venue, I noticed the test track was larger, and there were a lot more people trying out more bikes. The most tested bikes I observed were e-Bikes in many different variations. I saw two-wheeled, three-wheeled, and e-Bikes that looked like motorcycles! The one common denominator was everyone who was testing an e-Bike was smiling and having a blast.

One of the first products that caught my eye as an item that would be useful to public safety cyclists is **Bivo Water Bottle**. The Bivo water bottle is a

metal water bottle that dispenses water – or whatever liquid you use to hydrate with while riding – without squeezing the bottle.

I was fortunate enough to get a free bottle (the 21-ounce Bivo One). I used it a few times prior to writing this article and was very impressed with its durability. I was even more impressed with the strong flow of water that was dispensed without squeezing the bottle. The Bivo One is an uninsulated version of the product; they also offer larger bottles and insulated models. The way the water comes out in a strong flow without squeezing made it easier to hydrate while I was riding. By just having to turn the bottle up, I was able to keep focusing on the road. drinkbivo.com.

The next brand I thought may be beneficial to our line of work as public safety cyclists is **Mint'N Dry**. This is a line of waterless bike cleaners, degreasers, and lubricants. I was able to get samples of some of their products. I tried the waterless bike cleaner first. It worked very well; just spray it on and wipe it off. All the products are biodegradable and safe for most surfaces. While performing a tune-up on my bike, I applied the degreaser and the lube. It was comforting to know that I was not inhaling and smelling strong chemical fumes as with a lot of degreasers and lubes. They have a few variations of each product line. I was very pleased with all the products and will continue to use them.

I believe these products will help keep patrol bikes cleaner and a bit easier to maintain. Mint'N Dry has already

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Courtesy John Barbour

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enrolled in the Product Purchase Program, offering 20% off MSRP. Watch for a full review by Joe Young, SCI #033, of York University Security Services in Toronto, Ontario. mintndry.com

I am resubmitting this brand and vendor, **Kryptonite**, well-known for bike locks. The security of our patrol bikes is paramount when we are on patrol. I was shown a lock that I thought would be useful to the public safety cycling community. The lock is called the "Evolution 790 Folding Lock". The design and compact size make it ideal for patrol bags or

mounted on the bike. The lock has many features that make the lock easy to use and distinguishes it from other folding locks on the market. Knowing your patrol bike is secure is one less worry for you while on the job. Check out this video from the Kryptonite website, demonstrating the lock: <https://youtu.be/PfIkXETMvEg>. kryptonitelock.com

Another company I would like to mention for a second time is **BiKASE**. This is a company that could be extremely useful to bike patrol personnel. They have accessories that would be practical on patrol, such as bike bags, phone holders, locks. They can even do custom orders on some products. Having a good durable bag, one that will keep your gear secure and protected, is comforting to know while you are riding on patrol. bikase.com

I am grateful to Maureen and IPMBA for the chance to attend the event for a second year. I am only mentioning a few products that I felt would be beneficial to us as public safety



Courtesy Craig Lepkowski

cyclists. Although the expo had much more to offer, it is primarily for bicycle retailers, wholesalers, buyers, and many products are more suitable for the civilian cycling market. It was another great learning experience, and I learned that there is always something new in the world of bicycling, which gives us public safety cyclists something to look forward to every year. For more information about the CABDA Expos, visit www.cabda.com.

John is a retired police sergeant from Princeton University Department of Public Safety. He owns and operates BK Bike Training and has been offering Police Cyclist, Security Cyclist, and E-Bike Training in the mid-Atlantic region. He can be reached at Bkbikettraining@gmail.com.

Courtesy Craig Lepkowski



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

On February 7, 2024, I attended the CABDA Midwest Expo in Schaumburg, Illinois. Along with CABDA West and CABDA East, the Chicagoland Area Bicycle Dealers Association (CABDA) currently holds three industry-only expositions across the nation. While past events were negatively affected by COVID, CABDA has been experiencing increased involvement and attendance in the past few years.

The CABDA event in 2021 had only 74 vendors, while this event had 132. Once again, IPMBA was granted access through the generosity of the organizers. Although IPMBA is a training organization, having access to those who manufacture and design for cyclists is a great opportunity to view new products, learn about new services, uncover new businesses, and build relationships that will help the Association serve its membership. Those present ran the gamut from large distributors and companies to small emerging businesses and LLCs.

This year I was able to arrive in time for the kick-off ceremonies and was not disappointed. The breakfast buffet offered a multitude of choices from a healthy yogurt bar to unlimited coffee to sweets. The highlight was the “Wall of Donuts”, which was descended upon by



hordes of attendees in search of their favorites. When the doors were about to open and allow the crowd inside, a live marching band got everyone’s attention and entertained the masses for a few minutes.

As usual, the show featured seminars, clinics, and product displays from

manufacturers, service companies, distributors, and sales groups. I was on a mission to strengthen connections with current vendors, visit with those I had met at past CABDA events, and establish relationships with businesses of potential interest to public safety cyclists.

With past successes in mind, I tried to entice those I met with to support our next conference, participate in the Product Purchase Program, and/or provide an item for evaluation and subsequent review in the *IPMBA News* and on our website.

I had the pleasure of visiting with the following vendors (listed in reverse alphabetical order).

**Current Product Purchase Program participant*

***Current Product Purchase Program participant and Corporate Member*

Xnito: I spoke with Benjamin Dai about his specifically-designed e-Bike helmets and encouraged him to connect with IPMBA due to the increased demand for e-Bike training as more public safety departments add e-Bikes to their fleets. He was very interested in learning more about the product showcase and has already reached out to Maureen for information. www.xnito.com.

Xact Nutrition: I approached the booth to discuss IPMBA’s goals and was told they were only interested in store placement and ambassadors to market their products. While their hydration tablets and energy bars and gummies appeared to be exactly what public safety cyclists could use on- and off-duty, they said they do not focus on individual sales at this time. They had no interest in discussing a relationship with IPMBA and a quick search on their website showed no stores within a 100-mile radius of Bentonville for the upcoming conference. www.xactnutrition.com.

Untapped: One of the more innovative vendors I encountered in 2020 was still going strong and had a larger offering of flavored products. Tim Putnam said they use organic maple syrup as an all-natural source of sports nutrition. They had various flavored syrups and waffles to sample, and the visitors at the booth

all seemed to have a favorable impression of the offerings. An interesting twist on energy gels and bars, Untapped might be an option for cyclists looking for more natural options. www.untapped.cc.

Thule: With the increased interest in e-Bikes, there is an increasing demand for bike racks that can handle the weight. Thule offers numerous choices and quality racks that hinge out of the way to allow SUV rear hatches to open. www.thule.com.

Stromer e-Bikes: I spoke with Ryan Hiscoe and was told they have made custom e-Bikes for police departments in Belgium and Dubai. While on the pricey side, we did discuss the growing demand for public safety bike units and cost restraints. Look for more to come from their design team! www.stromerbike.com.

Squirt: They offer a wax-based lubricant with regular, below-freezing, and e-Bike formulas, cleaners, and chafing balm. Thomas Prehn was pleasant with me; however, he did express disappointment at not hearing back about a review on product he provided. If the guilty party is reading this article, it is not too late to make amends by submitting the review. I recommended he provide small bottles for the Maintenance Officer Course at the conference and he said he would consider it. www.squirtcycling.us.

Skratch Labs*: Another nutrition vendor with various gels, gummies, and hydration products, Skratch Labs appears to have a good following of faithful customers. I thanked them for continuing on the Product Purchase Program and supporting IPMBA over the years. www.skratchlabs.com.

Quality Bicycle Products: While QBP does not sell directly to consumers, I noticed they were displaying protective mountain biking gear. The arm and leg protectors from MET/Bluegrass seemed like good options for any BRT members looking for flexible, movable, and sturdy protective wear. www.met-helmets.com.

Peak Design: I met with Peak Design and discussed their earth magnetic products for phone and camera mounts. While they currently only have handlebar mounts, I suggested they talk

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with their design team about body-worn camera mounts for cyclists since public safety cyclists experience issues with current BWCs positioned on the center of the torso. www.peakdesign.com.

Muc-Off: This company offers everything from a pressure washer to liquid washes and from concentrates to biodegradable drivetrain cleaners and brushes. Erik Box seemed very interested in providing samples at the conference and getting more involved with IPMBA. www.muc-off.com.

MODL: Pronounced “model” this up-and-coming newcomer has some interested bungee-cord products that are customizable and very flexible for the job at hand. Justin Guld expressed interest in getting into the public safety cycling market with his innovative straps that could be used in a variety of ways. Hopefully they will join the Product Purchase Program or build a relationship with IPMBA in some way. www.modloutdoors.com.

Lezyne: This company offers a multitude of products geared to cyclists. They had everything from bottle cages to floor pumps, LED lights to GPS units, hard cases to phone/GPS mounts, and bike tools to valves and valve caps. www.lezyne.com.

Leland Maximum Inflation*: I had a very pleasant conversation with Annette Maxemow about her company’s CO2 cartridges and their practicality for public safety cyclists. She has already reached out to Maureen and enrolled in the Product Purchase Program. www.maximuminflation.com.

Leatt: I met with Derek Rollins from Leatt and learned they provide a number of helmet designs, eye protection, and bike shoes that may be appropriate for public safety cyclists. www.leatt.com.

Kenda Tires*: I met with the reps from Kenda and thanked them for their continued support of IPMBA and the Product Purchase Program. They’ve been one of our staunch supporters for decades! <http://shop.kendatire.com>.

Kali Protectives:** Speaking with Jason Aven was refreshing and pleasant as he had positive comments about IPMBA and the relationship between our two organizations. I thanked him for being a

Corporate Member and participating in the Product Purchase Program. He reminded me that departments ordering for a bike unit would receive a 45% discount via the PPP. www.kaliprotectives.com.

HandleStash*: A newcomer to the arena is Adam Saplin of HandleStash. He has some innovative handlebar bags and drink holders. Cyclists can carry any number of items in the bags or drinks in a lightweight shock-absorbing holder. Adam has already contacted Maureen and joined the Product Purchase Program. www.handlestash.com.



Endurelite: Another hydration and endurance fuel company, Endurelite has a variety of powders designed for pre-work outs, endurance, recovery, sleep and other uses. Sheila Barden was open to the idea of the Product Purchase Program and will hopefully follow through. www.endurelite.com.

Cat Eye*: Cat Eye – another long-time IPMBA supporter – had one of the most innovative lighting ideas I’ve seen in a while. Using Bluetooth technology on



your phone, their headlights and taillights sync and can be turned on or off from the headlight power switch while on the move. There is no need for extra wiring or any awkward gyrations to access the taillight on your bike; simply power it on through your headlight once the devices are synced. Numerous devices can be connected this way. Check this and other products out through the Product Purchase Program! www.cateye.com.

Button Hole Chamois Cream: I met with Robert Curtis of Enzo’s Cycling Products, who was sampling two different chamois balms. One had a tingling sensation and the other did not. Both offer the same amount of protection from chafing caused by cycling, running, and other athletic activities. www.enzocyclingproducts.com.

Boeshield T-9: The company focuses on its one product and has perfected it for use on bicycles, automobiles, and any other equipment that requires cleaning, corrosion prevention, waterproofing, and long-lasting lubrication. I met with Joe Harbottle again this year and thanked him for the lubrication samples they provided at the last IPMBA conference. He indicated he’d be interested in helping out again this year, and arrangements are being made with Katie Jewel to get sample-sized bottle of lube to Bentonville. www.boeshield.com.

CABDA Midwest event was an outstanding opportunity to peruse the new wares on the market, check out innovative products, meet with established contacts, and make new connections. With three companies joining the Product Purchase Program, this was ostensibly the most successful attendance I have had. I encourage all IPMBA members to actively contact these companies, purchase their wares, and request they join the Product Purchase Program. Be sure to tell them that IPMBA sent you!

Craig retired in 2021 after 29 years at the Lake Forest (IL) Police Department and is currently influencing students of all ages through part-time teaching at a pre-school, North-East Multi-Regional Training, College of DuPage, On-Target Solutions, and Isix3 Consulting. After completing the IPMBA Police Cyclist Course in 2009, he attended the Instructor Course in 2010 and has enjoyed teaching IPMBA courses ever since. Craig served on the IPMBA Board from 2013 to 2021. He can be reached at CraigLepkowski@comcast.net or Craig@Isix3Consulting.com.

Photos by Craig Lepkowski.

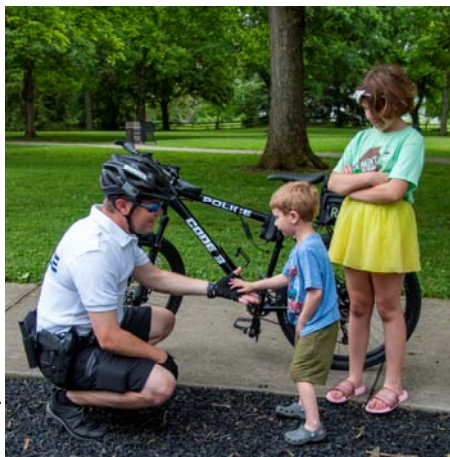
by Kirby Beck, PCI #002T/EMSCI #017T
Coon Rapids (MN) Police Department (Ret.)

I am in my seventh decade living in this place we call “the World.” Thirty of those years, between 1974 and 2005, were spent working in law enforcement. During that time, I saw a lot of things promoted as the next “best thing” for policing: a new product, a new technique, or a new philosophy to make law enforcement that much easier, safer, and better. It seems not much has changed since I retired.

Back in the 1970’s and 80’s, many new products were introduced to make arresting and controlling people easier. The PR-24 side-handle baton, the ASP collapsible baton, and OC-pepper spray all come to mind. I remember the introduction of the next “best thing” in subject control called the *stun gun*: a device with two probes that administered a stunning electric shock that would “generate compliance from even the most committed or intoxicated resistor.” Departments everywhere were buying them, they were promoted at national events and they were seen as the future of policing. Until they weren’t. They were only capable of doing what *Taser™* users would call a “drive stun.” They did work sometimes, of course, but believing them to be the answer to controlling all resistance subjects was hardly the answer. The same was true with *Tasers™* and most other equipment meant to revolutionize the profession of policing. Most worked some of the time, but none worked all of the time. Many were impractical much of the time.

In the 80’s, a “new” concept of policing called Community Oriented Policing (COP) was introduced. Millions in government money was spent developing and implementing the COP philosophy. It should have been called “back to the future”, because it brought police back to their early roots when police worked smaller beats (usually on foot) and had intimate knowledge of the people, businesses, criminals, and problems on that beat. Beat officers were a familiar, important, and trusted part of the community. Ask any officer who worked as a “beat” or community policing officer and they will tell you how well it worked. Most of those advantages were eventually decimated by the implementation of patrol in motor vehicles, and the use of radios, which resulted in larger and less intimate patrol areas. That personal knowledge and trust was lost. Community policing sought to restore it. As a COP practitioner, I can tell you that, done right, it worked well.

It was during that time when police mountain bike patrol was instituted as a way to return to the advantages of small, intimate beats. As bike patrol flourished in the early 90’s, IPMBA was born, and police cyclist training programs were in high demand.



Courtesy: Rebecca Moles

The advantages of bike patrol were nearly identical to those of beat officers walking the beat. Officers were easier to reach out and speak with. They could hear more, see more, smell more, and could easily become part of the fabric of the community. On the other hand, they could blend in and watch problem areas with no police car to hide. They had the mechanical advantage of speed to cover a slightly larger area, and when necessary, to pursue fleeing suspects more easily. Sayings like “*You can run but you’re only going to go to jail tired*” became popular and even appeared on tee-shirts. One of the reasons for the success of police bike patrol was the fact they were mostly proactive and prevention-oriented. They weren’t intended to be reactive units, and not expected to leave their beats to handle calls halfway across town.



As a result of the normal bike patrol experiences, IPMBA developed training programs with the idea that the vast majority (90%+) of bike patrol riding was done at what was called “PATROL speeds” – usually 8-10 mph (13-16 kph). These slower speeds allow officers to pay attention to and observe their surroundings, yet still be aware of and respond to the numerous hazards dangerous to a cyclist in traffic. By riding at PATROL speed, they are police officers first, and cyclists second.

In the early days of mountain bike patrol, many agencies deployed bike officers to deal with street level drug sellers. One officer would hide in a location, observe the drug sales, and radio the arrest team. The arrest team would move in to make arrests and recover evidence. Early IPMBA Instructors (and legends) Stu Bracken and Gene Miller of Tacoma (WA) Police Department were two such officers. They found that moving in *quickly* often resulted in chases and lost evidence. But moving in *slowly*, like they were on normal patrol, they could ride right up to the suspects, step off their bikes, and arrest them before they had a clue what was going on. Blazing speed was not a benefit – in fact, it was just the opposite.

On occasion (I estimate less than <10% of the time), bike officers have to ride at “RESPONSE speed” to pursue suspects or respond to nearby calls or requests for assistance. Patrolling at RESPONSE speeds doesn’t enable an officer to safely cycle in traffic AND adequately observe their beat area. The faster an officer rides in traffic, the more attention needs to be directed to the roadway and surrounding traffic due to their increased vulnerability. Riding fast in traffic is a full-time job, especially on a single-track vehicle.

In my time as a trainer and consultant, I have had many opportunities to help departments start new bike patrol units. I always advise that when selecting members, they prioritize selecting good, solid police officers over those who may be avid cyclists. Sadly, I have been made aware of a few avid cyclists who used bike patrol to merely add training miles, all

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at the expense of doing police work. Bike patrol doesn't, or shouldn't, require officers to put many miles on their bike each day. It's merely a tool to help them police their beat. Mileage can vary greatly, and in my opinion, minimum mileage should never be a requirement.

the “endurance” that 70+ years on earth has or might take from me. It flattens hills and shortens trails. But experience on my e-Bike has also enabled me to compare and contrast it with my regular mountain bikes, and then extrapolate it into police bike patrol use. Please note: I'm writing exclusively for police bike patrol usage. EMS can decide if my observations are valid for them or not.

I still think of a bike patrol officer as a foot-bound beat cop who can move faster and farther when they need to. A mountain

E-Bikes have longer wheelbases to improve handling at higher speeds. This makes slow speed handling more difficult. If you wonder how it can make a difference to bike officers, try the 10-foot (3.05 meter) Box used in IPMBA training, and notice how much tighter and more difficult it suddenly becomes. Perhaps you remember being introduced to slow speed bike handling in your basic class and wondering, “*When am I ever*

combined with the increased speed and momentum, will obviously put more stress on those expensive parts. When done under the increased speed and adrenalin of the street, things can get increasingly dangerous for the officer, the suspect, and the e-Bike. Performed on a non-defined, out-of-class “electric vehicle” product, liability could become a bigger problem if a suspect or rider is injured due to collision.

The bicycle has been described as the most efficient machine ever developed by man. I don't know if that's really true, but I do know that my multi-speed mountain bike can take me simply, easily, and more quickly over various terrain, with nothing more than my last meal to power it. I don't have to charge it or worry about batteries, switches, or settings. I can pick it up and move it

easily, whether I'm carrying it up a set of stairs or onto or off of my bike rack.

bike is a policing tool as much as it is transportation. In reality, much of effective “bike patrol” doesn't even require riding the bike.

Several years ago the next “best thing” was introduced. The e-Bike was introduced to policing, highlighting the ability to go faster than on a regular bike, with the implication it can be better used as a response vehicle for handling distant radio calls without fatigue. The selling point tends to be ride “**FURTHER** and **FASTER**”. Remember: it was cars, radios, expanded beat areas, and reactive vs. proactive policing that killed the advantages that community policing rediscovered. Are e-Bikes, with their faster speed and ability to ride farther easier, going to kill it again?

With three classes of e-Bikes, and myriad similar-looking devices which don't even meet the legal definition of an e-Bike, the allure of speed and potential to replace expensive squad cars has enticed many police departments. The fastest a legal Class 3 e-Bike is allowed to go under assist is 28 mph (45 kph). Classes 1 and 2 are limited to 20 (32), still faster than many cyclists ever ride. Anything advertised as being capable of speeds faster than 28 mph is an out of definition “electric vehicle” and may very well subject a department to liability in the event of a law suit. Who wants to be the first test case?

Full disclosure, I own a full suspension Class 1 e-Bike and I love it. I bought it to enable myself to continue to enjoy off-road mountain bike trails and maintain

going to need this?” I bet it didn't take long to realize how frequently you use those skills on patrol. How is an e-Bike going to help in those many slow speed situations, when a light and nimble bike is an advantage? You won't need or use the motor or the battery. You might as well be dragging 30 pounds (13.6 kg) behind you.

Some officers have to lift their patrol bikes to carry them up stairs or place them on the bike racks of their patrol vehicles. The additional weight of an e-Bike makes it more difficult and cumbersome. Bike officers trained in Bicycle Response Team (BRT) tactics will quickly discover how difficult and impractical a heavy e-Bike is in their assorted off-bike tactics.

One of the “sexier” techniques taught in IPMBA training is a rolling dismount to a hook slide and/or pursuit. As speed increases, it becomes more difficult. Controlling the bike becomes crucial. Learning the technique on an e-Bike is probably no more difficult than on a standard bike; however, the wear-and-tear from repeatedly dropping it on the ground is more likely to take a toll on mid-drive motors, batteries, and related components. The additional weight,



Courtesy Rance Okada

my chain bouncing off a chainring. If I get a flat tire, I can easily remove the wheel and fix it with minimal tools. Not so with an e-Bike powered by a rear hub motor. You'd better have a long-handled 18mm wrench with you since a standard thru-axle or quick-release can't be used on the rear.

I also know for the price of one high-quality e-Bike suitable for policing, I can buy two high-quality mountain bikes. Lastly, I know that my mountain bike will work efficiently and effectively for any kind of bike patrol work I would want to use it for. For more than 36 years, since its introduction in Seattle in 1987, the mountain bike has already proven to be the **BEST THING** for policing.

Kirby retired after 28 years with Coon Rapids (MN) Police Department. He has 14 years of police bike patrol experience. A founding member and past President of IPMBA, he was co-creator of the IPMBA Police Cyclist Course and Instructor Course. He contributed to both the Complete Guide to Police Cycling and the Complete Guide to Public Safety Cycling. He can be reached at kirby@kbeckconsulting.com. The views and opinions expressed in this article are his own.

Courtesy Scott Parr



MY E-BIKE EXPERIENCES: COMPARING AND CONTRASTING DRIVE TYPES

by Larry Fuchtman, PCI #724T
Arizona State University Police Department

Over the past few years, I've had the opportunity to ride some different e-Bikes. I own one for commuting. My agency owns four; two different brands. This article isn't about brands or what to buy. It is an evaluation of the different drive systems and what to consider when you shop. Geometry, tire size, battery power, and all those other things are individualized, so you are the best person to consider those options. I intend to compare the drive types and how they affect the equipment.

If you are reading this, you probably already know there are two drive types: mid-drive and hub-drive.

A mid-drive bike has a motor in the bottom bracket. This means the energy from the motor is transferred directly into the crank arms. That energy then pulls the chain from the top of the chain ring to the top of the cog where the chain is – all the energy pulls across the top of the drivetrain. The same thing happens to the energy you put into the pedal. The result is that an e-Bike now puts significantly more energy into the top of the drive train. In my experience, this has translated into stretched chains and worn cogs. The cogs wear more quickly when they have fewer teeth.

I started commuting on my e-Bike in 2020. After putting about 400 miles (644 km) on it, I noticed some skipping in the chain. As I inspected the bike and diagnosed the problem, I found the 11-tooth cog was worn out. I was very surprised. I have never seen a cog wear out in 400 miles – not even close. I thought I knew why but I did some online research. I found a forum and discussion specific to my bicycle. The comments on there validated my theory: because of the energy transferred into the chain, the pull on the cog is too much for the design. Well, crap. I really didn't want to change my 11-tooth cog every 400 miles. I also didn't want to ride more slowly. I was commuting,

which meant I wanted to maximize my speed on the roadway – 28 mph (48 kph) on my Class 3 e-Bike.

As I considered solutions, I decided to buy a bigger chainring and a bigger cassette to better disperse the energy of the system across more teeth in the chainring and cogs. The bike came with a 40 tooth chainring and an 11-42t cassette. At 28 mph, I was in the 11t cog on my 40t chainring. I'm a bit particular about my cadence when riding steady speeds for considerable time. Because I live in the Phoenix metropolitan area, I rarely ride hills on the roadway. I found a cadence calculator online at <https://www.bikecalc.com/archives/speeds-at-cadence.html>. I was able to find the combination I needed: a 52t chainring and 15t cog resulted in 28 mph of travel with a cadence of 93rpm. I bought it and built it and now have ridden thousands of miles without changing a cog.

Another interesting tidbit with this story is a conversation I had with a bike mechanic. He explained that my process would not result in a change in wear because the energy would be constant. I tried to explain that the energy would also be spread across a greater distance and a greater number of teeth on the cog and chainring. He refused to believe me. I'm not sharing this to mock this stranger you've never met. I'm sharing it to demonstrate that we all have weaknesses and blind spots, sometimes in our area of "expertise."

The second drive system is a hub-drive motor. It is built into the rear hub. I've also heard it called a rear-drive or a direct-drive. My agency purchased two e-Bikes with hub-drive motors. After about one year, we began experiencing broken spokes. We were replacing them regularly. After a significant amount of time and research, we diagnosed the problem. The energy from a hub-drive motor is produced in the rear hub. That energy

is transferred directly into the spokes and then the rim of the rear wheel. We found the spokes all broke at the j-bend. Spokes are manufactured as straight rods. The j-bend is created after production. Bending the metal at this point makes it the weakest point on the spoke. In addition, that j-bend is in contact with the hub through the spoke hole, causing friction at that point but at no other point on the spoke. The result? The spokes broke – at the j-bend.



Hub Drive

After consulting the company, we were referred to the "spoke guru" of Phoenix. I'm sure there are many opinions out there about who is a guru of what, but I really did enjoy working with Robert at Rage Cycles in Phoenix. Also, they have a dog in the store. Anyway, after talking with him, we opted to build new wheels with (1) a stronger rim, (2) heavier gauge spokes, and (3) a straighter angle from hub to rim. We have had them in place for about one year now and we haven't had a broken spoke yet.

One of the main contributors to our problems is how our employees ride. They tend to go as fast as they can. I've tried education, influence, and threats of taking away the e-Bikes. Nothing has worked. I don't understand. When I was a young, aggressive cop, I always listened to everyone and followed every safety rule. *(Insert sarcasm font here.)* I share this because you will likely experience some of this if you purchase e-Bikes for your agency.

(Continued on page 12)

(Continued from page 11)

As we all know (sometimes too well), new equipment will have glitches. Some problems simply won't appear until time has had its impact. I will share one final thought. A couple

months after commuting on my e-Bike, I hit something and sliced my tire. I went to the bike shop to buy a new one and the salesperson tried to sell me a tire built for e-Bikes. I asked what was different and he said it was "heavy duty" to handle the extra weight of the e-Bike.



Mid-Drive

I asked him this: "If I weigh 220 pounds (100kg) and my regular bike weighs 25 pounds (11kg), that's 245 pounds (111kg). If my friend weighs 180 pounds (82kg) and rides an e-Bike that weighs 55 pounds (25kg), that's 235 pounds (107kg). Should I buy e-Bike tires for all my bikes since I'm heavier?"

He smiled and acknowledged the flaw in the logic. Yep, some things aren't really thought through. I hope I've helped at least one person out there with an e-Bike question.

Let my trials be your investment.

Larry is a lieutenant with the Arizona State University Police Department. He has been in law enforcement for 28 years. He has been an IPMBA instructor since 2005 and an Instructor Trainer since 2019. He can be reached at larry.fuchtman@gmail.com.

Photos courtesy QG North America/Benelli E-Bikes.

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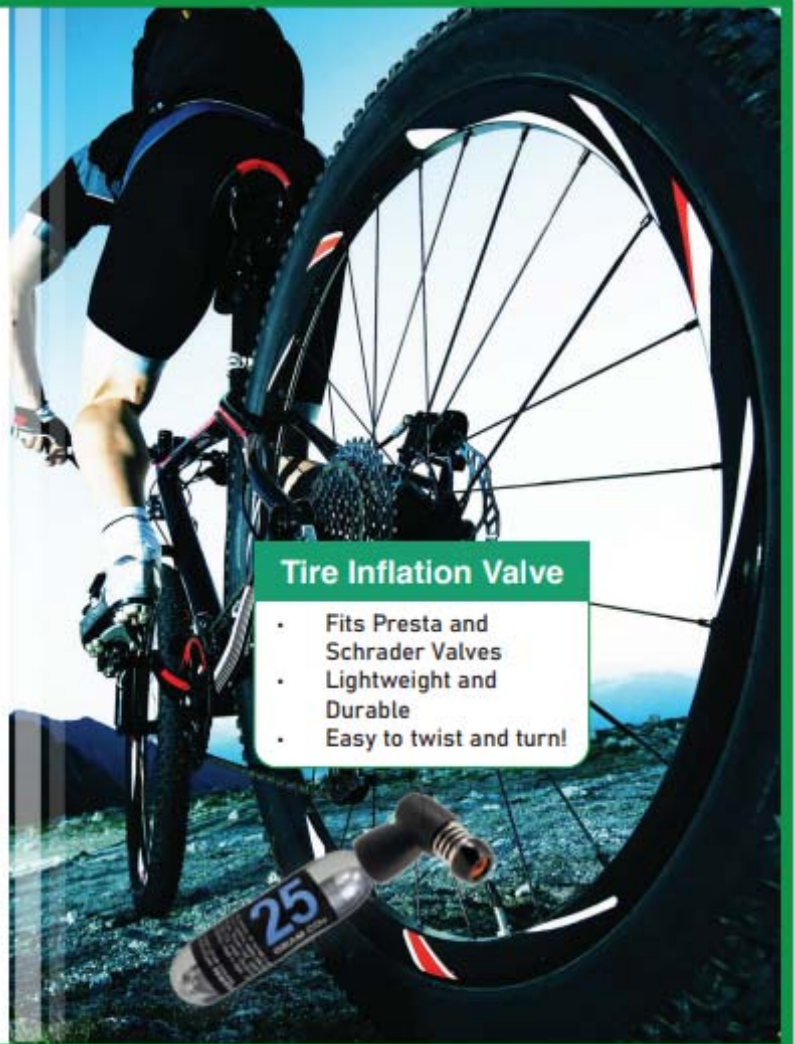
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ELECTRIC BICYCLES ON PATROL CONTINUE TO EVOLVE FOR POLICE OFFICERS

by Lt. Frank Borelli (Ret.)
Editorial Director
Officer Magazine

This article appeared in the March/April issue of OFFICER Magazine and at Officer.com on April 22, 2024. See <https://www.officer.com/vehicles-fleet/vehicles-equipment/bicycles-accessories/article/53097754/electric-bicycles-on-patrol>.

Although they've been around for some time, e-bikes have been growing quickly among law enforcement agencies, thanks largely for their unique versatility.

Two-wheeled patrol vehicles for law enforcement aren't anything new. Motorcycles and bicycles have been in use for a long time. Take a look at either, and you'll see decades of evolution that have made both more suitable to the demands of patrol, to carrying the requisite equipment and to comfort. For decades, though, the only options for power were internal combustion engines or leg power. While electric-powered vehicles have been around for quite some time, the power sources themselves have always been too large and too heavy... until the last decade or so.

Once the power sources got small and light enough to be practical, along came the electric bicycle. They may be more popular in the commercial market—for recreational riding and local transportation—but they are growing quickly enough in the law enforcement community. The most important factor was the weight of the battery and what it added to the bike. An officer pedaling a bike that weighs a few pounds is one thing but add a battery that doubles the weight (or more) and you make it impractical as a patrol tool. When the batteries got light enough, the use of the bikes started to grow.

If you take a look at the available electric bikes being sold specifically for law enforcement use, you'll find a few common design features and good utilitarian characteristics. The typical electric patrol bike is powered by a lithium-ion battery and an LCD control to manage the power. As with the mopeds of old, the motor can be used as much or as little as the officer desires, and they have several different levels of power assist to make pedaling as easy or hard as the officer can manage.

There are a couple of key strengths to any bicycle patrol program, not the least of which is the community relations strength of face-to-face officers moving not much faster than officers on foot patrol. For many decades now, officers have been separated from the communities they serve by patrol car doors and windows. By putting officers on bicycles, they become more approachable; more personable. They become perceived more as people and less just as "the police."

Another strength is that bicycles are more maneuverable than patrol cars and can go places that other officers can't unless they are on foot, on horseback or on a motorcycle. The ability to go those places is directly related to weight and the patrol officer's endurance when it comes to pedaling.

There are challenges to electric bicycles on patrol though. With motor power assist, officers can stay on patrol longer and go farther with less fatigue. That power balance allows for carrying more weight than could be carried before as well. A quick look around online, and discussions with a variety of officers who have worked bicycle patrol, reveals that most of the electric bikes in use can travel 50-plus miles (80 + km) on a single charge and up to 28 mph (45 kph).

Electric bikes come in a variety of sizes so agencies can fit different officers. Yes, seat height can always be changed but that's not all there is to fit. The bikes can be purchased fully equipped, customized for equipment, and selected by size. Some manufacturers make at least four size bikes available, two different tire sizes and a selection of other options.

One of the biggest challenges faced by agencies wanting to add electric bikes to their list of patrol vehicles is perception and general knowledge. Simple lack of information can cause an agency to hesitate. Cost can be a speed bump too. Enacting an electric bicycle program isn't the same as starting up a bicycle program "back in the day." Thirty years ago, if an agency wanted to start a bicycle patrol program, they went out and bought a few mountain bikes, added some accessories like lights and saddlebags and put some stickers on the bikes. A couple officers, those who rode recreationally, got assigned and voila, a bicycle patrol program was born. Total cost? Less than

\$2,000, and that included the bike racks mounted on the back of the patrol car or SUV.

If you do a search online for "electric patrol bicycle," you'll find an assortment of options available with costs running from \$2K-\$5K. The final cost depends on the options you choose and the capabilities of the bikes. Add to that the necessity of training and putting two bikes into a new patrol program can cost upwards of \$6K-\$10K.

Don't let the potential cost scare you away from the idea though. The benefits can be leveraged to increase patrol efficiency in targeted areas, community relations in challenged neighborhoods, and uniformed presence in areas seeing increased crime rates. The mobility and visibility of a bicycle patrol program can have a strong deterrent impact on crimes of all types.

When you're planning a new or expanded bicycle patrol program, don't forget to include the costs of uniforms, training (as mentioned), transport racks, and other related expenses. When initiating such a program, plan it out months in advance. Yes, that's obvious for budgeting purposes, but plan the patrol and assignment schedule as well. Know the timeline from ordering the equipment to taking delivery to the officers attending training to the patrol schedule for the first month or so after training is successfully completed.

Obviously, starting a program early in the spring is ideal but may not coincide with your budget schedule. Find a way to juggle that challenge so that you can have officers attending training with a graduation date prior to Memorial Day. That way you can leverage the full value of the new (or added) bicycle units for the entire summer—having the greatest potential to impress the powers that be.

Photo courtesy Volcanic Bicycles.



by David Cohen
Maryland National Capital Park Police Reserve Unit

Winter riding can be both fun and beneficial to the public safety cyclist. I've written about this topic previously in "Riding in a Winter Wonderland", which appeared in the 2019 Board issue of *IPMBA News* and online at <https://ipmba.org/blog/comments/riding-in-a-winter-wonderland>. While layering up is essential, the two make-or-break items for me on whether a cold weather ride is enjoyable is if my hands and feet are warm.

For years, I trusted my feet to a pair of Lake MXZ 300 boots that I bought nearly 20 years ago, when they were already being replaced by the MXZ 302. To keep them warm, I had to add toe caps and would often insulate my feet with plastic bags. It was reasonably effective down to about 35 degrees (1.6 degrees Celsius). Anything colder, and I'd have to switch to a full-on winter boot and use platform pedals. As one would expect after nearly 20 years of use, the MXZ 300s finally bit the dust this winter, so it was time for me to invest in a new pair of cycling boots.

Lake Cycling was founded in 1982 and they have been one of the most notable "go-tos" for cycling footwear.



Unlike many other cycling companies that have branched into other areas, Lake has remained solely focused on shoes. And, based on the performance of my MXZ

300s, you are definitely getting a quality and long-lasting product.

I chose the MXZ 304 winter riding boot. The MXZ retails for \$349.99, but you can find it on sale between \$250 - \$280 on some websites. I suggest using Lake's measuring protocols for choosing the right size (<https://www.lakecycling.com/pages/size-guide>). I ordered a pair using the size I wear for my Patrol Cycle shoes, and the fit is definitely tight. I probably should have gone up a half-size. Even Lake states on their website that, in order to accommodate winter weight socks, one should order the winter boots 1 to 1.5 sizes greater than their summer shoes. Why Lake simply did not make the boot sizes one to 1.5 sizes larger so that the sizing would be consistent across the line is beyond me. Like all Lake shoes, it has an accommodation for a cleat on the underside. The tread is meaty and grips on most surfaces.

The 304 has done away with the Velcro™ straps and instead uses a twist knob attached to plastic cords to close up the top of the boot (a boa system). I found that after you ride for a bit, the cords need to be tightened up again. The knob is large and easy to grab, so it's something you can do without stopping or leaving the saddle, if the conditions are safe to do so. The forefoot cover is still Velcro and also has a strap to secure it to your foot. The plastic strap loop tends to pop out of the bracket that retains it. It can be snapped back in, but it is rather annoying when it happens.

Just like its predecessors, the 304 can be adapted to mount an SPD cleat on the underside. Mounting and adjusting the SPD cleat is fairly straightforward and you can be dialed in within 15 minutes or so.

In terms of keeping my feet warm, though, the 304 is a quantum leap over my old pair of 300s. No more toe caps or plastic bags over my feet. My feet stayed comfortable in these boots with temperatures down into the 20s and wind chills in the teens (sub-zero, Celsius). They also do well in the snow, as I discovered on one of my attempts to ride in the snow this past winter. The typical snow in Maryland tends to be a wet snow that packs quickly, making it relatively easy to ride on. In this instance, I was trying to ride through six inches (15 cm) of powdery snow. My 29er was having none of this, so I had to hoof my way back out.

Overall, my feet were much happier this winter in the 304s just wearing a pair of socks than they were in my previous pair of 300s with toe caps and plastic bags. In terms of finding a winter riding shoe that is comfortable in temperatures below the freezing mark, it's mission accomplished.

Here's a quick summary of the MXZ 304:

PROS

- Toasty warm
- Very little seepage when tightened

CONS

- Having to order a larger size than you typically wear
- Boa system requires retightening periodically during the ride

Is the Lake MXZ 304 worth the \$250 - \$280 price tag? Without a doubt, yes. Warm feet are a great thing to have during the winter. If the durability of my MXZ 300s is any indication, odds are these 304s are going to last me another two decades or so. Maybe at that time, I'll be writing a review of the MXZ 308's!

David is a 15-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 his collection of 19th and early 20th century musical instruments. An avid historian, David enjoys researching and writing as well. He can be reached at onyxsax@aol.com.

by Larry Fuchtmann, PCI #724T
Arizona State University Police Department

Have you ever read the book *Bike Snob* by Bike Snob NYC? I was amused by the descriptions of all the different types of cyclists. I was most amused when the author talked about the rigidity in the different groups. If that's you, I am amused by you, sorry. I'm guessing my amusement and attitude amuses many of you. Or perhaps it frustrates you. Let's go with frusmuses you.

So, let me frusmuse you with this product review. We were conducting a bike class in December 2023. Life in the desert has its perks. I was getting my personal bike ready because I use it for the off-road rides we do. I pulled my trusty 12-year-old pump off the wall, and it failed. Crap. Wait, it comes with a lifetime guarantee. I bought it at my local bike shop, which has since closed. Crap. Maybe I can get my new LBS to replace it. Nope. (They're kind of snobby so I found a new one since then.) Crap. Well, Amazon sometimes has same day delivery and I'm crazy-busy on this day, so I don't really have time to drive and find one.

As I browsed the products on Amazon, I saw compact electronic air compressors. My first thought was, "yeah, right." I grew up on a farm. My dad was a traditionalist who grew up on a farm with ten brothers and sisters. If you could do it by hand, YOU DID! Automation be damned! Some of that has rubbed off on me. Also, I have found a lot of electronic gadgets to be of very poor quality. However, as I looked at ratings and prices, I became more intrigued. Cautiously intrigued. The five-star reviews today are given for merely acceptable products. People often say "perfect" instead of "okay." I was still being cautious.

I could buy this product for \$38.80 on sale. That's the price for a mid-tier floor pump. Hmmm. Should I be that guy? Should I take the dare? I can get the cool thing and show it off or I can end up with the cheap piece of crap and get made fun of. Both of those are good options in my book. I don't want to be one of those rigid people that amuse me. Yep, I bought it.

Okay, all storytelling aside, this thing has been awesome. It works on Presta and Schrader. (It also works on Dunlop, but I have no idea what that is.) It inflates athletic balls, bikes, motorcycles, cars – anything.

You just put on the correct adapter, select the mode for the item you are inflating, set the desired PSI, and hit "start". It shuts itself off when it reaches the target, which is very accurate.

It is rechargeable, recharges quickly, is small enough to carry in my hydration pack, and feels pretty durable – but I haven't accidentally tested that quality yet. It does have a battery, so I keep it stored indoors to prevent damage from temperature changes. However, I added it to my travel list. I can charge it, put it in the glove box, and have it ready to go. I can bring the charging cord and recharge it right there in my car.

A few weeks ago, we were going on a family outing. I was getting bikes and electric scooters ready. I was able to attach the compressor to each tire and let it do its work for a minute or two. During that time, I was able to work on safety inspections of our rides, prep items, and get other tasks done. As an efficiency freak, I found that very rewarding.

Lastly, it has a 24-month warranty. That's the same as what you get on Waverunners.

Larry is a lieutenant with the Arizona State University Police Department. He has been in law enforcement for 28 years. He has been an IPMBA instructor since 2005 and an Instructor Trainer since 2019. He can be reached at larry.fuchtmann@gmail.com.



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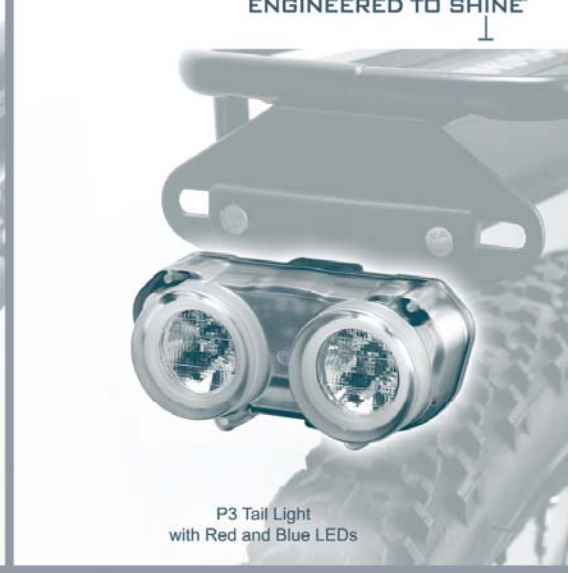
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**DESIGNED, ENGINEERED, AND ASSEMBLED
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by Joe Lanute, PCI #2093
Huntley (IL) Police Department

Working part-time at a bike shop certainly has its unique set of perks. One such luxury is easy access to bikes, parts, and equipment. Much to the dismay of both my wife and my wallet, I take full advantage of the easy access and employee discounts.

Those privy to the world of mountain bike tech are aware of SRAM's newest release, the Maven hydraulic brake system. I was fortunate enough to play around with a set and am excited to share my thoughts with you all. I will preface this article by saying that these brakes will likely be overkill for the world of public safety cycling; however, the trickle-down of technology into the midlevel market will be worth keeping an eye on.

Historically, SRAM has used DOT fluid in their brake systems. For those who remember the destined-for-failure AVID Elixirs, DOT fluid has its own share of faults. The new Maven brakes rely on SRAM's own mineral fluid formula. Shimano brakes have relied on mineral oil for years now, and are the most reliable and durable brakes at



Rear Outside

nearly every level (my own, possibly unpopular, opinion).

SRAM designed the Mavens for e-Bikes and downhill steeds. SRAM touts that the Mavens are

the "most powerful brakes we've ever made." As someone who has both ridden and serviced my fair share of SRAM brakes, they are not kidding. Utilizing massive rotors (180-220mm), these four-piston brakes will certainly stop you in a big hurry. Max braking drills on these brakes will set some kind of IPMBA record for sure.

I have always appreciated the modulation capable in SRAM brake systems as opposed to Shimano. The Mavens bring exceptional stopping power with the ability to modulate and take control of the trail. SRAM engineers have designed the calipers with heat ducts to disperse heat. Interestingly, the Mavens are designed to regulate the optimal amount of heat so as to not cool down too quickly.

SRAM rotors, I have found, also are excellent at dispersing heat. Make sure you bed them in correctly, so you do not ruin a front rotor... speaking from unfortunate experience with my Paul Klampers. The Maven calipers also stand out with four large hex-bolts on the outward side. SRAM brags that these calipers are made stiffer with the bolts and will not flex under extreme heat and pressure. I dig the look.

During my test ride, on a Santa Cruz Heckler SL (eMTB), I was impressed by the overall responsiveness of the system. I was able to give the bike the beans and stop just as quickly with my weight shifted all the way back. The novice rider may find themselves in front of their bike if not extra-careful with the weight transfer needed with this setup.



Rear Inside Close

The Maven levers look like something you would find from a boutique bike company. Excellently machined and metallic, they will blend easily with nearly all bars and frames. I rode the Maven Ultimate with the special red/white color scheme; Van Halen fans can rejoice.

At roughly \$600 USD, these brakes are not for everyone. You can find a stellar set of Code or Level brakes from SRAM that will work just fine with regular bleeds and upkeep. Save some money and upgrade your wheels, bars, stem, and seat post (again, my own, possibly unpopular, opinion).

If you dabble in eMTB and/or downhill, perhaps these brakes will be worth the price of admission. I would encourage anyone to give these a shot if presented with the opportunity. After all, variety is the spice of life. I used to be strictly a Shimano guy for both brakes and shifting. SRAM has stepped up their game in the last few years and I have been pleasantly surprised, to say the least.

At the end of the day, I love that SRAM pushes the envelope for bike tech. Soon we should see electronic shifting and transmission work its way down to the common bike and even onto our work bikes. No matter the weather, head out and ride. Remember: brakes are the only thing that should slow you down. Hope to see many of you at the IPMBA Conference in Bentonville!



Right Lever Inside

Joe is a five-year officer with the Huntley Police Department where he is a certified Standardized Field Sobriety Test Instructor, an IPMBA Police Cyclist Instructor, and a Field Training Officer. He works part-time at Lucky Brake Bikes in Crystal Lake IL. He is an adjunct instructor for the Northeast Multi-Regional Training Unit (NEMRT) and the Homeland Security Training Institute (HSTI) at College of DuPage in Glen Ellyn IL. He can be reached at JLANUTE@Huntley.il.us.

Photos courtesy Joe Lanute.

The IPMBA **Product Purchase Program (PPP)** was established in 1996 as a way to add value to your IPMBA membership. Shopping habits have changed, but it is still here. **You have many choices when you shop, so do your research online if you must, but please buy direct from these, your supporters.** Participating companies are listed by category. Each company appears in the category that best represents the nature of their product line and/or discounted items. There may be some overlap, so be sure to check out all the categories and listings. Visit <http://ipmba.org/product-purchase-program> and start shopping today! *The ones marked with a shield are also IPMBA Corporate Members. The IPMBA PPP was updated February 2024. IPMBA cannot guarantee the accuracy of the information. Listings are subject to change without notice.*

BICYCLES

Intense Cycles

Product: Intense 951 Series E-Xplore E-Bike
Discount/Cost to Members: \$3499 per unit
Contact Name: Jennifer Gabrielli
Phone: 951-805-3094
Email: jenng@intensecycles.com
Website: www.intensecycles.com
Notes: Contact Jennifer directly via phone or email with your IPMBA number to obtain the discount and for wholesale/volume discounts.

Strider Sports International, Inc.

Product: Balance Bikes and Accessories
Discount/Cost to Members: 35% off MSRP
Contact Name: Customer Service
Phone: 605-342-0266
Email: customerservice@striderbikes.com
Website: www.striderbikes.com
Notes: Online discount code: 24_IPMBA_UU2BG8XC

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, post-discount
Contact Name: Laura Toll
Phone: 813-909-1441
Email: orders@ismseat.com
Website: www.ismseat.com
Notes: Use discount code IPMBA50 at checkout.



Volcanic Bicycles

Product: Bicycles and Accessories
Discount/Cost to Members: 20% off MSRP on accessories, replacement parts, and tools
Contact Name: Nathan Keenan
Phone: 509-427-8623
Email: sales@volcanicbikes.com
Website: www.volcanicbikes.com

Arkel, Inc.

Product: Bicycle Panniers, Trunk Bags, Racks
Discount/Cost to Members: 20% off MSRP
Contact Name: Max Vincent
Phone: 888-592-7535
Email: info@arkel.ca
Website: www.arkel-od.com
Notes: Create a customer account. Email your name/IPMBA member number. When the account is activated, place orders directly.

Bar Mitts, Inc.

Product: Bar Mitts
Discount/Cost to Members: 20% off MSRP
Contact Name: Ward or Patti Graham
Phone: 775-622-8048
Email: barmittsinc@gmail.com
Website: www.barmitts.com
Notes: Use coupon code IPMBA20% at checkout.

Cane Creek Cycling Components

Product: Premium bicycle components for MTB, road, and gravel
Discount/Cost to Members: 20% off all non-sale/promotional items
Contact Name: Andy Bennett
Phone: 828-641-9560
Email: support@canecreek.com
Website: www.canecreek.com
Notes: Visit <https://canecreek.com/heroes-program/>, complete the application, and submit with your IPMBA membership card or public safety credentials.

HandleStash

Product: Handlebar bags, insulated stem bags, shock-absorbing cup holders
Discount/Cost to Members: 20% off for individual members; wholesale pricing for departments
Contact Name: Adam Saplin
Phone: 303-870-6140
Email: adam@handlestash.com
Website: <https://handlestash.com>
Notes: Use code 20IPMBA at checkout for individuals; contact Adam for wholesale pricing and custom products.

Hustle Bike Labs

Product: Avery REMtech Pedal System, Traction Pins, REMplates
Discount/Cost to Members: 15% off total; max order limit of \$500
Contact Name: Craig Payne
Phone: 970-762-2332
Email: info@hustlebikelabs.com
Website: <https://hustlebikelabs.com>
Notes: Email info@hustlebikelabs.com for instructions.

Kenda USA

Product: Premium Bicycle Tires & Tubes
Discount/Cost to Members: 10% off MSRP
Contact Name: Bicycle Customer Service
Phone: 614-866-9803
Email: bicycle@kendausa.com
Website: <http://shop.kendatire.com>
Notes: Available through Kenda's consumer direct platform using the discount code IPMBA2024.

Leland Maximum Inflation

Product: 16-gram & 25-gram CO2 cartridges for tire inflation and tire fill valve
Discount/Cost to Members: Wholesale pricing for departments
Contact Name: Annette Maxemow
Phone: 908-561-2000 x109
Email: annette@lelandgas.com
Website: www.maximuminflation.com
Notes: Call/email Annette to place orders and reference IPMBA for the discount. Business/agency must be verified.

Pedaling Innovations

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

(Continued on page 19)

Product Purchase Program

(Continued from page 18)

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: Corey Steber
Phone: 618-395-2400
Email: sks.sales@sks-usa.com
Website: www.sks-us.com
Notes: Online discount code: 20IPMBA2024

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
Phone: 513-522-1551
Email: info@teamcyclingandfitness.com
Website: www.teamcyclingandfitness.com
Notes: Online: Use discount code IPMBA in promo box at checkout. Discount does not apply to bicycles.

TOGS

Product: TOGS Thumb-Over-Grip Systems

Discount/Cost to Members: 30% off MSRP
Contact Name: Neil Harvey
Phone: 801-891-7739
Email: cs@togs.com
Website: www.togs.com
Notes: Enter discount code IPMBA30 at checkout.

BIKE PATROL SUPPLY COMPANIES



Police Bike Store

Product: Bicycles, Patrol Lights/Sirens, E-Bikes, Bags, Accessories, Uniforms, C3Sports, Code Bikes, and More

Discount/Cost to Members: Additional 5-10% off on accessories
Contact Name: Michael Espejo
Phone: 973-366-5868
Email: info@policebikestore.com
Website: www.policebikestore.com

Patrol Bike Systems

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

CLOTHING AND ACCESSORIES



Kali Protectives

Product: Helmets, pads, goggles, gloves, protective gear
Discount/Cost to Members: 25% off MSRP
Contact Name: Jason Aven
Phone: 408-778-2700 x 102
Email: sales@kaliprotectives.com
Website: www.kaliprotectives.com
Notes: Email your name, agency, and IPMBA membership number to jason@kaliprotectives.com for the IPMBA discount code.

Temperature Tee

Product: Undershirt with a chest pocket for ice packs
Discount/Cost to Members: \$5 off retail
Contact Name: Jay Carnes
Phone: 303-895-9004
Email: jay@temperaturetee.com
Website: www.temperaturetee.com
Notes: Enter IPMBA as the coupon code on the website.

DUTY GEAR



R & B Fabrications

Product: Panniers, Equipment Bags, & Safety Vests
Discount/Cost to Members: 15% off Retail
Contact Name: Dan or Judy Eakins
Phone: 800-553-1911
Email: info@rbfab.com
Website: www.rbfab.com

ELECTRONICS AND LIGHTING



Cygolite

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

C3Sports Bike Patrol Solutions

Product: MaxPatrol-600 Police Light System, Siren, Cycling Lights, Gloves, Bags
Discount/Cost to Members: 10% off online prices
Contact Name: Michael Espejo
Phone: 973-631-9839
Email: 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: 50% off all items on website
Contact Name: Jim Blattner
Phone: 303-501-1317
Email: jim@cateye.com
Website: www.cateyeamerica.com
Notes: Order via www.cateyeamerica.com. Email Jim for one-time discount code.

Night Provision

Product: Bicycle Lights/Tactical Flashlights
Discount/Cost to Members: 15% off MSRP
Contact Name: Evan Hsieh
Phone: 800-592-0319
Email: 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 Expo
Discount/Cost to Members: \$100 off a three-day pass
Contact Name: Customer Service
Phone: N/A
Email: N/A
Website: https://hmpglobevents.com/emsworldexpo (Expo); https://hmpevents.zendesk.com/hc/en-us/requests/new (customer service)
Notes: EMS World Expo, use coupon code IPMBA at registration.

Stat Packs

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

(Continued on page 20)

EYEWEAR

Rudy Project USA

Product: Performance and Casual Eyewear, Helmets
Discount/Cost to Members: 35% off eyewear; 35% off helmets
Contact Name: Mike Buenting
Phone: 949-272-2468
Email: mbuenting@gorace.pro
Website: www.rudyprojectna.com/vip
Notes: Online: Go to the Rudy Project IPMBA VIP page to create an account. Log into the account to access the regular discount and specials.

Endurance Enterprises, d/b/a Enjoy Summer

Product: Bliz sunglasses, KinetiXx gloves
Discount/Cost to Members: 35% off MSRP
Contact Name: Andrew Gerlach
Phone: 406-585-2660
Email: sales@enjoywinter.com
Website: www.enjoysummer.com
Notes: Enter promo code IPMBA at checkout.

MAINTENANCE & TOOLS

HGNR/Dumonde Tech

Product: Bicycle Lubricants
Discount/Cost to Members: 10% off dealer pricing (customer pays shipping)
Contact Name: Maria Schur
Phone: 888-609-4467
Email: maria@hgnr.com
Website: https://www.hgnr.com
Notes: Minimum 12 pieces. Credit cards only. Call to order and reference IPMBA member number.

MINT'N DRY

Product: Bicycle Cleaning and Lubrication
Discount/Cost to Members: 20% off MSRP
Contact Name: Pascal Chandonnet
Phone: 514-246-9102
Email: info@mintndry.com
Website: https://www.mintndry.com/en-us
Notes: Apply promo code MNDIPMBA20 at checkout.

United Bicycle Supply

Product: Bicycle Tools and Parts
Discount/Cost to Members: Wholesale Pricing to Departments
Contact Name: Erik Larsen or Mark Super
Phone: 541-482-1750
Email: ubd@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

NuGo Nutrition

Product: Nutrition/Energy Bars
Discount/Cost to Members: 20% off MSRP
Contact Name: Alyssa Nard
Phone: 888-421-2032
Email: anard@nugonutrition.com
Website: www.nugonutrition.com
Notes: Enter coupon code IPMBA20 at checkout.

Skratch Labs

Product: All-Natural Sports Nutrition (Hydration Mixes, Energy Bars, etc.)
Discount/Cost to Members: 20%-40% off MSRP
Contact Name: Annie Dwyer
Phone: 800-735-8904
Email: info@skratchlabs.com
Website: www.skratchlabs.com
Notes: Visit https://www.skratchlabs.com/pages/skratch-industry-pro-application to apply for an account.

SPECIALTY SUPPLIERS

Expert Voice

Product: Outdoor-Bike-Action Sports Gear
Discount/Cost to Members: Promotional Pricing
Contact Name: Customer Service
Phone: 866-376-4685
Email: Submit request via website.
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. You must be a current member in order for your application to be accepted.

TRAINING

American Bicycling Education Association, Inc. (ABEA)

Product: Bicycling Street Smarts - Cycling Savvy Edition; Ride Awesome Membership, PowerSavvy for E-Bike Riders Membership
Discount/Cost to Members: 50% off above products
Contact Name: Monika Emerson
Phone: 321-578-0492
Email: info@abea.bike
Website: www.cyclingsavvy.org
Notes: Add item(s) to cart. For BSS-CS, choose the quantity desired. At checkout, enter promo code IPMBA BSS50. Shipping is not included and must be added at checkout. FL sales are subject to sales tax. Tax-exempt organizations MUST contact Monika prior to placing an order to avoid having tax applied to the order.

Street Crimes Training

Product: Street Crimes Training
Discount/Cost to Members: \$350 (regular rate \$450)
Contact Name: Natalie Walsh
Phone: 773-595-0945
Email: streetcrimesinfo@gmail.com
Website: www.streetcrimes.com
Notes: Call and mention IPMBA and the \$100 discount when registering.

UNIFORMS

First Responder Outfitters (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: Joel Gurga
Phone: 888-800-5999 ext. 182
Email: jgurga@gallopcorp.com
Website: www.bellwetherclothing.com
Notes: Contact Joel for a list of participating dealers.

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 Corporate Members, sponsors, 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.benellipolicebike.com



Recon Power Bikes
www.policepowerbikes.com



Volcanic Bicycles
www.volcanicbikes.com

Blimp City Bike and Hike
www.blimpcitybikeandhike.com

Intense Cycles
www.intensecycles.com

Pedego Electric Bikes
www.pedegoelectricbikes.com

Strider Sports International, Inc.
www.striderbikes.com

BICYCLE ACCESSORIES AND COMPONENTS



ISM Saddles
www.ismseat.com

Arkel
www.arkel-od.com

Bar Mitts, Inc.
www.barmitts.com

Cane Creek Cycling Components
www.canecreek.com

HandleStash
<https://handlestash.com>

Hustle Bike Labs
www.hustlebikelabs.com

HydraPak/Polar Bottle
www.hydrapak.com

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

Leland Maximum Inflation
www.maximuminflation.com

Pedaling Innovations
www.pedalinginnovations.com

Rock Bar Cycling
www.rockbarcycling.com

Team Cycling and Fitness
www.teamcyclingandfitness.com

The Galeo Group
www.findgaleo.com

TOGS
www.togs.com

BICYCLE STORAGE AND TRANSPORT



Setina Manufacturing
www.setina.com

Push Bar Solutions
www.pushbarsolutions.com

VeloGrip
www.velogrip.com

BIKE PATROL SUPPLY



Police Bike Store
www.policebikestore.com

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

Patrol Bike Systems
www.biketools.com

CLOTHING AND ACCESSORIES



Kali Protectives
www.kaliprotectives.com

Bike Rags Apparel
www.bikeragsapparel.com

Endurance Enterprises dba EnjoySummer
www.enjoysummer.com

Temperature Tee
www.temperaturetee.com

DUTY GEAR



R & B Fabrications
www.rbfab.com

Portage Notebooks
<https://portagenotebooks.com>

ELECTRONICS AND LIGHTING



Cygolite
www.cygolite.com

C3Sports Bike Patrol Solutions
www.c3sports.com

Cateye Bicycle Electronics
www.cateyeamerica.com

Night Provision
www.nightprovision.com

EMS



EMS World
www.emsworld.com

Pax USA
www.paxbags-us.com

Stat Packs
www.statpacks.com

EYEWEAR

Rudy Project USA
www.rudyprojectna.com/vip

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MAINTENANCE AND TOOLS

Eco Sheep
www.ecosheep.com

HGNR/Dumonde Tech
www.hgnr.com

MINT'N DRY
www.mintndry.com

SKS USA
www.sks-us.com

United Bicycle Supply
www.unitedbicyclesupply.com

NUTRITION

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

ATAQ Fuel
https://ataqfuel.com/

NuGo Nutrition
www.nugonutrition.com

Skratch Labs
www.skratchlabs.com

**ORGANIZATIONS, ASSOCIATIONS,
AND PUBLICATIONS**

California Police Officers Association
www.cpoa.org

Code Green Campaign
www.codegreencampaign.org

IACPNet
www.iacpnet.com

League of American Bicyclists
www.bikeleague.org

Lexipol
www.lexipol.com

**National Association of School
Resource Officers**
www.nasro.org

**National Interscholastic Cycling
Association**
www.nationalmtb.org

**National Ski Patrol Bike Patrol
Program**
https://nspserve.org/bikes/

**National Law Enforcement Officers
Memorial Fund**
www.nleomf.org

Officer Down Memorial Page
www.odmp.org

Officer Media Group
www.officer.com

People for Bikes
www.peopleforbikes.org

Police Magazine
www.policemag.com

Wilderness Medical Society
https://wms.org/

SPECIALTY ITEMS

Dick Kramer Studios
www.dickkramer.com

Expert Voice
www.expertvoice.com

TRAINING

 **Jones & Bartlett Public Safety
Group**
www.psglearning.com

**American Bicycling Education
Association**
www.cyclingsavvy.org

NAEMT
www.naemt.org

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

NHTSA Safety Countermeasures
www.nhtsa.dot.gov

Street Crimes Training
www.streetcrimes.com

**UNC Highway Safety Research
Center**
www.hsrc.unc.edu

UNIFORMS

 **First Responder Outfitters
(Sound Uniform Solutions)**
www.sounduniforms.com

 **MOCEAN Tactical**
www.moceantactical.com

Bellwether Clothing
www.bellwetherclothing.com

IPMBA.ORG

YOUR STORY MATTERS

EMS World Expo returns to the Las Vegas Convention Center, this September 9–13. Join fellow EMS colleagues from around the world for 5 days of hands-on training, networking, exhibits, and more.

2024 HIGHLIGHTS

- 200+ Available CE Credits
- 300+ Exhibitors spread across more than 100K sq. ft.
- 230+ Speakers—the best EMS educators all in one place!
- Exclusive workshops and special events, like the Wellness Hub, Ambulance Marketplace, and more

Register Today!
emsworldexpo.com/rates

IPMBA MEMBERS

Save \$100 on registration with code IPMBA

Offer applies to new 3-day conference passes only and cannot be combined with any other discounts including Military, NAEMT, or Group Rates.



IPMBA thanks **Cycolite, EMS World, ISM Seat, Jones & Bartlett Learning, MOCEAN Tactical, RECON Power Bikes, Setina Manufacturing, and Sound Uniform Solutions** for their continued participation in the IPMBA Corporate Member Program.



Benelli
 Product: E-Bikes Developed Specifically for Public Service Use
 Phone: 800-832-2966
 Website: www.benellipolicebike.com



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



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



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



Cycolite Bicycle Lighting Systems
 Product: High-Intensity Lighting Systems, Designed and Built in the USA
 Phone: 949-297-4972
 Website: www.cycolite.com



Police Bike Store
 Product: Complete Line of Public Safety Bikes & Accessories
 Phone: 973-366-5868
 Website: www.policebikestore.com



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



RECON
 Product: Law Enforcement E-Bikes
 Phone: 888-485-2589
 Website: www.policepowerbikes.com



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



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



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



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



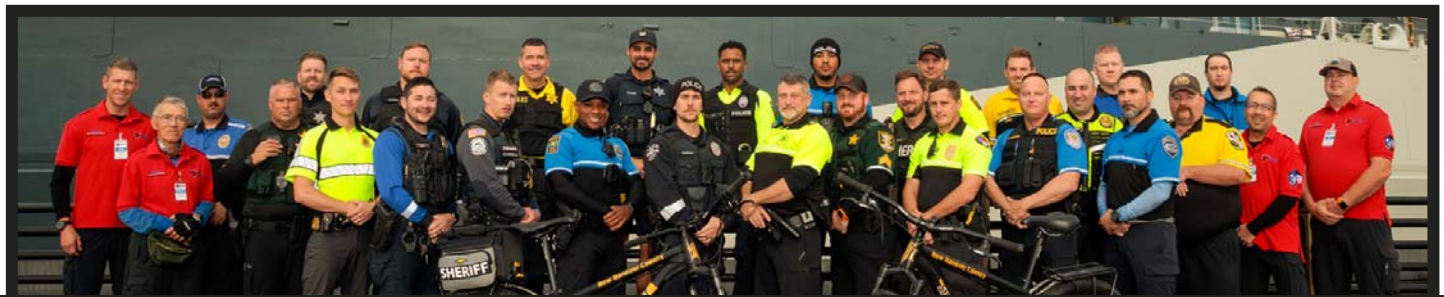
Sound Uniform Solutions
 Product/Service: Bratwear and Olympic Uniforms
 Phone: 253-625-7420
 Website: www.sounduniforms.com



Kali Protectives
 Product: Helmets, Pads, Goggles, Gloves, Protective Gear
 Phone: 408-778-2700 x 102
 Website: www.kaliprotectives.com



Volcanic Bicycles
 Product: Patrol Bicycles for First Responders
 Phone: 509-427-8623
 Website: www.volcanicbikes.com



BECOME AN IPMBA INSTRUCTOR

Join the ranks of more than 2,000 of your fellow public safety bicyclists by becoming an IPMBA Instructor.

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

Upcoming Courses 2024:

June 24-28, Bentonville AR

July 29-August 2, West Hartford CT

September 23-27, Salem OR

December 9-13, Tempe AZ

Fleet Management I: Introduction to Fleet Management

by David Cohen
Maryland National Capital Park Police Reserve Unit

If you've recently become your department's Bicycle Coordinator, hopefully you were lucky enough to have an organized predecessor who left copious notes on the state of the bicycle fleet. However, it is more likely that the responsibility has been passed along to a number of people who are not truly committed to the job.

That's when a disconnect happens. Notes are lost and information tends to disappear. As the newly appointed fleet manager, you have "inherited" an entire shed full of bicycles and have no idea what is the status of each bike. It's up to YOU to bring order out of chaos.

Clearly, the first order of business is to gather information on the bicycles and organize that information in a cohesive manner. The best tool for this is a spreadsheet. It doesn't matter if it is done on Excel or Google Sheets or another spreadsheet program. It is easy to enter the data into the columns so you can view all the bicycles at a glance.

If you belong to a department that only has a few bicycles, color-coded electrical tape works as well, with each bike assigned a single color, or a combination of two colors.

Once the bikes can be easily distinguished from one other, it is time to create a record of each bicycle. Basics for now are just fine: manufacturer, model, frame size, serial number. Getting to the serial number can be a bit inconvenient as many bikes have the number stamped on the underside of the bottom bracket, but recording it is certainly vital.

With this information, you have a basic bicycle inventory. Knowing the frame sizes enables you to assign bicycles to personnel based on their height. You would not want to give a 5' 8" (1.75 m) rider a bike with a 21-inch (53 cm) frame, or a 6' 3" (1.9 m) rider a bike with a 15-inch (38 cm) frame.

Another column can be added for the bike's mechanical status. Is it ready for service? Does it need minor maintenance? Or possibly major maintenance? Is it sidelined with some kind of mechanical problem, like a faulty derailleur? You will determine the status when you do the bicycle survey (more on that subject in the next G&G column).

Details, Details, Details

Now that you have recorded the basics, it is time to get into the details. If you have bikes from different manufacturers, or even from the same manufacturer but different years, the componentry may vary. Having the specific componentry details at your fingertips can speed up ordering replacement parts. Or, if you have to cannibalize a bicycle to keep other bicycles in service, you can quickly

determine which bicycles have interchangeable components.

Pretty much anything besides the frame could be swapped, so I track the following:

- Wheel size and manufacturer
- Tire size and manufacturer
- Front/rear derailleurs
- Shifter type
- Rear cassette, including number of gears and gear range
- Crankset and chainring counts (number of teeth)
- Crankarm length

Fleet Assessment

Once you have accumulated the data, it is time to assess the condition of the bikes. This is basically the ABC Quick Check, but with a particular focus on some common trouble spots.

Chain: A chain checker is a quick way to determine the condition of the chain. The Park Tool CC-3.2 is an inexpensive and effective chain checker. There are fancier ones out there if you're a gadget person. If the chain is stretched, is only a matter of time before it fails. The bike should be taken out of service until the chain and rear cassette can be replaced.

Shifters/Derailluers: One common problem I've come across, particularly on older fleet bikes, is that their shifter pods are inoperative. Sometimes they are just gummed up, but sometimes they have had an internal structural failure. The bike should be able to access all gears. If it doesn't, it may just need some cleaning and tuning, or it could need to have some components replaced. Set the bike aside for a closer look.

Wheels/Tires: Keep an eye out for wheels that out-of-true, or ones with dented rims. Also check the condition of the tires. How much tread is left? Is the tire casing warped? Do the tires hold air? A wheel that is wobbly could just need to be trued, or it could be bent. Bent wheels need to be discarded. You might be able to pilfer a straight wheel off an out-of-service

(Continued on page 26)

	Manufacturer	Serial #	Registration#	Current Status	Sizing	Year	Comments
1	Trek	WTU267C1440F	#032682	In Service	21	2022	
2	Trek	WTU267C1529F	#024451	Serviceable - needs tune up - in station hallway	19.5	2022	
3	Trek	WTU268C3039F	#032680	In Service	18	2022	
4	Trek	WTU270G0466B	#049004	In Service	17.5	2017	
5	Trek	WTU270G0466B	#049005	In Service	17.5	2017	
6	Trek	WW0253987	#58596	Needs major tune up	19.5	2013	
7	Trek	WW0275778	#58601	Undergoing Repair	17.5	2013	Should be ready before end of month
8	Trek	WW1765716	#049001	In Service	17.5	2013	
9	Trek	WW1765719	#049000	Needs major tune up	15.5	2013	
10	Trek	WW1765724	#049003	Front/Rear Derailleurs bad, front wheel out of true	19.5	2013	Likely to be beyond economic repair
11	Trek	WW1795202	#049002	Needs major tune up	17.5	2013	
12	Trek	WW2819877	#025682	Flat tires - needs new inner tubes	19.5	2009	
13	Trek	WW2819940	#025681	No pedals	21.5	2005	To be deallined
14	Trek	WW2819970	#025683	Work needed is beyond economic repair	15.5	2005	To be deallined
15	Trek	3420102	#025680	Front wheel used to repair #004, no front wheel	17.5	2005	To be deallined
16	Jamis	WESG00393	#024445	In Service	19	2016	
17	Jamis	WESG00478	#024447	In Service	21	2016	
18	Jamis	WESG00617	#024446	In Service	21	2016	

Patrol Bike Status

Name/Rank/Serial Number

If your department hasn't done so already, start with establishing a way to quickly identify each bicycle. Our department uses the County-issued bicycle license number as the bicycle's stock number. If you don't have a bicycle license, numeric stencils affixed to the top tube or down tube will suffice.

by David Cohen

Maryland National Capital Park Police Reserve Unit

In the previous *Gears and Gadgets* column, “Introduction to Fleet Management”, we discussed the setup, record-keeping, and initial inspections of the bicycle fleet. In this column, we will discuss maintenance schedules to keep the bicycle fleet up and running.

There are so many factors that go into how much wear and tear a public safety bicycle will endure during its operation that it is hard to come up with a set of hard-and-fast rules. For instance, bicycles that operate in drier climates will probably need less drivetrain maintenance than those operating in wetter climates. Likewise, bicycles that operate on flat terrain will have less wear and tear

than those operating in undulating terrain. Cyclists who “mash” their pedals are going to wear the drivetrain out faster than those who use a smoother cadence.

With all that in mind, below is what I consider the average maintenance intervals to be expected for duty bikes that are ridden regularly.

Each Ride

The rider should perform the ABC Quick Check prior to each and every ride. This typically identifies most issues that will sideline a bicycle. Personally, I add a headset check to the ABC Quick Check. That consists of locking the brakes and trying to move the bike fore and aft. If the headset is loose, you’ll feel the play.

Fleet Management II:

Monthly

Clean the bike. Usually a simple dusting with a horsehair brush is sufficient unless the bike has undergone muddy conditions. Dirt will eventually impede the smooth operation of many components.



Courtesy Scott Parr

(Continued on page 27)

Fleet Management I (cont.)

(Continued from page 25)

bike to get a bike that is in otherwise good shape back in service.

Brakes: Brakes should work smoothly and stop the bike quickly. In my experience, I’ve seen rim brake shoes

contaminated. A test ride is usually a more effective gauge of stopping power than on the repair stand.

Cables: Both brake and derailleur cables should move smoothly. Any bike with frayed cables should be taken out of service, as those cables are likely to fail.

A. In Service: Bikes that are ready for patrol.

B. Minor Maintenance: Bikes that may need adjustments or routine maintenance.

C. Major Maintenance: Bikes that may need components replaced in order to return to service.

D. Unserviceable: Bikes that may be beyond saving, or for which repairs would not make economic sense.

The delineation between bikes requiring major maintenance and bikes that are unserviceable will likely depend on your department’s budget for repairs. Short of a cracked or damaged frame, just about any bike can be repaired, but the feasibility of such repairs depends on how much money one is willing to throw at the bike, and what the end result may be. I’ve seen too many bicycles that have had multiple components replaced that ended up not being the sum of all their parts. At some point, it is less expensive to purchase a new bike than it is to keep fixing an old one.

Once the bikes are categorized, you’ll have a firm grip on the status of the bike fleet.

	A	B	C	D	E	F
Bike	Bike 16	Bike 28	Bike 44	Bike 101	Bike 125	
Maker	Kona	Kona	Kona	Kona	Kona	
Serial	IN10060913	IN10060221	IN10060908	1060802266	IN10060564	
Frame	52 CM	52CM	54 CM	45C	54 CM	
Wheel Size	700 C	700C	700 C	700c	700 C	
Wheel	RigidZac 19 ETRT0 622 x 19 DIN	RigidZac 19 ETRT0 622 x 19 DIN	RigidZac 19 ETRT0 622 x 19 DIN	RigidZac 19 ETRT0 622 x 19 DIN	RigidZac 19 ETRT0 622 x 19 DIN	
Tire	Continental Country Ride 27 x 1 3/8 x 1 5/8	Continental Country Ride 27 x 1 3/8 x 1 5/8	Continental Country Ride 27 x 1 3/8 x 1 5/8	Continental Country Ride 27 x 1 3/8 x 1 5/8	Continental Country Ride 27 x 1 3/8 x 1 5/8	
Inflation	70 psi	70 psi	70 psi	70 psi	70 psi	
Front Der	Shimano SIS	Shimano SIS	Shimano SIS	Shimano SIS	Shimano SIS	
Rear Der	Shimano Deore Mega 9	Shimano Deore Mega 9	Shimano Deore Mega 9	Shimano Deore Mega 9	Shimano Deore Mega 9	
Rear Cassett	8 Speed	8 Speed	8 Speed	8 Speed	8 Speed	
Gears	11 - 34 T	11 - 34 T	11 - 34 T	11 - 34 T	11 - 34 T	
Shifters	Shimano EF-T50	Shimano EF-T50	Shimano EFT-51	Shimano EF-T50	Shimano EF-T50	

Ranger Bike Database

run down to the wear indicators. Somewhat harder to discern is wear-and-tear on disc brake pads.

Disc brake pads are also subject to contamination. If a disc brake-equipped bike does not stop crisply, chances are the pads are worn or

feel like a headset issue, but with this test, a shock will give up-and-down motion, whereas a loose headset will yield a fore-and-aft motion.

Once you have completed the assessment, the bikes will fall into one of four categories:

Preventive Maintenance Schedules

(Continued from page 26)

In addition, keeping the bike clean helps to maintain a professional look. (See Gears & Gadgets, *IPMBA News*, Vol. 29, No. 1, 2020 Product Guide: “Cleanliness is Next to ... Professionalism”.)

With some bike lubricants, sludge tends to accumulate on the jockey wheels. Using a repair stand, you can clear the sludge by holding a flat head screwdriver on each side of each jockey wheel while turning the cranks.

Inspect tightness of the following bolts:

- Crank bolts
- Pedals
- Stem
- Derailleur
- Brake mounts
- Seat post (if the seat post is not of the quick-release variety)

Every Six Months

Check and lubricate cables. Using a needle oiler makes the job a lot less messy.

Lubricate all pivot points on the derailleurs and brake mechanisms. Again, a needle oiler makes life a lot easier.

Lubricate suspension if so equipped. I find a drop of oil on the front fork shock legs is helpful. You don't want to overdo it as excess oil will attract dirt.



Annually

Degrease the drivetrain, including the chain, cassette, and front chainrings. If you can remove the cassette from the wheel and the crankset from the bike, even better.

Check the chain for wear and stretch, using a chain checker.

Check the cassette and front chainrings for bent and/or worn teeth.

Check the wheels and hubs for smooth operation. Generally, sealed bearings have a very long lifespan, but they periodically do need to have their bearings repacked.

Do a lateral true of the front wheel. Check for loose spokes and tighten. A spoke tension tool is a good tool to have to check on spoke tension relative to the other spokes.

Re-grease the quick-release axles and lubricate the quick-release mechanisms.

Check the bottom bracket for smooth operation. Bottom brackets generally cannot be serviced, so if it is spinning roughly or grinding, replace it. I have found that bottom bracket failure tends to be fairly rare, especially on the more modern external bearing units.

Remove the pedals and re-grease the threads. If the pedals aren't removed and you have a heavy-footed rider, sometimes you can get a “cold weld” and the pedals will not come up unless significant force is applied to them.

Cable brakes: Check brake pads for wear; adjust brakes to compensate for wear from the previous riding season.

Hydraulic brakes: Check pads for wear; determine if the brakes need to be bled and do so, if necessary.

Tubeless tires: Add sealant.

Finally, clean and detail the bike, put touch-up paint on the chips and scratches the bike acquired over the year, and apply a coat of wax. This will have the bike looking good and ready for the next service interval.

Five Years

After five years of service, the bike should undergo a full overhaul.

- Replace the chain and cassette.
- Replace the cables and housings.
- Replace the brake pads (if not replaced in annual checks).

- Replace tires and tubes. While the tires are off, do a radial true of the wheels in addition to the annual lateral true.

- Check headset for service.



Retirement

A well-maintained public safety bicycle operating in ideal conditions should have a lifespan of 20 years, which would require three full overhauls. At the 20-year mark, the bicycle should be retired. While I personally own bikes that are well past 20 years old, the risks involved in operating a 20+ year old bicycle in the public safety role are far too great. Bikes operating under more severe conditions may only be good for one or two overhauls and need to be retired at the 10- and 15-year marks, respectively. With most bikes, there comes a time it is no longer economically feasible to repair it. I put that mark at when the necessary repairs cost more than a five-year overhaul.

Gears & Gadgets is a blog written by David Cohen #1116. It features various repair tips and tricks that David has picked up in more than 25 years of cycling, including 15 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.

About the author: David Cohen is a 15-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 his collection of 19th and early 20th century musical instruments. An avid historian, David enjoys researching and writing as well. He can be reached at onyx@sax@aol.com.

Photos courtesy Chandler Police Department.



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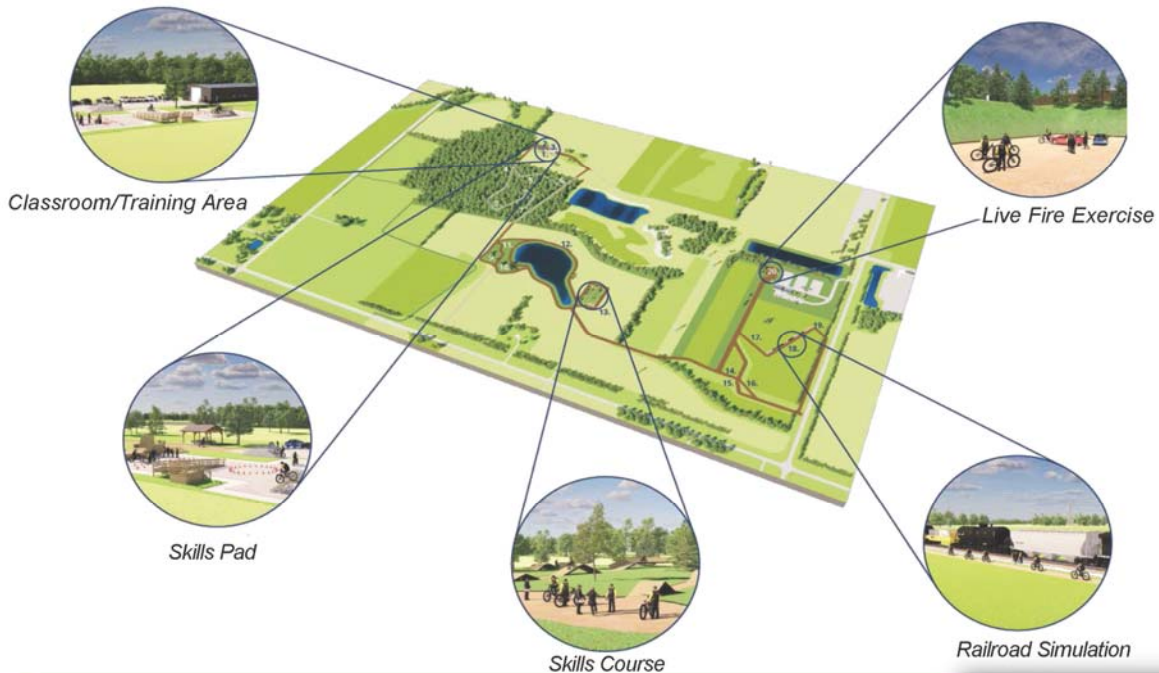
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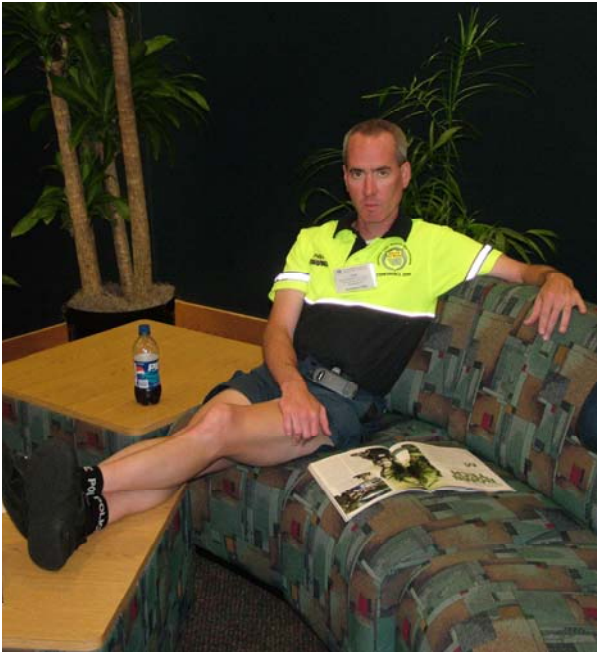


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IPMBA Remembers

John F. Washington, Jr.

September 13, 1961 - December 5, 2023



Courtesy John Brandt

that Department in 1982, the youngest U.S. Fire Chief member of the International Association of Fire Chiefs at that time. As an alumnus, he served on the College's Alumni Board. He was later presented with the Franklin Pierce Alumni President's Award.

He was employed by University of Pennsylvania Department of Public Safety for 25 years, ending with the rank of Lieutenant. He was active in the University of Pennsylvania Police

Bicycle Unit and was a member of and instructor for the International Police Mountain Bike Association, where he was involved with education and training.

He competed in numerous Police Bike competitions, including the Pennsylvania Police Olympics, where he won numerous medals.

John became an active Rotary member after a life-changing group study exchange experience to Argentina where he later organized an international service project for fire departments. During his involvement with Rotary he served as President of the Rotary Club of Abington, President of the Rotary Club of Jenkintown, and Rotary District Assistant Governor. He served with the Rotary Youth Leadership Awards, Youth Exchange, and assisted with Rotary Ambassadorial Scholars. He was presented with both the Rotary Gundaker Foundation Fellow and Paul Harris Fellow awards.

He was an avid runner, competing in many fund-raising events and the Broad Street Run.

John always loved a good beer – becoming a microbrew snob. Be sure to give a toast to John with your favorite brew.

Along with his mother, John is survived by his siblings: Sharon L. Washington, Philip A. Washington, Sr. (Bonita), and David S. Washington. He is survived also by his nieces and nephews: Lindsay Washington, Philip A. Washington, Jr., Sara Washington, and Paul Washington. John is survived also by his former spouse, Kathleen A. Brown.

Memorial contributions in John's name may be made to either Franklin Pierce University, University Advancement Office, 40 University Drive, Rindge NH 03461 or to The Rotary Foundation at Rotary.org.

John F. Washington, Jr., of Elkins Park, Pennsylvania, passed away on Tuesday, December 5, 2023. He was 62 years old. John was born in Abington on September 13, 1961, to his father, the late John F. Washington, Sr., and his mother, Mary Louise (née Towner) Washington, who survives him.

John was a 1979 graduate of Cheltenham High School. He was active in the Boy Scouts of America and achieved Eagle Scout in July 1979. He was an active member of Ogontz Fire Company for over 46 years where he served in many roles including Secretary, President, and Trustee.

John was a 1983 graduate of Franklin Pierce College, earning a BA in Anthropology. He was active in the Campus EMT unit. He was an indispensable member of the student-run Franklin Pierce College Fire Department. He became Chief of



IPMBA Remembers

Remembering John F. Washington, Jr.

by Maureen Becker
Past Executive Director

John F. Washington, Jr., PCI #461T/EMSCI #037T, was one of the original members of the University of Pennsylvania Police Department Bike Unit, which was founded in 1992. He remained involved with the bike unit until his retirement in 2013. In 1996, he



J.W.'s Bent Handlebars

attended the IPMBA Police Cyclist Course taught by Jeffrey Bare, PCI #029, in Lancaster, Pennsylvania. In 1997, he attended the IPMBA EMS Cyclist Course at the Nashville TN conference. He attended the Police Cyclist Advanced Course at the

1998 Conference in Tacoma WA, and the Maintenance Officer Course at the 2000 Conference in Tucson AZ.

He attended the IPMBA Police Cyclist Instructor Development Course at the 1999 IPMBA Conference in Chicago IL, and was certified as IPMBA PCI #416 and EMSCI #037. He began teaching extensively in the Commonwealth of Pennsylvania. He also taught at the IPMBA Conferences in Charleston WV (2003), San Antonio TX (2004), Scottsdale AZ (2005), Dayton OH (2006), Baton Rouge LA (2007), and Albuquerque NM (2009).

He attained the status of Instructor-Trainer in 2005 at the IPMBA Conference in Scottsdale AZ. He co-taught six Instructor Courses between 2005 and 2010. In addition to the Instructor Courses at the 2005, 2006, 2007, and 2009 Conferences, he also taught courses in New Britain CT and Tacoma WA, both in 2008.

John stopped teaching in 2014 after his health no longer permitted him to engage in strenuous physical activity. He had taught/co-taught approximately 45 Police Cyclist Courses (350 students), 40 EMS Cyclist Courses (290 students), 12 Security Cyclist Courses (80 students), six Instructor Courses (168 students), and two PCI to EMSCI Transition Courses (11 students) - nearly 30,000 student-hours!

John was an active member of IPMBA, representing us for several years at the Police-Security Expo in Atlantic City NJ and at the National Collegiate EMS Foundation Conference in various locations. He authored articles and was a contributor to the *Complete Guide to Public Safety Cycling, 2nd Edition*.

John loved to participate in athletic contests – mostly running and cycling. He won 14 gold medals in the Pennsylvania Police Olympics and three silver and three



Kathleen Vonk, Bob DeLaurentiis, J.W., Bill Roberts, Phil Redford "Mud Contest"

bronze medals in the International Law Enforcement Games. He also won trophies in police bike competitions in Anne Arundel County and Baltimore MD; Nashville TN; Norfolk VA; and Norristown, Philadelphia, Upper Darby, and Whitpain PA.

John was involved with Rotary International and was always one of the first to welcome international participants to the IPMBA Conference. In one of his last letters to IPMBA, he mentioned Mike Satlow (Israel), Tom Lynch (UK), Mick Shaw (Australia), and Adam Bernhardt (Australia). He also listed some people whose annual company he particularly missed: Allan Howard, Kirby Beck, Tom Woods, Don Hudson, Al Simpson, Mike Wear, Tom Harris, Mitch Trujillo, Artie Gonzales, Donald Reed, Wren Nealy, Monte May, Julie Cruise, Sally Swanson, Mark Eumurian, and



J.W. does the Limbo

more. He was so grateful for the card that was sent to him signed during the 2022 Conference by old friends and some who had never met him.

He signed off with the words, "Thanks again for what IPMBA did for me".

John: IPMBA thanks you, too. Pedal on.

Photos courtesy John Brandt.
IPMBA Conference 2003, Charleston WV.

IPMBA Remembers

Brian Kozera

April 19, 1978 - August 13, 2022

by James Duffy
Temple University Ambler

Ed's Note: Brian was certified as an IPMBA Police Cyclist in April 2007. His instructor was Michael Murphy, PCI #385. Brian was a member of IPMBA from 2007-2018. In the words of Cpl. Joey Bianchimano, he was his department's "resident bicycle expert" and the "heart and soul" of the bicycle unit. Both he and the "wealth of knowledge that he brought to the table" are sorely missed. This article appeared in the September 22, 2022, issue of the Temple University Ambler.

Brian Kozera never set out to be a role model.

But that is exactly what the Norristown Police Corporal and long-time instructor with the Temple University Municipal Police Academy at Temple Ambler became.

"If my story can help others, then I'm more than happy to share it," said Kozera in an interview in July 2021 after having beaten Stage 4 lymphocyte-depleted Hodgkin's lymphoma five years prior. "The most important thing to me is to help others not just become cancer survivors but cancer thrivers. That's what I feel I am — I am thriving because I survived cancer."

Kozera wasn't just thriving. He was living life to the fullest with his wife Kristen and three daughters, Paige, Josephine, and Avery. He was also about to achieve a lifelong dream, having qualified to compete in the Ironman World Championship in Kona, Hawaii. He had continued to train on a stationary bike while in the hospital during chemotherapy and even had a treadmill donated to the Fox Chase Cancer Center, where he was receiving treatment.

By 2021, Kozera had already completed six Iron Man competitions — one pre-cancer and an astounding five post-cancer. His excitement for Kona was infectious, but his goal as part of the Leukemia and Lymphoma Society's Team in Training wasn't focused on himself.

"Kona is one of the hardest endurance event competitions on the planet — it is without a doubt one of the most difficult competitions to earn a way into. It was the dream I never dared to dream," he said in 2021. "Now I have the opportunity to race on the Big Island and raise money to give back to the community that really saved my life. It's not about me. It's part of my passion for helping others and it's absolutely beyond belief how excited I am for this opportunity."

While COVID postponed the Kona competition for another year, Kozera remained on track and excited for October 2022; excited to compete for a community who he felt had given him so much. In August, Kozera's life was tragically cut short at the age of 44 when he was killed in a biking accident while training for the Ironman World Championship. In addition to his wife and daughters, he is survived by his sister, Leslie Kozera, and his brother Matthew Kozera.

His loss is keenly felt by Temple's Law Enforcement Training Center at Temple Ambler, where he was an instructor since 2017.

"Brian taught physical fitness and defensive tactics, but he was not the typical fitness instructor. He taught the trainees the entire picture of fitness and how to embrace it," said Chris Willard, Director of the Temple University Municipal Police Academy, Assistant Director of the Temple Law Enforcement Training Center, and Assistant Director of the Park Ranger Law Enforcement Academy.

"Brian often said, 'Go big or go home,' and tailored that to each situation — coaching, teaching, decision making."

What Kozera meant by "Go big or go home," however, was that it encouraged every individual to discover what "go big" was for them," Willard said.

"He was not out there yelling during PT about pushing beyond limits and running until you got hurt. He meant do your best, push, and allow yourself to see what your 'go big' is," she said. "He made everyone feel like they went 'big' regardless of the accomplishment. He made you feel good about what you personally accomplished — the students loved that about him."

Because of the students' respect for Kozera, "they would do their best to make him proud," Willard said.



"He could get students and athletes to push and improve like no coach or instructor I have ever met. His workouts were tough, and cadets might complain a little because they knew what was coming, but when they finished, they were thankful, happy, proud, and had such a sense of accomplishment," she said.

"He did the same for me when I was struggling with my running and was ready to quit. I took his suggestion to 'reset' and figure out what I wanted and to go for it.

(Continued on page 34)

IPMBA Remembers

(Continued from page 33)

I remember being proud to tell him when I hit certain benchmarks, just like one of the kids.”

In early August, Willard said, Kozera stopped her office to talk.

“Again, he provided me with words of wisdom and encouragement. That 10-minute chat with him resulted in me setting several personal records,” she said. “He was a head coach for the MultiSport Gators, a team of triathletes and an Angel Runner for Ainsley’s Angels, an inclusive group that ensures everyone can experience endurance sports — as an Angel Runner he would push participants in a wheelchair, so they could share in the experience of running. He gave so much to so many in the service of others just by being himself.”

Kozera had said he was drawn to law enforcement because of his passion for helping others.

“I wanted to do something that gave me the ability to help people but also involved criminology and the work I had been doing up to that point as a first responder and member of the National Ski Patrol,” he said in 2021. “Being a police officer, it was everything I was looking for in a career. I applied to the police academy and a couple of years later I got hired in Norristown.”

He was part of the Norristown Police Department for 16 years.

“The most important value for me is to instill a lifetime of learning; that the cadets’ attendance here at Temple’s Police Academy is the beginning of the learning process. In law enforcement we need to continue to do that,” he said. “There are certain fundamentals that they should learn here to keep

themselves physically safe, in shape and mentally strong and they should carry that throughout their careers.”

In 2021, Kozera had the following advice for individuals facing cancer — “commit to beating it, commit to winning.”

“You have to have the will to fight no matter how sick you are feeling, and you

have to learn how to accept help, like I did. As a police officer, I’m the one that goes and helps people, and I’m proud of that, so it was very difficult for me to accept help,” he said. “When I started to accept help, whether it was just help getting back on the treadmill or someone bringing my family dinner, I got better faster. It’s one of the greatest lessons I learned. Together we truly can be stronger.”

He made you feel good about what you personally accomplished

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CONGRATULATIONS NEW IPMBA INSTRUCTORS

MEMBER NEWS

IPMBA Instructor Course November 13-17, 2023 Wilmington NC

Justin Cash, St. John's County Sheriff's Office, Saint Augustine FL; **Dominic Cataldi**, Anne Arundel County Police Department, Millersville MD; **Todd Coxe**, Christopher Newport University Police Department, Newport News VA; **Paul R. DaiZovi**, Lake Forest Police Department, Lake Forest IL; **Christopher DePolis**, Hillsborough County Sheriff's Office, Tampa FL; **David Garns**, Saint John's County Sheriff's Office, Saint Augustine FL; **Caleb Garrow**, Concord Police Department, Concord NC; **Thomas Hansom**, Shelby County Sheriff's Office, Memphis TN; **Brock Hassenzahl**, Fort Wayne Police Department, Fort Wayne IN; **Benjamin L. Jacobs, Jr.**, Wilmington Police Department, Wilmington NC; **Steven Lendino**, New Hanover County Sheriff's Office, Castle Hayne NC; **Brian MacNaught**, Fort Pierce Police Department, Fort Pierce FL; **Ruben Muniz-Garcia**, Emerald Queen Casino Security, Fife WA; **James Pender**, Guilford County EMS, Greensboro NC; **Joshua**



Ramsey, Emerald Queen Casino Security, Fife WA; **Morgan Riddle**, Wake Forest Police Department, Wake Forest NC; **Michael Scott**, Wilmington Police Department, Wilmington NC; **William Seekford**, Anne Arundel County Police Department, Millersville MD; **Matt Somers**, Guilford County EMS, Greensboro NC; **John Spiewak**, Waukegan Police Department, Waukegan IL; **David Sprouse**, Albemarle County Police Department, Charlottesville VA; **David Thompson**, New Hanover County Sheriff's Office, Castle

Hayne NC; **Adam Wade**, Carnegie Mellon University Police Department, Pittsburgh PA; **Andrew White**, Waukegan Police Department, Waukegan IL; **Dan Wilson**, National Park Service - Great Smoky Mountains NP, Townsend TN

Photo courtesy Mark Poehl.



IPMBA Instructor Course April 8-12, 2024 Deerfield Beach, Florida

Jose Fernandez, **Saied Jadallah**, **Noel Mercado**, **Iris Murillo**, **Krystle Peterson**, **Mario Potvin**, **Raimondas Talentas**, **Michael Weiner**, **Brandon Wilson**, Broward County Sheriff's Office, Fort Lauderdale FL

Photo courtesy Thomas Zermeno.

Upcoming Instructor Courses

— 2024 —

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July 29-August 2, West Hartford CT
September 23-27, Salem OR
December 9-13, Tempe AZ

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By **Maureen Becker**
Past Executive Director

As I mark the end of my journey as IPMBA's Executive Director, I would like to express my appreciation to all of our members, but especially to those who have been a part of the IPMBA family for the longest time. I have had the pleasure of meeting many of you at the IPMBA Conferences and other events, but many of you I know only through mail, phone, and/or email correspondence.

Many of you have retired or have moved on to other areas of responsibility, but your loyalties to IPMBA and the field of public safety cycling run so deep that you continue to support us as members, Instructors, and Instructor-Trainers. I am honored that you have demonstrated your confidence in me by maintaining your affiliation with IPMBA.

It is because of you – and all of our members, including our newest ones – that we remain the premier training organization for public safety cyclists. Thank you for being the heart and soul of our association.

The following have been members of IPMBA since before 1998, when IPMBA was a program of the League of American Bicyclists.

Michael Anderson, St. Louis Metropolitan PD (Ret.), St Louis, MO; **Kirby J. Beck**, Coon Rapids PD (Ret.), Coon Rapids, MN; **Jim Bowell**, Troy Fire Department (Ret.), Troy, OH; **John H. Brandt**, The Universities at Shady Grove Security, Rockville, MD; **Edward F. Brown**, Orange County Fire & Rescue (Ret.), Orlando, FL; **Patrick Collins**, Wilmette PD, Wilmette, IL; **Stanley Cosper**, Southern University at New Orleans Public Safety, New Orleans, LA; **Doug Dillon**, Houston PD, Houston, TX; **James B. Elliott**, Hartford PD (Ret.), Oviedo, FL; **Hans Erdman**, Team Ortho Foundation, Minneapolis, MN; **Gary Gallinot**, Santa Monica College PD., Santa Monica, CA; **Jeffrey Glaude**, Farmington PD, Unionville, CT; **Artie L. Gonzales**, Topeka PD (Ret.), Topeka, KS; **Peter Goodman**, Union City PD, Union City, NJ;

Lou Ann Hamblin, Van Buren Township PD (Ret.), Belleville, MI; **Michael Harris**, Mill Creek PD (Ret.), Mill Creek, WA; **Scott K. Hickey**, Fort Lauderdale PD (Ret.), Fort Lauderdale, FL; **Bernard S. Hogancamp**, Homewood PD (Ret.), Homewood, IL; **Allan Howard**, Dayton PD (Ret.), Dayton, OH; **Bruce Jackson**, George Mason University PD (Ret.), Fairfax, VA; **John Koelsch**, Lyon County Sheriff's Office, Emporia, KS; **David Kravatz**, City of Bethlehem PD (Ret.), Bethlehem, PA; **Chad McDaniel**, Seminole County Sheriff's Office, Sanford, FL; **Neal Mitchell**, San Antonio PD (Ret.), San Antonio, TX; **Robert Moore**, Portland PD (Ret.), Portland, IN; **Darren S. Nyce**, Upper Dublin Township PD, Fort Washington, PA; **Ranceford Okada**, Westminster PD (Ret.), Westminster, CO; **Brian M. Price**, Palm Beach County Sheriff's Office, W. Palm Beach, FL;

Jim Roy, Topeka PD (Ret.), Topeka, KS; **Clint Sandusky**, Riverside Community College PD (Ret.), Riverside, CA; **Sherry L. Settelen-Svejkovsky**, Delray Beach Police (Ret.), Delray Beach, FL; **Richard Sulfsted**, Cincinnati Police Division District 4 (Ret.), Cincinnati, OH; **Hernandez Thomas**, Newark PD, Newark, NJ; **William Timson**, LaVergne PD, LaVergne, TN; **Mitch Trujillo**, Boulder PD, Boulder, CO; **Kathleen Vonk**, Nevada Highway Patrol, Las Vegas, NV; **M. Craig Walsh**, Glendale PD, Cincinnati, OH; **John F. Washington**, University of Penn PD (Ret.) (Deceased), Philadelphia, PA; **Richard Wayock**, Lower Merion Township PD (Ret.), Ardmore, PA; **Clarence A. White, Jr.**, Indianapolis PD (Ret.), Indianapolis, IN; **Tom Woods**, Denton PD (Ret.), Denton, TX.

The following have been IPMBA members for at least 20 years.

Mark Arendt, Five Rivers Metroparks PD, Dayton, OH; **James Ballard**, Goshen PD, Goshen, IN; **Edward Bartelme**, Washington University in Saint Louis PD, Saint Louis, MO; **Steven Bazany**, San Antonio PD (Ret.), San Antonio, TX; **Alan Beadle**, Sylvania Police Division (Ret.), Sylvania, OH; **Marc Bellotti**, Erie PD, Erie, PA; **Scotty Blackburn**, Rutherford County EMS, Murfreesboro, TN; **Devon Blackman**, Bucks County Community College Security, Newtown, PA; **Jeffrey Brown**, Dayton PD, Dayton, OH; **Ron Burkitt**, Hilliard PD (Ret.), Hilliard, OH; **Jason Burt**, University of Wisconsin-Whitewater Police, Whitewater, WI; **Michael Campbell**, Williamson Medical Center EMS, Franklin, TN;

Arthur Chatman Jr., Armed Security on Bikes, Stafford, TX; **Ramon Colon**, Metropolitan PD (Ret.), Washington, DC; **Edward T. Croissant**, Tampa PD (Ret.), Tampa, FL; **Stephen Curry**, McDaniel College Dept. of Campus Safety, Westminster, MD; **David Dager**, University of Pennsylvania PD (Ret.), Philadelphia, PA; **Martin Day**, Fairfield City Police, Fairfield, OH; **Brent Denny**, Indiana State University Pub Safety, Terre Haute, IN; **Dwight Edwards**, Cabell County EMS (Ret.), Huntington, WV; **Adrian Elem**, Bridgeport PD, Bridgeport, CT; **Alejandro Escobar**, Coral Gables PD, Coral Gables, FL; **Jeff Eubank**, Lyon County Sheriff's Office, Emporia, KS; **Jeffrey Foran**, Manchester PD (Ret.), Manchester, CT;

Christopher Force, Galveston PD, Galveston, TX; **Larry Fuchtmann**, Arizona State Univ. PD, Tempe, AZ; **Michael Joseph Gagliardi**, Univ of Mary Washington PD (Ret.), Fredericksburg, VA; **Neil Gallivan**, New York State Police (Ret.), Auburn, NY; **David Gempler**, Whitewater PD, Whitewater, WI; **Ralph Guerra**, San Antonio Fire Dept. (Ret.), San Antonio, TX; **Joel Guerrero**, Pearland EMS/Fire Dept. (Ret.), Pearland, TX; **Eric Hall**, Westfield PD, Westfield, MA; **Tommy Hamelink**, Politie Haaglanden, The Hague, NL; **Thomas Harris**, East Baton Rouge EMS, Baton Rouge, LA; **Alexander Hasse**, Cincinnati Police Division, Cincinnati, OH;

(Continued on page 38)

IPMBA members for at least 20 years

(Continued from page 37)

Robert Hatcher, Delaware City PD (Ret.), Delaware, OH; **Patrick Hernandez**, Albuquerque Police Open Space Division (Ret.), Kailua Kona, HI; **David Hildebrand**, Denton PD, Denton, TX; **Tony Holte**, Saint Paul PD, Saint Paul, MN; **Mike Hudspeth**, Guilford County EMS, Greensboro, NC; **Michael Hunsicker**, Bangor PD, Bangor, PA; **Albert Jackson**, Jackson PTT & TS, LLC, Marietta, GA; **Michael Johnson**, Palm Beach County Sheriff's Office, W. Palm Beach, FL; **Thomas Kabis**, Palm Beach County Sheriff's Office, Palm Beach, FL; **Aram Kaloian**, Wayne County Airport Police, Detroit, MI; **Joseph Kowis**, Joplin PD, Joplin, MO; **Clifford Labbe**, Indian River County Sheriff's Office, Vero Beach, FL; **Colby Lalli**, Blue Springs PD (Ret.), Blue Springs, MO; **Michael Langdon**, Queensland Dept. of Transport and Main Roads, Brisbane, QLD; **Dave Lennon**, Conshohocken Police (Chief), Conshohocken, PA; **Jay Littlejohn**, Riverwind Public Safety, Norman, OK; **Josh Luinstra**, Minneapolis-Saint Paul Int'l Airport Police, Saint Paul, MN; **Scott Magee**, Downers Grove Fire Dept. (Ret.), Downers Grove, IL; **Orlando Matthews**, New Iberia PD, New Iberia, LA; **Rick McIllwain**, Davidson County Sheriff's Office, Nashville, TN; **Gary McLaughlin**, Sacramento PD (Ret.), Sacramento, CA; **Scott Melander**, Woodbury PD, Woodbury, MN;

Sharon Mill, Volunteer Medical Services Corps of Lansdale, Lansdale, PA; **Dave Milsted**, Virtua Health System MICU, Gibbsboro, NJ; **Arthur Morvant, Jr.**, Gretna PD, Gretna, LA; **Kenneth D. Mullen**, Illinois State Police (Ret.), Metamora, IL; **Stephen Noftz**, O'Bleness Hospital Safety & Security, Athens, OH; **Richard Nothstein**, Salisbury Township PD, Allentown, PA; **Susan Ochs**, Lake Saint Louis PD, Lake Saint Louis, MO; **Derek O'Neill**, Point Pleasant Beach PD (Ret.), Point Pleasant Beach, NJ; **Thomas Padgett**, Palm Beach County Sheriff's Office, Belle Glade, FL; **Gregory Parsons**, Leesburg PD, Leesburg, VA; **Randy Patton**, McKinney PD, McKinney, TX; **Erik Pearce**, University of Wisconsin-Madison PD, Madison, WI; **Paul Pratt, III**, Seminole County Sheriffs Office, Sanford, FL; **Robert Pustay**; **Jason Ray**, Elkhart City PD, Elkhart, IN; **Jason Rode**, Derry Township PD, Hershey, PA; **Ray R. Ruby, Jr.**, Palm Beach County Sheriff's Office, West Palm Beach, FL; **Adrian Sargent**, Five Rivers Metroparks PD, Dayton, OH; **Christine Scalise**, Allegheny County PD, Pittsburgh, PA; **Michael Schusteritsch**, New Castle County EMS, New Castle, DE; **Jacquelyn Shaw Smith**, Indiana State Univ. Public Safety, Terre Haute, IN; **Ronald Smith**, Dept. of Army Civilian Police, Fort Lee, Fort Lee, VA; **David Smith**, Indiana State University PD, Terre Haute, IN; **Mathew Smyer**, East Baton Rouge EMS, Baton Rouge, LA;

Pedro Soto, CUNY Dept. of Public Safety, Bronx, NY; **Commander Richard F. Southby**, Metropolitan PD Reserves, Washington, DC; **Ronald Spangler**, Pittsburgh Bureau of Police, Pittsburgh, PA; **John Stasiowski**, NOVA PD, Annandale Campus, Annandale, VA; **Rose Steagall**, Franklin PD (Ret.), Franklin, TN; **John Storti**, Conshohocken PD, Conshohocken, PA; **Allen Stotler**, Sunrise PD, Sunrise, FL; **Randy Swindle**, Marion County Sheriff's Office, Indianapolis, IN; **Brian Switala**, University of Wisconsin-Milwaukee PD, Milwaukee, WI; **Harris Tapp**, Hattiesburg PD (Ret.), Hattiesburg, MS; **Nicolas Thompson**, University of Wisconsin-Whitewater Police, Whitewater, WI; **Matt Tomlinson**, Northwest Community Health, Tomball, TX; **Robert Turner**, Emporia PD, Emporia, KS; **Matthew Watson**, New Castle County PD, EMS Section, New Castle, DE; **Michael A. Wear**, Metropolitan PD (Ret.), Washington, DC; **Kevin Wilson**, San Antonio Park Police, San Antonio, TX; **Matthew Worm**, Omaha PD, Omaha, NE; **Doug Young**, Riverwind Casino Public Safety (Ret.), Norman, OK.

**Please forgive any errors or omissions caused by errors and/or inaccuracies in our database. If you belong on this list, let us know by emailing info@ipmba.org.*

IPMBA Members on the Move

Jon Constantino, Panama City Airport (FL) Police Department Retired – now with Rosemary Beach (FL) Community Security

James Elliott, Hartford (CT) Police Department Retired – now a Florida State Trooper

James Englert, Arapahoe County (CO) Sheriff's Office – Retired; now with Douglas County (CO) Sheriff's Office

Joel Guerrero, Pearland (TX) EMS – Retired

Robert Igoe, Bellefonte (PA) Police Department – Retired; now with Penns Valley Area School District Police

James Irving, Ottawa (ON) Police Service – Retired

David Kravatz, Bethlehem (PA) Police Department – Retired

Rick McIllwain, Metro Nashville (TN) Police Department – now with Davidson County (TN) Sheriff's Office

John Metz, Duke University (NC) Police Department – Retired

Matthew Schurg, Greenbelt (MD) Police Department – now with Anne Arundel County (MD) Police Department

Brent Tulloch, Pierce County (WA) Sheriff's Department – now with Chandler (AZ) Police Department

Terrence White, Cincinnati (OH) Police Department – Retired

Doug Young, Riverwind Casino (OK) Public Safety – Retired

Cheltenham Grad Appointed Conshohocken Chief of Police

by Ryan Genova
Glenside Local

This article appeared in the April 7, 2024, edition of the *Glenside Local*, Glenside, Pennsylvania.

Ed.'s Note: David attended the IPMBA Police Cyclist Course taught by Donald Erb, PCI #205, in August 2002. He was certified as IPMBA PCI # 924 at the 2006 IPMBA Conference in Dayton, Ohio. He was an active instructor from 2006 to 2021. We are proud of his accomplishments and wish him well as Chief. We hope this means even more bike officers on patrol in the Borough of Conshohocken!

David Lennon, a 1995 graduate of Cheltenham High School and a 23-year member of the Conshohocken Police Department, was sworn in as the new Chief of Police for the Borough of Conshohocken at the April 3, 2024, Conshohocken Borough Council Meeting.

Sergeant Lennon was promoted to Lieutenant in June 2023, one month before becoming the Acting Chief of Police, borough officials said.

Lennon began his career as a part-time patrolman in 2001 and was elevated to

full-time status one year later. As a patrolman—a position he held until October 2011—he was a community outreach officer, a Montgomery County Technology Committee member, and an International Police Mountain Bike Association instructor and mechanic.

Lennon was promoted to patrol sergeant in October 2011. During his 12-year capacity, Lennon implemented numerous projects and technological advances to progress the department, including the implementation of in-car computers, video cameras, body-worn cameras, and an 800 MHz radio communications system.

Lennon holds PEMA Basic, Advanced, and Professional level certifications in Emergency Management, as well as being an FAA Part 107 UAV Drone Pilot.

“I am excited to have reached this pinnacle of policing in my career, and I am looking forward to providing the community with exemplary police services,” he said. “As Chief, I will continue to dedicate my time, resources,

and knowledge to further develop our staff and our department to better serve the residents, businesses, and guests of Conshohocken. I look forward to engaging with residents routinely and at our many events to discuss our role within the community, and I will continue to enhance the goals of our elected officials. It truly is an honor to serve the Conshohocken Borough community.”

Lennon holds a bachelor’s degree in criminal justice and a master’s degree in criminal justice administration from St. Joseph’s University. He is also a graduate of the Northwestern University School of Police Staff and Command and a proud Eagle Scout.



Volunteer of the Year

On April 10, 2024, IPMBA Gears & Gadgets blogger David Cohen was presented with the 2023 Maryland National Capital Park Police Volunteer of the Year Award.

David has been an integral part of the Maryland National Capital Park Police Reserve Unit’s bike team for many years. After serving as unofficial fleet manager, he was officially appointed to that position in mid-2023. His efforts to rehabilitate the fleet bikes did not go unnoticed. Thanks to his knowledge, skills, and penchant for tinkering, the fleet is ready for a summer of patrolling the parks of Montgomery County, Maryland.

We are grateful to the Maryland Park Police for providing David with plenty of fodder for the *Gears & Gadgets* blog, and for recognizing his contribution to the agency and the field of public safety cycling. The ceremony also marked the debut of the volunteer “Class A” uniform, which David is proudly wearing in the photo at left. Photos courtesy David Cohen.



Division of Year Award

On April 22, 2024, the Shelby County (TN) Sheriff’s Office Volunteer Services Bureau presented the 2023 Division of the Year Award to the bike unit. After years of inactivity, the bike unit was reestablished and revitalized by IPMBA Instructors Adam Williams (#2124) and recently elected IPMBA Board Member Tom Hansom (#2029).

The bike unit is primarily deployed to patrol Shelby Farms, the Greenline (a 10-mile paved, multi-use trail), Overton Park, and the Zoo. It is also assigned to large events, including the Memphis in May Beale Street Music Fest, the World Championship Barbeque Cooking Contest, the Delta Fair, and the PGA FedEx St. Jude Classic Golf Tournament. The current Bike Unit consists of 11 members, including an Assistant Chief and two Emergency Services cyclists.

Adding to honors bestowed upon IPMBA members, then-Lt. Adam Williams was presented with the Supervisor of the Year Award, and promoted to Captain. He attributes this recognition in large part to IPMBA’s role in the success of the bike unit. Thank you, Adam, and congratulations!

Photos courtesy Adam Williams.



CONGRATULATIONS NEW INSTRUCTOR TRAINERS

Jon Almasy: November 13-16, 2023 — Wilmington NC

Jon attended the IPMBA Police Cyclist Course in May 2012. He was certified as a Police Cyclist Instructor in October 2012 and as an EMS Cyclist Instructor at the 2014 IPMBA Conference, during which he also completed the Maintenance Officer Course. He attended the IPMBA Bicycle Response Team Training and BRT Instructor Development Module at the 2015 IPMBA Conference, and the PESC II at the 2017 IPMBA Conference. He assisted with teaching both the PESC II and the firearms training workshops at the 2018 and 2019 Conferences.

Jon is eager to share what he has learned with others and looks forward to helping shape the next generation of IPMBA Instructors.

Wayne Lenihan: April 8-12, 2024 — Deerfield Beach FL

Wayne attended bike patrol training in 1998 through Orange County (FL) Sheriff's Office (OCSO). He enrolled as an IPMBA member in 2018. He attended the IPMBA Maintenance Officer in November 2018 and went on to complete the IPMBA Instructor Course in December, earning both his PCI and EMSCI certificates. As one of a team of OCSO IPMBA Instructors, Wayne has trained more than 300 deputies in just six years. In addition to being an IPMBA Instructor, he is certified as an FDLE instructor in multiple disciplines and is also a Field Training Officer supervisor.

Wayne is excited to participate in his first conference this year in Bentonville and meet many other members of the cadre.

Our Instructor Trainers

We thank our Instructor-Trainers, past and current, who have volunteered their time and talent to train more than 2,000 IPMBA Instructors since our founding. Because of them, tens of thousands of public safety cyclists have benefited from our standardized curricula, and IPMBA has remained the "Gold Standard" in public safety bicycle training.

Past Instructor-Trainers

Dominic Angiolillo, PCI #103T/EMSCI #079T, Fort Lauderdale PD (Ret.), FL; **Kirby J. Beck**, PCI #002T/EMSCI #017T, Coon Rapids PD, Ret., MN; **Jim Bowell**, PCI #567T/EMSCI #001T, Troy FD (Ret.), OH; **Stuart Bracken**, PCI #003T, Tacoma PD, WA; **Francis Demes**, PCI #121T/EMSCI #057T, Case Western Reserve Univ. Public Safety (Ret.), OH; **Michael Goetz**, PCI #063T/EMSCI #003T, Seattle PD (Ret.) (Deceased), WA; **Thomas Harris**, PCI #861T-B/EMSCI #030T-B, East Baton Rouge EMS, LA; **Patrick Hernandez**, PCI #834T/EMSCI #161T, Albuquerque PD (Ret.), NM; **David Hildebrand**, PCI #404T/EMSCI #118T, Denton PD, TX; **Allan Howard**, PCI #001T, Dayton PD (Ret.), OH; **Donald Hudson**, PCI #069T, Los Angeles PD (Ret.), CA; **Matthew Karnowski**, PCI #1197T/EMSCI #362T, Saint Louis Metropolitan PD, MO; **Andy MacLellan**, PCI #037T, Baltimore County PD, MD; **Tom Madera**, PCI #384T, Yale University Security, CT; **Joseph Martin**, PCI #006T, Hayward PD, CA; **Monte May**, PCI #262T/EMSCI #009T, Kansas City PD (Ret.), MO; **Chad McDaniel**, PCI #070T/EMSCI #106T, Seminole County SO, FL; **Gary McLaughlin**, PCI #005T/EMSCI #363, Sacramento PD (Ret.), CA; **Gene Miller**, PCI #007T, Tacoma PD, WA; **Thomas Northfell**, PCI #131T, Chicago PD (Ret.), IL; **Michael Pitman**, PCI #1186T/EMSCI #250T, Carmel PD (Ret.), IN; **Donald Reed**, PCI #195T/EMSCI #038T, Denver PD, CO; **Robert Ricciardi**, PCI #282T/EMSCI #078T, Palm Beach County SO (ret), FL; **T.J. Richardson**, PCI #139T/EMSCI #010T, San Antonio PD (Ret.), TX; **Alan L. Simpson**, PCI #165T/EMSCI #005T, Pompano Beach PD (Ret.) (Deceased), FL; **Jeff Taylor**, PCI #925T-B/EMSCI #156T-B, Waller County Precinct 1 CO (Ret.), TX; **Kathleen Vonk**, PCI #042T/EMSCI #063T, Nevada Highway Patrol, NV; **John F. Washington**, PCI #461T/EMSCI #037T, Univ of Penn PD. (Ret.) (Deceased), PA; **Clarence A. White, Jr.**, PCI #211T, Indianapolis PD (Retired), IN; **Tom Woods**, PCI #010T/EMSCI #117T, Denton PD (Retired), TX; **Matthew Worm**, PCI #946T/EMSCI #276T, Omaha PD, NE.

Current Instructor-Trainers

Jon Almasy, PCI #1340T-B/EMSCI #315T-B, New Hanover County SO, NC; **Greg Bowen**, PCI #1227T/EMSCI #526T, Tarrant County College PD, TX; **Edward F. Brown**, PCI #178T/EMSCI #002T, Orange County F/R (Ret.), FL; **Jacob Coyle**, PCI #1596T/EMSCI #419T, Castle Rock PD, CO; **David Dager**, PCI #1170T-B/EMSCI #317T-B, Univ of Penn PD (Ret.), PA; **Dwight Edwards**, PCI #1117T/EMSCI #096T, Cabell County EMS (Ret.), WV; **Larry Fuchtman**, PCI #724T, Arizona State Univ. PD, AZ; **Adam Gaby**, PCI #1362T-B/EMSCI #299T-B, Five Rivers Metroparks PD, OH; **Brian Gillman**, PCI #/EMSCI #189T-B, Apollo's Forge Event Medicine, TX; **Andrew Humes**, PCI #1515T-B/EMSCI #374T-B, College Station PD, TX; **Mohamed Ibrahim**, PCI #1326T-B/EMSCI #321T-B, Metropolitan PD, DC; **Bruce Jackson**, PCI #239T/EMSCI #325T, George Mason Univ PD. (Ret.), VA; **Wayne Lenihan**, PCI #1855T/EMSCI #436T, Orange County SO, FL; **Jay Littlejohn**, PCI #1100T, Riverwind Public Safety, OK; **David Millican**, PCI #1006T/EMSCI #343T, Denton PD (Ret.), TX; **Rance Okada**, PCI #246T, Westminster PD (Ret.), CO; **Gregory Parsons**, PCI #509T/EMSCI #160T, Leesburg PD, VA; **Bobby Sellers**, PCI #1313T-B/EMSCI #268T-B, Montgomery County CO Precinct 3, TX; **Mitch Trujillo**, PCI #244T/EMSCI #248T, Boulder PD, CO; **Michael A. Wear**, PCI #516T-B/EMSCI #059T-B, Metropolitan PD (Ret.), DC; **Thomas Zermeno**, PCI #1390T-B/EMSCI #412T-B, Norman PD, OK.



Who You Gonna Call?

by Thomas Zermeno, PCI #1390T-B/EMSCI #412T-B
Norman (OK) Police Department
IPMBA Education Coordinator

"I ain't afraid of no ghost!" You guessed it! It's the Ghostbusters movie. Now before you stop reading due to yet another movie quote, give it a chance. If it helps, play the theme song, just to get you in the right mood. This is my favorite movie of all time. How does this relate to instructorship, you ask?

Believe. I know it sounds like a cheesy cat poster, but that one word that means a lot. You have to believe in yourself and your ability so that your students will believe in you. Everything that happens during the course should appear to be part of the plan; otherwise, the belief in your ability diminishes. Remember: instructors are the "key masters" and students are the "gatekeepers". You have the key of instruction meant to open their gate of learning. Once you show them the skills, or teach them about the equipment, they will follow you because they believe in you. If you are asked, *"Where do those stairs go?"*, your response should be simple and to the point, like Venkman's: *"They go up."*

Know your tools and know how to use them. You have been provided with comprehensive material so that you can provide the learning experience and teach your students proper methods. You don't want to be like Venkman, and have someone ask *"Are you sure you are using that thing correctly?"* You also don't want to be saying to yourself, as Egon did: *"You know, it just occurred to me that we really haven't had a successful test of this equipment."*

Read it. Learn it. Practice it. Live it. Believe in it.



If you don't know, ask someone. There are so many instructors with so much information. If there is something that you think is important to add, add it and share it with IPMBA. Write about it in the newsletter. If you don't supply the information, no one will know. The words that should not be said are, *"OK, who brought the dog?"*

Simplify. Remember: *"Don't cross the streams."* This is bad; when you cross the streams, you may end up mixing the information and preventing it from being received properly. Now, it is possible that crossing the streams could destroy Gozer, sending her back to the parallel dimension, but that was also a gamble and also another story. An example of crossing the streams would be trying to do too much in one day. Have a

plan for each day and do not delve into the next day's schedule. Overwhelming your students can also overwhelm you. You don't want them looking at you like you're some sort of a cosmonaut, like the guy at the elevator who says, upon seeing the uniformed Ghostbusters, *"I'll take the next one."* Instead, they should be saying: *"We came, we saw, we kicked it!"*

Stay in bike shape. Get out and ride weekly, daily, and often. When we are leading the group or trailing the group, there is a challenge

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Who You Gonna Call?

(Continued from page 41)

involved. You don't want to be the one who, like Venkman, says: "When we get to 20, tell me. I'm gonna throw up!" But your students should also not be wanting to say: "I'm getting a little tired of this!" Make the rides meaningful. They should want more rides and remember them (in a good way). It is their experience that is important.

But, knowing your students are having a good time will help reenergize you for the next day. If it helps, imagine the fictional Stay-Puft Marshmallow Man is stomping through your town and it is your job to save

the people. If you prefer the newer version of the tiny, mischievous Stay-Puft minis, go with that instead. Either way, don't show any weakness and don't be weak either. I mean, it's only a "focused, non-terminal, repeating phantasm or a class-five full roaming vapor." You might get slimed.

Stay focused and bring the energy each day. You don't want to start any day by snidely barking, "Ghostbustahs, whaddya want?" Every day needs a purpose and should be purposeful. Try to make it like the first time they got the call and Janine Melnitz screams "We got one!" as she rings the bell, alerting the team.

Believe in yourself, know your tools, keep it simple, and stay in shape. If you do these things, at the end of the class your students will be saying to YOU: "We're ready to believe you."

Thomas joined the Norman Police Department in 2009. He is currently assigned to night shift patrol and is the training coordinator and instructor for the bike team. He has been active with IPMBA since 2011, after taking the IPMBA Police Cyclist Course. He was certified as a PCI in 2013 at the Baton Rouge conference and cross-trained as an EMSCI in 2017. He became an Instructor Trainer in 2019, BRT certified in 2020, and BRT instructor certified in 2021. He currently serves on the IPMBA Board of Directors as the Education Coordinator. He can be reached at Thomas.Zermeno@yahoo.com.

Photos courtesy Thomas Zermeno.

Believe in yourself, know your tools, keep it simple, and stay in shape. If you do these things, at the end of the class your students will be saying to YOU: "We're ready to believe you."

THE IPMBA BOARD

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The Wake We Leave

(Continued from page 1)

None of these were solo efforts, but she was instrumental in bringing them all to fruition.

- Completed the transition from the Police Cyclist Instructor Development (PCID) Course to the Instructor Course in 2000.
- In 2003, debuted the Intermediate Police Cyclist Course, which was renamed the IPMBA Public Safety Cyclist II Course in 2005 when it was expanded to include EMS and security personnel, and later changed to PESC II Course.
- In 2003, applied for and was awarded a grant to have students from the Towson University Department of Electronic Media & Film create a promotional video. Recruited participants, wrote the script, and participated in the film sessions. The end product is "IPMBA: An Invitation to Join", highlighting the benefits of membership.
- Expanded the organization to welcome security personnel with the launch of the Security Cyclist Course in 2004.
- Authored model bicycle patrol policies for the National Law Enforcement Policy Center of the International Association of Chiefs of Police in 2004 and updated them in 2014.
- Supported the development of public safety cycling in the UK by arranging to offer both the Police Cyclist Course and the Instructor Course in the UK and participating in five consecutive 999 Emergency Services Cycling Seminars (2003-2007).
- Transformed the *Complete Guide to Police Cycling*, First Edition, into the *Complete Guide to Public Safety Cycling*, Second Edition, in 2007, and published the *Complete Guide*, Third Edition, in 2022.
- Overhauled and modernized the Police, EMS, and Security Cyclist Course curricula, moving them from paper binders and overhead projector slides to PDFs and PowerPoints contained within an *Instructor ToolKit (ITK)*, in 2008. Updated all of the material to reflect the changes to the *Complete Guide* in 2023.

- In 2009, partnered with the Niagara Regional Police Service Video Unit and the Ontario Video Training Alliance to produce the 23-minute *Fundamental Skills for Public Safety Cycling* video, which earned the Law Enforcement Video Alliance Award of Distinction and Gold Shield Award (First Place – Technical/Safety) and secured Mocean Uniforms as major sponsor. The video was released in 2010.
- In 2013, applied for and was awarded a grant to have students from the Towson University Department of Electronic Media & Film create a promotional video. Recruited participants, wrote the script, and participated in the film sessions. The end product is "IPMBA Promotes Public Safety Cycling", a video highlighting the benefits of bike operations and IPMBA training.
- Created a resource-rich new website in 2014, to include an online instructor search database, a training calendar, and a wealth of information to support the efforts of all public safety cyclists, and updates it regularly.
- Developed the Bicycle Response Team Training curriculum (lecture outlines, PowerPoints, skill stations, tests, etc.) in 2009 and the BRT Instructor Development Component in 2015.
- Updated and revamped the Instructor Course curriculum (lecture outlines, PowerPoints, skill stations, tests, etc.) in 2012 and again in 2023, after updating the *Complete Guide* and the *ITK*.
- Created the Allan Howard Award for Excellence in 2019.
- Developed and launched the E-Bike Training Module in 2020.
- Survived the human and economic devastation wreaked by the COVID-19 pandemic.
- Offered the first Instructor Course in Canada, in 2023.

No one, and I mean no one, has been as significant to IPMBA than Maureen Becker. For that, we all owe her a debt of thanks.

- Organized 21 successful conferences.
- Guided, supported, and laid the foundation for the transition to the third Executive Director of the independent IPMBA.

What I'd like for everyone to remember most out of all that is two things.

1. Maureen guided us to becoming our own entity after we separated from the League of American Wheelmen (as they were called then, now the League of American Bicyclists).
2. Maureen is, at this very moment, involved in the transition process with our new Executive Director, Catherine Roper.

The reasons I feel these two things are the most significant in a long career are two-fold.

The transition to IPMBA being a stand-alone organization without the financial support of the LAW/LAB was a gutsy and game-winning move (mind you, we will always be indebted to them). It worked because Maureen took up the mantle from Jennifer (who was bold and courageous enough to launch us into the unknown) and made it work.

Others might have thrown in the towel and quit or at the very least, gone back to the LAW, hoping to be reabsorbed. But, she didn't do either of those things. Because of that, we are a successful and viable organization that provides life-saving training to those of us who work in this very unique career field.

Maureen's work right now during this transition is just another example of how she feels about IPMBA. Like a parent sending their child to college, she's vested in the future because of her nearly 25 of service to this organization. Instead of saying "Thanks for the memories", her passion and attention to detail won't allow her to do anything but give her all until the very last moment. No one, and I mean no one, has been as significant to IPMBA than Maureen Becker. For that, we all owe her a debt of thanks.

If our new Executive Director, Catherine Roper, is as successful as Maureen, the sky is the absolute limit. I wish both of them continued health and success and look forward to this new chapter in IPMBA's history.

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