

Spring 2011

ipmba news

Newsletter of the International Police Mountain Bike Association

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

Vol. 20, No. 2

Headlines

by Maureen Becker
Executive Director

A perusal of headlines from around the world quickly reveals that bikes remain a popular choice for delivery of essential public safety services.

Operation Velo in Essex, England, netted 150 arrests in 2010. In Rotorua, New Zealand, a summertime police bike initiative was met with such success that plans are afoot to continue it year-round. A cannabis factory in Basildon, also in England, was “sniffed out” by bike-mounted police community support officers; a student at the University of Arizona lost his joint in a similar way. The skywalks of St. Paul are kept safe by pedaling patrol officers. In Tampa, the management company of a low-income housing complex donated two bikes to the police department, and the citizens of Ybor City clamor for more.

In San Diego, a contractor bestowed \$8800 worth of bikes and related equipment to help sustain the North Park bike patrol because of the dramatic decrease in crime since its inception last year. The Corvallis, Ore., Health Department secured a nearly \$12,000 grant to outfit bike officers with rain gear, helmets, bike lights, and portable breathalyzers — and send an officer to the IPMBA

Bikes remain a popular choice for delivery of essential public safety services...

Instructor Course — as part of their effort to reduce underage drinking. The members of the Thousand Oaks, Calif., bike patrol spent 200 hours last year teaching crime prevention to business operators and residents, offering

safe-cycling classes, and supporting civic events like bike races and bike-to-school day. They also made 273 arrests, 42 of them felonies, and disarmed a suicidal man.

The Greensboro, N. Carolina, Fire Department recently started patrolling the city’s more than 80 miles of paved and unpaved trails. California’s Redlands Bicycle Classic — one of the largest road cycling events in the United States — was supported in part by medics on bikes. The Larimer County, Colo., Search and Rescue launched a mountain bike search and rescue team to help locate those lost in their vast expanse of outdoor recreational areas. And the St John Ambulance Service continues to expand and standardize its Cycle Response Units throughout the UK, never far from the action in London and beyond.

Many of these initiatives were launched and are supported by IPMBA members, who continue to amaze and impress with their innovation and commitment.

This issue of *IPMBA News* celebrates the many accomplishments — sung and unsung — of the men and women who serve their communities from the seat of a bicycle.

Do YOU have an accomplishment to share? Email maureen@ipmba.org for newsletter submission information.

Stepping Outside the Norm of Bike Training

Mountain Bike Search and Rescue

by Robert Montoya, EMSCI #200
South Metro Fire Rescue (CO)

Early last year, I was contacted by Jim Rabold of Larimer County Search and Rescue (LCSAR). He asked if I would be interested in teaching a bike class to a group of his search and rescue team members. Jim had conducted extensive research on bike training programs and had determined that the IPMBA training program would best meet their needs.

Jim, who has been with LCSAR for three years, has a passion for bicycling. He was, therefore, very enthusiastic about the opportunity to add a bicycle response team to the LCSAR program. He believed that bikes would add a new dimension to their already diverse group and expand their ability to search larger areas in shorter amounts of time. Jim shared with me a variety of scenarios of the type that the team encounters and how a bike might have an impact that I had never considered. For example, the Alzheimer’s patient who walks away from the nursing center or from home, the lost hiker in the back country, as well as routine patrols in the county and state parks that become congested with multiple users and vehicles.

The biggest obstacle Jim faced, as is the case with many volunteer and professional organizations, was funding. In addition, he needed support from his command staff and fellow team members. Jim convinced his command staff that

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One of my responsibilities as IPMBA President is to write what I hope is an interesting and informative column for each issue of *IPMBA News*. I usually use it to update you about new initiatives or innovative ways to think about bike patrol. From time to time, however, I have to deliver difficult news.

It is no surprise to any of you that times have been tough for public safety agencies these past few years. Subsequently, times have been tough for IPMBA. Fewer classes taught means less members, and cuts to training budgets result in smaller conferences. This all translates to lower operating income and a reduced ability to produce resources like *IPMBA News*, *The Complete Guide to Public Safety Cycling*, the *Fundamental Skills for Public Safety Cyclists* DVD, update our curricula, and keep our members well-informed in print and electronically.

IPMBA has always operated on a lean budget and has kept costs to members as low as possible. We have explored various ways to increase our income, such as holding more training courses, soliciting sponsorships, and more recently, asking our members for tax-deductible contributions. At the same time, we have reduced our expenses, but with the costs of doing business on the rise, we can no longer prolong the inevitable.

In order to continue to provide you with high quality training, services, and tools for you to do your job as a public safety cyclist, we must adjust our membership dues and certification costs. However, these increases will be minimal – just \$5 additional for membership and \$10 more for certification.

Because we are committed to keeping IPMBA accessible to all, this only the second dues increase since 1995, and the first increase in certification fees. We have maintained the current dues structure since 2003. No other costs have remained constant for that long – not insurance, fuel, office space, utilities, postage and shipping, printing, supplies, transportation, food, etc.

This decision ... was not made lightly, as it affects each member of the board as personally as it affects you.

If we do not increase our dues, we will be unable to sustain our member services at their current level, or continue to improve them.

This decision to increase our dues was not made lightly, as it affects each member of the board as personally as it affects you. We appreciate your understanding the necessity of this decision and look forward to your continued support.

BECOME AN IPMBA INSTRUCTOR



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

Call 410-744-2400 or email info@ipmba.org for an instructor application packet. In the simplest of terms, to become an Instructor, you must meet the criteria outlined in the packet, apply to IPMBA headquarters, be approved, then register for and attend one of the Instructor Courses. The next courses will be held June 27-July 1, 2011, in Boulder, CO, and August 29 - September 2, 2011, in Windsor, ON.

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

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

IPMBA Membership is \$50.00 per year.

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IPMBA Members are extraordinary. They go about their business — saving lives, reducing crime, serving as role models and mentors to future generations, and more. If you ask them about their proudest moments, they tend to revolve around helping others. It is not every day, however, that they are recognized for their accomplishments, so this issue of *IPMBA News* celebrates the many ways in which public safety cyclists in general — and IPMBA members in particular — make a difference in their communities. *Pages 5-9.*

Jon Pesesko Named Bethlehem Police Officer of the Year

Sgt. Jon Pesesko, IPMBA PCI #845, was recognized as Bethlehem (PA) Police Department's Police Officer of the Year for 2010. Throughout his 15-year career with the Bethlehem Police Department, Jon has received thirteen Letters of Commendation and been recognized by citizens with nine letters of appreciation.

Jon was assigned to the Community Policing Unit in December 2002, promoted to sergeant in July 2010, and was given supervisory responsibility of the Street Crime Unit in October 2010.

On September 16, 2010, Jon was involved in an incident in which he displayed heroic action that exemplifies his service to his community.

This account is derived from the Police Officer of the Year nomination submitted by then-Commissioner Stuart Bedics of the Bethlehem Police Department to the nominating committee.

Sgt. Jon Pesesko was working middle shift (1500-2300) on the 13th of

September. He had come in off the road and was reviewing reports in the station when a domestic call came in at 2303 hours. As officers responded, they received information that a male was holding a female at knife point against her will and that small children were also present. Sgt. Pesesko volunteered, even though his shift was over, to respond to this incident and assist night shift officers at the scene.

Sgt. Pesesko was assigned to assist with securing the outside perimeter of the house while other officers inside negotiated with a Decoltius Dickerson, who was holding his girlfriend hostage in the home's small bathroom located on the first floor. Sgt. Pesesko positioned himself behind cover and began to observe Dickerson through a small window in the bathroom. He radioed his observations to police units inside the residence who were still negotiating with Dickerson.

As things escalated inside the house, Sgt. Pesesko moved from his position of

actively begin to stab the woman. He fired his issued Glock duty weapon twice through the bathroom window, once striking Dickerson in the neck/clavicle area and stopping his felonious assault upon the female.

Officers inside the residence made entry into the bathroom and pulled Dickerson out into the kitchen area, where he was secured.

As a result of his heroic actions, combined with his exemplary record, Sgt. Pesesko was named Bethlehem Police Department's 2010 Police Officer of the Year

Sgt. Pesesko left his position and went into the house to assist with the injured suspect and victim. The woman had four stab wounds, two in her neck. She was covered in blood and stated, "I don't want to die." He then called for two ambulances for the injured parties.

An independent investigation was conducted of this shooting by Pennsylvania State Police Troop M personnel, who subsequently turned over their findings to the District Attorney's Office. The shooting and use of force was subsequently justified by the District Attorney.

As a result of his heroic actions, combined with his exemplary record, Sgt. Pesesko was named Bethlehem Police Department's 2010 Police Officer of the Year. IPMBA congratulates him on his achievement.

Photo: Jon Pesesko receives his Officer of the Year Award from then-Commissioner Stuart Bedics.



cover and went directly to the window to observe the situation unfolding inside. He was able to see that Dickerson was holding a knife (6-8 inches in length) that had some blood on it. He then observed Dickerson

by Jennifer Fisher
Evanston Patch

Come September, Northbrook Police Officer Michael Shep [IPMBA PCI #188] plans to drive 800 miles to New York City, then bike another 300 miles more from Ground Zero to the Pentagon.

Shep is putting those miles on his car and his bicycle as part of Tour De Force 2011,

“Enough Funerals:” Officer Will Bike 300 Miles For Fallen Brethren

Shep will ride with Palatine Police Deputy Chief [former IPMBA member] Al Stoeckel, who’s done the ride for several years, and Chicago Police Officer Ray Ranne [IPMBA PCI #187], a first-timer like Shep. The three are the only participants who will come from the Chicago area, he said.

“It represents the entire police department, the community as well,” said Northbrook Police Chief Charles Wernick. “God bless him, he’s got more energy than I do.”

While he didn’t know anyone directly who was killed in the line of duty, Shep said, he’s been to countless funerals.

“To me, personally, it’s something that’s important,” Shep said. “Honoring those that did die, and taking care of families.”

Evanston as a patrol officer — the last 13 of those as an officer in the bike unit.

BUT FIRST: GETTING IN SHAPE AND QUITTING SMOKING

Today Shep does communications for the Northbrook Police Department, and completing a 300-mile bike ride will take some getting in shape — not to mention quitting smoking.

Shep smoked for five years, quit for 17 years, then started again five years ago. He said he plans to quit one more time before the ride.

He’s also taking classes with his wife at the Body Empowered Fitness health club in Highland Park. Both are part of a competition the club is hosting based on *The Biggest Loser*, in which the participant who loses the greatest percentage of his or her body weight will get a lifetime membership.

“The trainer puts us through a hell of a workout,” Shep said.

He does cardio, weights, and rides a stationary bike in order to get in shape for September’s long ride. While there’s no TV, Shep says he does wear headphones.

“I like hard rock—that head-banging stuff,” he said. “I try to keep the pace with the beat of the music.”

Once the weather improves, Shep said he plans to get out on the Green Bay Trail and the North Branch Bicycle Trail, which starts in the city and ends at the Chicago Botanic Garden. He also plans to start riding to work on his two-year-old, fire-engine red Giant road bike.

While that means he’ll have to leave at 5:30 a.m. to cover the 7 to 8 miles, he’s dedicated to the cause.

“I have a strobe light,” Shep said. “You can’t miss me.”

Anyone interested in donating to Shep’s ride with the Tour de Force can do so by searching for his name on the donations page of the Tour de Force website, at <http://www.tourdeforcecity.com/sections/donation.asp>, or by contacting Shep directly at 847-509-5381.

This article and photo appeared in the February 16, 2011, online edition of the Evanston Patch.



HE’S A BIKE PATROL OFFICER AT HEART

Shep is no stranger to bicycling. He teaches police officers around Chicago to patrol on bikes — “We call it the stealth mode,” he says — and started Evanston’s bike unit in 1991, when he was an officer there.

Because the Evanston chief wasn’t sold yet on the idea of a bike unit, Shep said, they started out with two old bikes from the police department’s stock of recovered property. Then local organizations started donating money, and today Evanston’s bike unit is a regular part of the force.

“You could be seen when you want to and not seen when you want to,” Shep said. “If you get into a foot chase, you’ve got the mechanical advantage.”

While Shep has been with the Northbrook Police Department since 2002, he spent his previous 30 years on the force in

an annual ride that honors victims of 9/11 and raises money for the families of officers who have been killed in the line of duty across the country each year.

“Being in police work for 38 years, I’ve been to enough funerals,” Shep said.

This year’s ride also coincides with the 10th anniversary of 9/11, as Shep points out.

“I think that’s something we should never forget,” he said.

Ride participants must raise at least \$1,000 in donations from individuals or corporate sponsors. Money raised locally will come back to the families of slain Chicago area officers, Shep said.

This year, Tour de Force funds benefited the family of Chicago Police Officer Michael Flisk, who was shot in the head while investigating a burglary, and Schaumburg Police Officer Roy Reiningger, who died in a car accident.

The Greatest Gift

By Brian Goff, EMSCI #253
Reedy Creek (FL) Fire Department

Through tears and with a cracking voice she said, “You’ve given us the gift of time.” Everyone in the room was an experienced Emergency Medical Services professional, and in their many years of service, they had seen both horrors and joys. They are skilled and strong, and not quick to attach themselves emotionally to their work. But on this day, in this room, at these words, not one eye was dry. You see, she was the wife of a marathon runner who had collapsed in sudden cardiac arrest during a half-marathon a few weeks earlier. Standing beside her was her husband – the man whom these same EMS professionals had worked so feverishly to resuscitate that fateful day.

Sporting events within the Reedy Creek Improvement District attract many thousands of competitors, and January 8, 2011, was no exception: twenty-eight thousand runners had converged to participate in a half-marathon race. No stranger to providing EMS coverage to large groups, the Reedy Creek Fire Department was well prepared. EMS would be provided by more than forty personnel assigned to nineteen different units, most of which would be strategically deployed along the 13.1 mile course. There would be four bike teams on duty that day; their assignment was to patrol the course, providing medical assistance and moral support to the competitors, as well as public relations for the department.

The event progressed like so many others had in years past. Crews watched the runners pass by, often wondering why anyone would awaken so early in the morning in order to punish their bodies. EMS bicycle teams patrolled their assigned areas, obliging curious questions from those who had never seen EMS delivered via bicycle. It was an otherwise unremarkable event – until bike team Paramedic Tom Murphy and EMT Samantha Zaino pedaled up to mile marker number ten. While investigating a report of a runner needing assistance, Tom and Samantha heard calls for help emanating from another direction. They arrived at a runner’s side just moments after he suffered a sudden cardiac arrest.

Their knowledge, skills, and years of experience came into play as they simultaneously called for backup and began an aggressive resuscitative effort, which included making use of bystanders to assist with CPR. Despite dense pedestrian crowds and closed roadways, it took only minutes for the first rescue unit to arrive on the scene. By that time, the patient had been defibrillated four times, was intubated, IV access was established, and drug therapy had begun.

As additional units arrived on the scene, emergency care continued; the patient was packaged for transport and moved to the Rescue Unit. The resuscitative effort continued all the way to the emergency room, and included use of an automatic chest compression device as well as four more defibrillating shocks. At the time of transfer to emergency room staff, the patient continued to fluctuate between full cardiac arrest and return of spontaneous circulation and respiration. The patient was later transferred to a larger hospital campus and underwent hypothermic therapy and an induced coma. Surgical replacement of a defective aortic valve was performed and after twenty-three days, the patient was discharged with full neurological recovery!

Now staying in a hotel instead of a hospital room, the survivor pondered his situation and concluded what so few do: thanks were due to the EMS professionals who helped him. After a few phone calls, the survivor and his family visited the fire station to meet his rescuers and to express their thanks. It was a truly humbling experience to meet and converse with a man who had defied death and to hear his newfound perspective on life. All conversation stopped as he was introduced to Tom and Samantha, and they shared warm, heartfelt hugs. The same was true as the survivor was introduced to the Rescue Unit personnel and others involved in his resuscitation.

Listening to the survivor talk about his family and his future plans gave us all cause to consider our own fortunes and to find new appreciation for them. He explained his new outlook on life: slow down and refocus on the relationships that make life meaningful, and we were inspired to do the same. So infrequently in one’s EMS career does the opportunity

arise to truly influence another human being’s life; this was a rare and cherished meeting indeed. Souls were joined as we laid eyes upon each other and considered the brief moments in which our lives’ paths had crossed. It was a vivid and stoic reminder about why we chose this career.

EMS cyclists are well-versed in the many benefits of bike teams. On this day, we were reminded about why we must continue the effort for support and funding, no matter the obstacle. Had the bike team not been there that cool January morning, the outcome of this incident would have undoubtedly been tragically different. Their ability to penetrate the dense pedestrian crowd to deliver immediate Advanced Life Support is the reason this victim survived.



For many years the Reedy Creek Fire Department bike team has been serving its citizens with a different kind of EMS service: one that is visible and conspicuous, delivers customer service more so than emergency medicine, and proactively seeks opportunities to serve instead of waiting for a 911 call. This community outreach involves the commitment of many resources, both human and financial. But on January 8, 2011, for this citizen and his family, all the money spent on supplies and payroll, all the hours spent training, and all the miles pedaled became priceless, as he was given the gift of time.

Captain Brian Goff has been with Reedy Creek Fire Department for seven years. He leads the Department’s MARC Program, CPR Program, EMS Bicycle Program, and is IPMBA EMSCI#253. Captain Goff can be reached via email at bgoff@rcid.org.

The 2011 National Bike Patrol Training Day

The 2011 (Inter) National Bike Patrol Training Day will be held Thursday 15 September 2011, in Volendam, The Netherlands, Europe.

Volendam will be filled with police cyclists from the Netherlands, Germany, Belgium and United Kingdom and you?

The day is free for all trained police bicycle officers. You will enjoy a full day of interesting bike patrol related training in and around picturesque Volendam.

Volendam is a popular tourist attraction in the Netherlands, well-known for its old fishing boats and the traditional clothing still worn by some residents.

The women's costume of Volendam, with its high, pointed bonnet, is one of the most recognizable of the Dutch traditional costumes, and is often featured on tourist postcards and posters (although there are believed to be fewer than 50 women now wearing the costume as part of their daily lives, most of them elderly). Volendam also features a small museum about its history and clothing style, and visitors can have their pictures taken in traditional Dutch costumes.

For more information visit www.bikepatrol.nl/Bike_dag_NL or contact Tommy Hamelink at info@bikepatrol.nl.



Bike the Bridges—Carquinez to Martinez—June 12, 2011

Bike the Bridges is a multi-course cycling event organized by IPMBA member Shawn Maples of El Cerrito, Calif., Police Department, and supported by the Benicia, Oakland, El Cerrito, Hercules, and Martinez Police Departments. It starts and finishes at Waterfront Park in Martinez, and takes riders across the scenic Carquinez Bridge and Benicia Bridge.

A challenge ride to benefit Special Olympics of Northern California, Bike the Bridges offers three courses to satisfy casual riders, advanced riders, and specialized skilled riders: a 25-mile loop, metric century route, and an off-road course.

Visit www.BiketheBridgesSpecialOlympics.org or contact Shawn at 510-215-4414 x 26 to register!

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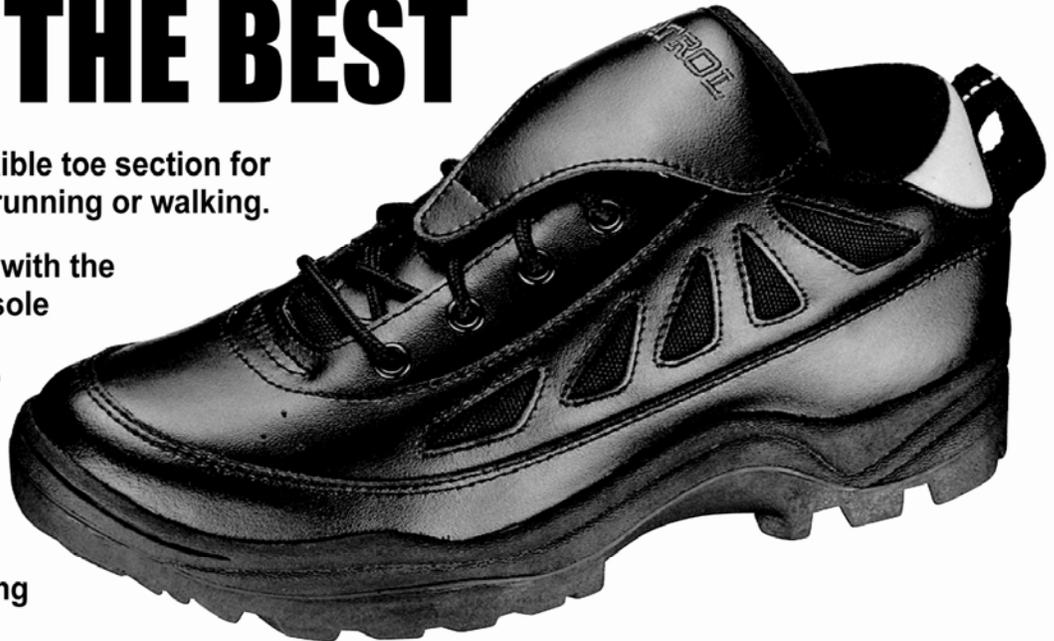
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Lose the Training Wheels

Members

by **Todd Myers, PCI #1118**
W. Hartford (CT) Police Department

As officers, police cyclists, and instructors, we have all benefited from a skill we learned years ago. The ability to ride a bike has opened many doors, both personally and professionally, and provided us with fitness, stress relief, camaraderie, specialized assignments and the ability to better interact with the public. There is no better way to give back to our communities than by teaching cycling to children. The West Hartford Police Department (WHPD) and the WHPD Bike Squad have teamed up with the West Hartford Kiwanis Club to teach children with special needs how to ride two-wheeled bikes. The amazing success rate and overwhelming sense of accomplishment are best measured by the smiles of both the students and parents when the children are set free to pedal on their own.

In 2006, the Kiwanis Club asked the WHPD Bike Squad for assistance with an adaptive bike program for children with disabilities. Without hesitation, Officer Brian Cantele (PCI #909) and I volunteered, marking the event on our calendars alongside other community events, bike rodeos, and demonstrations.

We arrived at the local middle school on the first day of the five-day program and were escorted to the gym. We immediately noticed a row of youth-sized BMX style bicycles lining the gym wall. These were no ordinary bicycles.

We asked ourselves, "Where is the rear wheel? What is that contraption on the back?" This was our introduction to the *Lose the Training Wheels* adaptive bike program. We met Dr. Richard Klein, Ph.D., the founder and engineer behind these odd-looking bicycles, and the other volunteers, a mix of Kiwanis members and both college and high school students. We were given an overview of the course and a brief training session on how to support and assist the students through their journey towards two-wheeled freedom.

The students range from ages 8 to 18 and have disabilities ranging from high functioning autism to other mental challenges and various forms of palsy. Many start the program having either never ridden a bicycle or having failed numerous attempts to learn. Each student is assigned a volunteer who remains with them through out the entire week. Brian and I stood there in our bright blue uniform shirts, duty belts, and cycling shoes, when our names were called to come forward and meet our campers. These kids each looked like they had won the lottery just because they were assigned to the police officers: they smiled ear-to-ear, without even having yet touched a bike.

The bicycles used in the program are built on traditional BMX frames, but with a twist. Dr. Klein removed the rear wheel and through axle, replacing them with a metal frame, single rear cog, drive belt and a roller which maintains contact with the

floor. The roller, which essentially acts as the rear wheel, starts out rather wide. As the students gain confidence, and demonstrate pedalling proficiency and balance, they eventually graduate to more tapered rollers, which provide less stability and require students to focus on balance and pedalling cadence.

Some students catch on more quickly than others, but by the end of the week, most students have moved on to traditional two-wheeled bicycles with a raised handle extending from the seat post. This handle allows the instructors and volunteers to assist in starting, stopping and stabilizing the students. By Friday, the majority of the students have moved outdoors. They require even less stabilization and support and are "set free" to ride at their own pace and direction. The volunteers remain close by and help in any way necessary. I found myself in a all-out sprint for much of the day, chasing after my

student, who could not stop smiling and talking about his new-found skill. I think his mouth was moving as fast as the pedals!

At the end of the camp, we held a small graduation ceremony. Each student was presented with a certificate and had a picture taken with their coach.

This was by far one of the most rewarding experiences I have ever had as a police officer. There was no test or lesson plan to measure success. It was measured instead by the

excitement and smiles of the students and parents who had seen the amazing transformation from little to no cycling skill to complete independence on two wheels.

Brian and I have since moved onto different full time assignments and we have turned the reins over to new bike squad members. They have participated every year, teaching countless students with special needs to be free on two wheels. In times of uncertain budgets, bike squads need to distinguish themselves for survival; this program presents a great opportunity to give back to the community as positive role models, while teaching kids a skill we love and have mastered.

The Lose the Training Wheels program (LTTW) started in 1999 and has steadily grown over the years. It now boasts over 50 camps nationwide, and operates with five fleets of bicycles. The program's mission is to teach individuals with disabilities to ride conventional two-wheel bicycles, and become lifelong independent riders. This achievement, in turn, creates a gateway of opportunity; helping students gain assurance and self-reliance in many other aspects of their lives.

Please visit <http://www.losesthetrainingwheels.org/schedules.html> and volunteer at a camp near you today!

Todd was certified as an IPMBA Police Cyclist in 2004 and an IPMBA Instructor in 2008. He can be reached at tm Myers367@hotmail.com.



Cycle Siren: Clearing the Way

By Sergeant John "Ski" Stasiowski, PCI #481
Northern VA Community College Police Department
Town of Haymarket (VA) Police Department

It's not very often I am so impressed by a product and the customer service provided by the manufacturer that I recommend it to others, but when it does happen, I am more than willing to pass on the information. Such is the case with the Cycle Siren and Greg Bohning, the product's creator.

I came across my first Cycle Siren by chance. While I was visiting one of our stations, another sergeant showed me a system he had purchased for one of the bike officers. To say I was impressed was an understatement. At the time, my patrol bike did not have a siren of any type, and I was operating an older style, alternating halogen warning light system.

I am known as a "gadget guy", and I try to make sure my patrol bike is outfitted with the most effective lighting and safety equipment on the market. Once I'd seen the Cycle Siren, I knew I'd found the newest addition to my handlebars. After some bartering with my colleague, the first generation Cycle Siren system made its debut on my patrol bike. That was quite a few years ago, and I'm pleased to report that I am still operating my original Cycle Siren system, which has performed without fail.

Since that time, I have been assigned as the Bike Patrol coordinator, which has enabled me to standardize uniforms, bikes, equipment, and training. I recently purchased several new patrol bikes, all of which are outfitted with the Cycle Siren Patriot Mini-Siren system (all blue emergency lights) with optional taillight and Fast-Charger.

The Patriot Mini-Siren provides two high visibility front daylight viewing combo LED strobe lights. The siren features wail and yelp variations, an electronic horn, and is programmable to enable phaser and hi-low sound variations. The optional taillight also provides high visibility daylight viewing with the above mentioned combo LED strobe lighting at a flash rate of four per second when operated in emergency mode (alternating red taillight with blue emergency light).

All functions of the Cycle Siren system are controlled by the handlebar-mounted

tactile switch box. The unit itself is powered by a Ni-MH battery pack weighing in at only 7.5 ounces! Complete re-charge time is approximately eight hours with the standard charger provided with the system. The optional Fast-Charger is available as an add-on, and although these chargers advertise a complete re-charge of the system battery in three hours, I have been able to re-charge our systems in as little as 90 minutes!



Once the batteries are completely charged, they typically last a few weeks before needing another boost; this, of course, depends on the amount of use. The system switch box has a low battery indicator light that illuminates while there is still plenty of time to get that next charge without the system shutting down completely. Greg told me right up front that the system uses standard radio-controlled vehicle batteries, which are available at most electronic stores for about \$20. This eliminates the need for "proprietary parts" only available directly from the manufacturer, which sets the Cycle Siren apart from some of its competitors.

Cycle Siren systems are very versatile and can be easily transferred from one patrol bike to another or moved around on the same bike. The mounting system is simple: wire ties for the front lights and control switch, and a similar built-in system for the siren. The taillight comes with a lightweight aluminum bracket which can be bent slightly if needed, and a nut and bolt that fits easily under most rear racks.

The only challenges I faced when installing the system were having to attach a space bar underneath the handlebars and determining where to put the battery. In my agency, handlebar space is at a premium, so the space bar is a must; my bike actually has two, installed side-by-side. The space bar was the easy part; both Cycle Siren and a local bike shop sell them. They usually come in grey or silver, so if you need a black one – as we do – you may want to check before ordering.

The battery fits easily in the side compartment of the rear rack bag, but the zippers on our older bags are top-opening. After a few years of leaving the side compartment unzipped to allow the battery wires to run through, I finally broke down and cut a small hole on the underside of the side compartment and ran the wires underneath. This is something I should have done long ago since it looks much better and I didn't lose any of my storage capability.

One last thing, if for some reason you don't ride your bike for a few weeks, you might want to unplug the system from the battery. We've found that once the battery starts to get very low, and if you miss the glowing low battery indicator on the control switch, the siren will chirp intermittently to remind you....it's time to ride again!

Cycle Siren offers a 10% discount to IPMBA members through the IPMBA Product Purchase Program. Various siren and light packages are available to meet your department's needs. Taillights, system batteries and chargers, and space bars are also available. Visit www.cyclesiren.com or contact Greg Bohning at (877) 477-4736. All products are covered by warranty; see the website for specifics.

John "Ski" Stasiowski is a Sergeant with the Northern VA Community College Police Department and the Auxiliary Police Coordinator for the Town of Haymarket, Virginia, serving as the Bike Patrol Coordinator at both agencies. He began mountain biking in 1985, joined IPMBA in 1999, and was certified as an IPMBA Police Cyclist Instructor in 2000. He serves as the Police Cyclist Instructor at the Middletown, VA, Campus of the Rappahannock Regional Criminal Justice Academy, a position he has held since its first year of operation. He can be reached at mountainbikecop@netscape.net.

Ironman Pro: No “Cheap” Sunglasses!

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

I received a pair of Ironman Pro ILS *Passion* model glasses to test, and at this writing, I have used them for several weeks. I’m a bit of a snob when it comes to protective eyewear. Unlike ZZ Top, I won’t get myself some cheap sunglasses. I have used Gargoyles, Rudy Project and other high-end eye protection for almost 20 years, so I’m pretty fussy.

The glasses were accompanied by a nice, semi-hard, foam-lined and zippered case with room for the eyewear, two extra lenses and a micro-fiber cleaning cloth. About twice the size and thickness of a handcuff case, it would take up a good portion of a rear rack mounted bag, but the contents would be sufficiently protected from damage. If you prefer, you can clip the case to a belt, backpack or the like.

When I picked up the glasses, I was surprised at how lightweight they were. The rubberized earpieces are mostly straight so they rest above the ears, securely and comfortably. They are of the same style I see on many other high-end wrap-around eyeglasses – made famous by TV foodie Guy Fieri and IPMBA’s own John Washington, but of course, they usually wear theirs backwards!

The frame, gaskets and earpieces are made of tough TR 90 nylon which is resistant to stress, impact, UV, and chemicals. According to my research, TR 90 is used in many brands of high-end sporting eyewear due its durability and because it resists perspiration and chemicals such as sunscreen and make-up.

ILS stands for “Interchangeable Lens System”. These are a bit different from other interchangeable lenses I’ve used. Each lens has its own unique gasket mounted along the top and at the rubberized nosepiece. The gaskets are vented to provide airflow that should help prevent fogging due to perspiration or exhalation.

Unlike other glasses which require you to grab the lens itself to replace it – and risk scratching it or covering it with fingerprints – the gasket and attached nosepiece enable the user to avoid touching the lens. Pulling the gasket out of the nylon eyewear frame and installing an alternate one proved to be quite easy – though it did help to read the user manual first. As it described, I was able to complete the process without once touching the lens surface.

The *Passion* model tested comes with three lenses: smoke, light smoke and yellow. Smoke is good for bright sunlight; light smoke is said to be good for low light, but it won’t replace clear lenses in terms of clarity in darkness or reduced light. Yellow improves depth perception in low light, overcast and night time conditions. All lenses are made of impact and shatter-resistant polycarbonate and are said to block 100% of both UVA and UVB light. It would be nice to have a clear lens, but that does not appear to be an option.

One thing I noticed, that wasn’t apparent in the brochure, was that the lenses appear to be “semi-mirrored” when worn. While that can help reduce glare, and isn’t normally a problem, there may still be a police agency here and there that



prohibits personnel from using so-called “mirrored” sunglasses. If mirrored lenses are forbidden where you work, you may wish to get them approved prior to purchasing them for on-duty use.

The “full” wraparound lenses on the *Passion* model do extend around quite far. I detected no ambient light sneaking around the rear periphery of the lens. While keeping the visual field uniform, this also keeps out more of the wind, dust and anything else from which eyes need protection. The only downside of such an extensive wraparound is that they won’t fit into the built-in eyeglass holder in the ceiling of my car!

In terms of comfort, the Ironman Pro glasses ride securely on the sides of my head and upon my nose. The rubberized sides and nosepiece work well to keep them from slipping. The only complaint I have – and it may be unique to me – is that I can feel them brushing against my eyebrows. My other sunglasses have an adjustable nosepiece, which allows me to move them farther from my face and avoid that problem. The Ironman Pro glasses have no provision for any such adjustment, but it is a minor problem. They are otherwise comfortable for all-day wear. Besides cycling, they are great for running, driving, shooting and, of course, as safety glasses.

They are appropriate anytime eye protection is important.

One of the most important things quality eyewear can offer is reasonably priced lens replacement. There is no such thing as a scratchproof lens; with use and time, all lenses eventually need replacing. Knowing I can replace a lens for substantially less than the cost of a new pair of glasses is essential before I will buy any brand. I’ve been unable to get a clear answer as to the cost of new lenses from FGX, the company that owns the Ironman brand. I was merely told to contact the company and they would deal with it on a case-by-case basis. They don’t seem to have a “lens replacement program” like many high-end eyewear companies do.

The retail price on these glasses is usually around \$100, but through the IPMBA Purchase Program, the price can be brought down about 35%. Contact Bill Paine at painews@aol.com to take advantage of this discount.

Does the Ironman Pro *Passion* model compare with ultra-high end glasses retailing for \$150-\$200? No. They are missing some of the “polish,” refinements and warranty I’ve come to appreciate in the high priced brands. Are these worth paying \$65 or so? Absolutely, especially with the quality case and the three sets of lenses included. It is like buying three pair of decent quality protective eyewear and getting a durable \$20 case and micro-fiber cleaning cloth thrown in to protect them. That makes it a good deal, even if they were cheap sunglasses – though these aren’t the “cheap sunglasses” of ZZ Top fame. Made of quality materials, in a highly functional style, they serve admirably as protective eyewear. If you are looking for quality and versatile eye protection, without paying the big name prices, Ironman Pro is an option well worth considering.

Kirby Beck retired after 28 years with Coon Rapids Police Department. He has 14 years of police bike patrol experience. As a training consultant, he co-taught the Bicycle Safety and Accommodation Course for the National Highway Institute, sponsored by NHTSA and FHWA. 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 kirbyp42@aol.com.

By Robert Dunivin, EMSCI #205
Los Angeles (CA) Fire Department

Over the last several months, I had the pleasure of evaluating several StatPacks EMS bags. With input from StatPack's Andrew Tepper, I selected four different items, which allowed me to experience a cross-section of their products. These packs are tuff! Andrew challenged me to try and break them, and though I have tried and tried, I just can't do it. They have been used by several of my teammates on many different bike deployments and on foot teams at raves. I even took them mountain biking and one became a landing cushion during a crash. Not a scuff.

These packs are well-built. They have high quality zippers with large pull tabs, which are easy to manipulate while wearing EMS or bike gloves. They are constructed of durable, bright red Cordura, with highly reflective material accents for increased visibility. If you like the stealthy or tactical look, many of the packs are available in tactical black, with no reflectors; great for a tactical medic. Additional foam padding in all the right areas improves comfort and ergonomic performance. Contoured shoulder straps allow full range of motion without the fear of the straps falling off. Many of the pockets are outfitted with mesh or see-through inner pockets to help you organize and locate all the small stuff.

One of the key features of the StatPack systems is the cells or modules. These modules come in many different sizes and have many different purposes. Instead of rummaging through the pack for the IV bag, looking in another pocket for the tubing, and then searching for the perfect size catheter, you just reach into the pack and pull out the IV module. It's all there in plain view and easy to grab. There are also modules/cells for O2, airway/intubations, and medicine. This is, in my opinion, one of StatPack's best features.



The first pack I tried was the *GI GOLDEN HOUR*. This is the biggest backpack with which I felt comfortable riding. It carries all the basics and can be set up with either four

or five compartments. The main compartment has a removable divider; with

StatPacks: You Need them Now!

the divider in, you have two compartments which can accommodate the modules. With the divider removed, you can stow large items like O2 bottles, Ambu bags, etc. The main compartment has two large, u-shaped openings for ease of access. The side compartments are excellent for all BLS supplies. The outer mesh compartment on top of the pack was ideal for quick access to EMS gloves. The pack was both very comfortable to wear, and big enough to carry what you need. I have a tendency to fill a bag until it is full, whether I need it or not. This bag kept me under control. Even during mountain bike rides, it didn't have much of an effect on my balance or back.

The second pack was the *GI LOAD N' GO*. This was a big pack; perfect for a self-contained paramedic. I loaded this bag up with everything. It carried both BLS supplies and the meds needed by paramedics. I put in a full complement of ET tubes and King Airways and all the blades for a complete airway kit. The only things it didn't hold were a backboard and an O2 bottle. (Check out the *GI BREATHER*, a similar bag set up completely for airway management, including the "D" size O2 bottle.)

As much as I loved the *LOAD N' GO*, it wasn't my preference for a bike medic. It was just a little too big to have on my back all day. I would, however, recommend it for a jump medic, tactical medic (it also comes in black) or any type of off-highway responses where you can't bring the rig right to the incident.

The third pack was the *QUICKLOOK AED*. This is about as perfect pack you can wear as a bike medic. It is compact and lightweight, and would be great for a BLS team. The pack features



two outer compartments accessible from both the front and back. The main compartment contains three removable, stick-in-place pouches. These are clear to the front for easy location of equipment. The exterior of the pack has an AED pouch which easily accommodates several brands, and a clear urethane window for easy view of the AED's status. This pack can be loaded up with a large complement of BLS

equipment or the ALS basics. It would be the perfect choice for the bike medic team that uses both packs and panniers.

Finally, I tried something based on Andrew's recommendation – the *G2 MCI VEST/PACK*. I never would have considered it, but it turned out to be the absolutely best solution to several issues faced by bike medics. First, if I have to leave my bike at to assess a patient, what do I take with me – everything or nothing? Second, do we or don't we have to wear those DOT-required vests? The *G2 MCI VEST/PACK* is the answer to both questions. It has two large pockets on the front with organizers for stowage of basic assessment needs. It also has webbing attachment points for cell phones or radios. The vest/pack has removable ID panels on the front and back. The stock labels are EMS, Fire or Police; however, you can have custom ones made. The vest is ANSI yellow with high visibility reflectors that make you very visible day and night. The new vest will have the ANSI five-point breakaway Velcro closures.

If you like the idea of having some basics with you when you're away from your bike, but you don't want to or need to wear a vest, StatPacks offers a line of waistpacks as well. I definitely want to get my hands on a couple of those.

Andrew asked to let him know if I encountered any problems or if I could suggest any improvements. No problems at all; these packs are bomb proof! I did suggest adding a waist strap option to help with weight distribution and keeping the pack centered on the back while riding. We also discussed a Hydro cell option.

As for what's coming up, Andrew wouldn't spill the beans, but he did tell me that there are more vest styles in the pipeline. I'll be checking the web site (www.statpacks.com) regularly to see the newest StatPack gear to hit the streets.

StatPacks offers 15% off retail to IPMBA members through the IPMBA Product Purchase Program. Contact Andrew at atepper@statpacks.com or 435-627-2265 to take advantage of this excellent deal!

Robert Dunivin has 20 years experience in the fire service and has been a firefighter with the Los Angeles Fire Department for the last seven years. Robert is an instructor with the LAFD bike medic team and has been with the team for the last five years. He can be reached via email at rdunivin@csfa.net.

By Scott Elliott, PCI #915/EMSCI #198
Niagara (ON) Regional Police Service

Once again, I made my way to the Toronto Bicycle Show, courtesy of free tickets from Maureen. This year marked a quarter century of the show, which has given them plenty of experience to get it right.

For me, this event is much more than good deals on bike swag. It is the light at the end of the tunnel which is the Canadian winter. It really serves to get me psychologically ready for the upcoming riding season. As I entered the 200,000 square foot "Better Living Centre" at the Canadian National Exhibition Grounds, my senses were assaulted with the aroma of dirt. They say that smell is the most powerful sense that stimulates memory, and I agree. There is nothing like the smell of soil to remind me of the many pleasurable mountain bike rides I have experienced over the years. I was happy, because last year the organizers elected not to truck in the dirt for the indoor mountain bike competition. It was the only year I can remember that they didn't, and I was disappointed.

The show ran March 4-6, and as always, it kicked off at noon on Friday. I try to get there as close to opening as possible because this is when selection and "show stopper" deals are at their best. I am most excited about perusing the Marketplace area for bargains. There were over thirty booths from local bicycle shops and other cycling related vendors. And yes, I did pick up some sweet deals on stuff I wanted but did not necessarily need. My wife can't believe that I could possibly need any more "bike crap," as she puts it. One reminder of how many purses and pairs of shoes she has happily puts an abrupt end to the discussion.

In addition to the Marketplace, bicycle manufacturers and component and cycling related dealers display their latest lines. Sales are not allowed in this area, but you can see the latest in technology and sample the newest energy drinks and bars. This gives you a well needed boost to get through the rest of the show. Represented in this area were familiar names like

Shimano, Trek, Thule, Bianchi and Power Bar. Also included were some Canadian offerings such as Argon 18 who make awesome road and triathlon bikes (I own one) and Wike bicycle trailers.

After taking in the latest and greatest, you can visit displays by cycling-related tourism and interest groups. Local mountain bike areas, tour groups, trail networks, racing series and magazines

compete for your attention. Some of the more interesting booths reside in this area. A Bamboo bicycle manufacturer and probably the coolest booth of the show, "The Recycler," who makes furniture out of old bicycle parts, caught my eye. You'll notice me lounging in one of the chairs at this booth. Check out www.therecycler.ca for some unique gift ideas for you or the cycling nut in your life. And yes, they are Canadian too, eh!

My time was limited this year, but I managed to take in some of the trick riding at the BMX jam area. These guys and gals are truly nuts. Maybe too many crashes have dulled their sense of fear. I also got to smell the dirt up close and take in some practice sessions at the Pro Mountain Bike Competition area.

One last note: another item I pick up each year is an addition or two to my "Spinervals" video collection. These are a series of workout videos designed for riding your trainer or stationary bike. I have a dozen of them and they sure break up the monotony of riding indoors during the long Canadian winters.

They range from aero base workouts to killer hill climbing and sprinting sessions. There is even a three disc, 5.5 hour workout designed to allow you to ride an indoor century (now, that is really crazy). If you live in the northern states, want a break from the summer heat in southern states, or just want an efficient and productive way to train, these videos are for you. There are also other series for running, swimming, fitness, strengthening and flexibility. If you can't find them at your local bike shop, you can order them at www.spinervals.com. And no, Spinervals doesn't pay me a commission!

Scott Elliott is a Patrol Supervisor and Bicycle Patrol Coordinator with the Niagara Regional Police Service in Canada. He is LEBA and IPMBA trained and has been an IPMBA Police Instructor since 2006 and EMS instructor since 2007. Scott is also qualified as a CanBike instructor and enjoys both road and mountain biking in his spare time. He can be reached at 2962@nrps.on.ca.



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CORPORATE MEMBERS

IPMBA Corporate Member Update

IPMBA appreciates the support of our Corporate Members and ask you to show yours by patronizing them whenever possible. Please see the complete listing of IPMBA Corporate Members at left.

New Corporate Members

BICYCLE PATROL OUTFITTERS



Bicycle Patrol Outfitters LLC (aka: BPO) has been actively involved in the retail law enforcement, security, EMT, fire, military police, parking, community service officer bicycle patrol business since 1997. BPO's owners, Mike Flynn and Jeff Hutchison, are not only avid cyclists, they are also active police officers with over 47 years of law enforcement experience.

BPO sells almost exclusively to public services agencies/companies. The owners have helped such companies as Smith & Wesson bicycles and other bike patrol specific companies with their product development.

BPO sells the finest quality, field-tested bicycle patrol products on the market including, but not limited to, the following: patrol bikes by Fuji, Jamis, KHS, Smith & Wesson; patrol cycling shoes by Patrol Cycle LLC; eyewear/sunglasses by Serfas Optics and Uvex; tools by Crank Brothers, Cycle Rivoli, Inline, Finish Line, Park Tools, Pedro's, Serfas, Shimano, Topeak, White Lightning and many more; vehicle bike carriers by Hollywood, Saris, Allen and others; bike replacement parts and components by Campagnolo, Shimano, SRAM, and many other manufacturers; trunk bag racks by Axiom, Delta, Headland, Inline, Pedro's and Topeak; saddles by Axiom, Planet Bike, Selle Italia, Serfas, WTB; and thousands of other products!

BPO can be reached at www.bpopatrol.com, bpopatrol@yahoo.com, and 951-318-7341.

CANNONDALE BICYCLES



Cannondale's mission is "to create innovative, quality products that inspire cyclists around the world." Long an important member of the public safety cycling community, Cannondale has recently recommitted itself to producing a high-quality bicycle suitable for use by police, EMS, and security cyclists. Through an unwavering focus on and dedication to people, Cannondale strives to conceive and manufacture products of the highest quality, constantly seeking to lead the industry in innovation and state-of-the-art technology.

In addition to public safety bicycles, Cannondale offers a complete line of mountain, road, recreational, and urban bikes, as well as clothing, equipment, and components.

Headquartered in Bethel, Connecticut, Cannondale designs, develops and produces bicycles at its factory in Bedford, Pennsylvania. The company operates subsidiaries in Holland, Switzerland, Japan, and Australia, and is owned by Dorel Industries Ltd.

For more information about the latest public safety bicycles by Cannondale, contact Sean Walters at sean.walters@cyclingsportsgroup.com or visit www.cannondale.com.

Renewed Corporate Members

IPMBA thanks **Bratwear**, **Cycle Force Group**, **Jones & Bartlett Learning**, and **Trek Bicycle Corporation** for renewing their commitment to IPMBA and public safety cycling by continuing their participation at IPMBA Corporate Members. Trek joined as a Charter Member in 2002; Cycle Force Group followed in 2006; and Bratwear and Jones & Bartlett became Corporate Members in 2008.

To become a corporate member, contact the IPMBA office at 410-744-2400 or maureen@ipmba.org.



Bicycle Patrol Outfitters

Product: Field-tested bicycle patrol products
Phone: 951-318-7341
Website: www.bpopatrol.com



Bratwear

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



Cannondale Bicycles

Product: Bicycles, Equipment
Email: sean.walters@cyclingsportsgroup.com
Website: www.cannondale.com



Cycle Force Group

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



Cygnus Law Enforcement Group

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



EMS World

Product: Leading EMS Magazine, Website, and Expo
Phone: 920-563-6388
Website: www.emsworld.com



iFORCE Bikes

Product: Patrol Bikes and Accessories
Phone: 724-524-4175
Website: www.iforcebikes.com



Jones & Bartlett Learning

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



Louis Garneau

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



Mocean

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



Police Bike Store

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



R & B Fabrications

Product: Panniers & Safety Vests
Phone: 812-847-7607
Website: www.rbfab.com



Trek Bicycle Corporation

Product: Bicycles & Accessories
Phone: 920-478-2191 x 4911
Website: www.trekbikes.com



Volcanic Bicycles

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

Product Purchase Program

industry

Full listings of the Product Purchase Program are maintained on the web at www.ipmba.org/ppp.htm. The number of participating companies is over sixty, and the range of products is broad. Only new and updated listings will appear in *IPMBA News*.

The IPMBA Product Purchase Program can really save you money, and in this economy, every dollar counts! Many companies offer "Pro-Deals", which represent savings of up to 40% off retail. You can save on bicycles, lights, sirens, eyewear, uniforms, footwear, gloves, panniers, maintenance supplies, tires, safety vests, and more. **These companies want to help YOU, so get out your membership card, and shop the Product Purchase Program today! Welcome New PPP Participants!**

ESS EYEWEAR

Product: MilSpec Sunglasses & Eye Protection
Regular Cost: MSRP

Cost to Members: 40% off MSRP

Form of Payment: V, MC, AX; PO* or DC*

Ordering Options: Website

Contact Name: Brynn Bennett

Contact Info: 571-393-1307/
brynn.bennett@gmail.com

Website: www.esseyepro.com

Notes: Contact Brynn for the rep code to receive a 40% LEO Discount to be used through the website. All payment is made directly to ESS and products are shipped directly to the purchaser. *For purchase orders or department check, please contact Brynn for further instructions before placing order to receive the discount. The discount is for Public Safety Employees only and must not be shared. All products are made in the USA. ESS is a Subsidiary of Oakley, Inc.

POINT6

Product: Premium Merino Wool Socks
Regular Cost: MSRP

Cost to Members: 40% off MSRP

Form of Payment: V, MC, D

Ordering Options: Website

Contact Name: Brynn Bennett

Contact Info: 571-393-1307/
brynn.bennett@gmail.com

Website: www.point6.com

Notes: Contact Brynn for rep code to receive a 40% LEO Discount to be used through the website. All payment is made directly to point6 and products are shipped directly to the purchaser. The discount is for Public Safety Employees only and must not be shared. Free shipping for orders over \$125. Public safety discount is valid for the public safety socks, as well as all other product lines on the website.

iFORCE BIKES

Product: iFORCE Patrol Bicycles
Regular Cost: \$1950

Cost to Members: Contact for special pricing.

Form of Payment: AX, C, CH, D, DC, MC, PO, V

Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Christopher Andrews

Contact Info: 724-524-4175/info@iforcebikes.com

Website: www.iforcebikes.com

Addendum

iFORCE Bicycles was inadvertently omitted from the Winter 2011 issue of IPMBA News. IPMBA sincerely regrets the error.

THANKS

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

William Gabrielski, Orange County Sheriffs Office, Orlando FL

Tom Harris, East Baton Rouge EMS, Baton Rouge LA

Bob Hatcher, Delaware Police Department, Delaware OH

David Hildebrand, Denton Police Department, Denton TX

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The “Bi-Saddle” No-Nose Bicycle Seat

by Robert Brown

North Precinct Bicycle Patrol Officer #6194
Seattle (WA) Police Department

As a full time bicycle patrol officer for the past six years, I have gone through several bicycles issued to me by the city. But I faithfully used the same BiSaddle no-nose bicycle seat for the duration. Only recently did the seat that was originally issued to me as part of a NIOSH health study wear through on the elastomer rubber cushioning, requiring replacement. The seat frame itself is still in excellent condition. When I contacted Jim Bombardier of Bycycle Inc., to order replacement elastomer seat pads, I raved about the wonderful performance of his seat design. That is how I got the idea to write this review.

I am a forty-two year old man with two children and a third on the way. I have worked as a police officer for the Seattle Police Department for fourteen years. When I entered police work, I knew exactly what I wanted to do: Bicycle Patrol. In February of 2000, I started working full-time mountain bicycle patrol in the University District of Seattle. It is my dream job. I love it too much to leave it, so here I am — eleven years later — still riding bicycles full-time, year-round, even in the Seattle rain.

Sometime in 2005, my Captain pulled me aside and mentioned a study being conducted by the National Institute for Occupational Safety and Health (NIOSH). Some of the downtown bicycle patrol officers were volunteering to be test subjects. He told me that the study focused on the health of male police officers working patrol on bicycles. Specifically, he said that officers in other agencies had complained of erectile dysfunction as a result of their job. An awkward subject for my boss to dive into... I laughed in response and reassured him that I was just fine. “No problems here!”

I had not detected any “problems”. No alarms were going off in my head. Such is the case with any condition that has a slow, insidious onset. It was only in retrospect, after participating in the study, that I recognized the direct benefit of using a no-nose bicycle seat to my health and well-being. But my Captain’s passing comments made enough of an impression

that I got in touch with Dr. Schrader, who was conducting the study in Seattle at the time.

At that point in my career, I had already been riding bicycles on full-time patrol for five years. I was accustomed to the feel of a traditional bicycle saddle. When I showed up to participate in the study, I was given a selection of no-nose saddles from which to choose. I did not select the BiSaddle. I immediately dismissed it in my mind because the seat simply looked *too small* to adequately support me.

Instead, I selected some big, cushy

thing that looked like a broken donut. I tried the donut-shaped seat for a day, but it simply felt awkward. I brought my complaints about the donut-shaped seat to Dr.

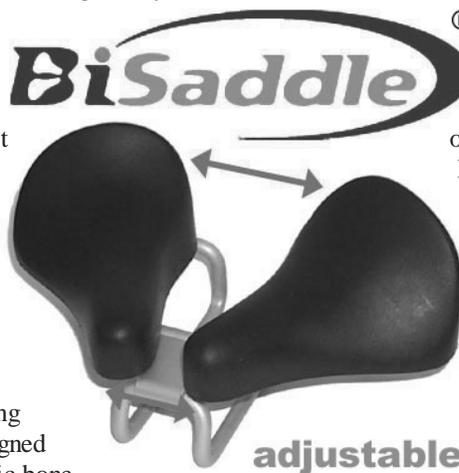
Schrader, who suggested I try the BiSaddle, explaining that the it was designed to support the pelvic bone where it is closest to the skin.

I decided to give the BiSaddle a try. It performed exactly as the doctor explained. My pelvis is supported, but there is no pressure on the parts of my body that a no-nose seat protects. It took perhaps a day to adjust to the different feel of the BiSaddle, and I have ridden on the BiSaddle ever since.

After six months, Dr. Schrader returned to Seattle to conduct follow-up testing. I will omit the specifics of the testing (which still draw snickers from my co-workers). Suffice it to say that I had to wear a device to sleep at night and conduct other “sensitivity” tests. But I can take being the butt of a joke if the study improves my health and that of my fellow bicycle patrol officers.

I noticed a marked improvement in my own health that had nothing to do with Viagra. The duration of a sustained erection had diminished with years of riding on a traditional bicycle saddle, but bounced back with regular riding on the BiSaddle. The data to back up this perception arrived about a year and a half

later. I got a letter from Dr. Schrader regarding the results of the NIOSH health study. The overall data supported a marked improvement in men’s health over the six-month period of exclusively using a no-nose saddle. Of more interest to me were my own results. Although it is just one sampling, my “Percent of Time Erect” (a measurement of the erections experienced while sleeping, as measured by the device I wore to bed) had increased from 18 to 28 percent over the six-month span of the study. If my calculation is correct, that is a 36% improvement.



® This subject matter always draws juvenile chuckles, and unfortunately is often quickly dismissed. My skeptical co-workers dubbed my seat the “Nut-Saver 2000.” They don’t even listen long enough to understand what part of a man’s anatomy is being protected here. I hope that you, after reading this testimonial, will

realize the importance of riding a no-nose bicycle seat, such as the BiSaddle.

Personally, I believe that police agencies should mandate their bicycle patrol officers exclusively use no-nose saddles as a workplace safety initiative. Individual officers are often embarrassed to discuss such issues – shouldn’t agencies move to protect the health of their officers?

Bycycle, Inc., offers a 20% discount to IPMBA members through the Product Purchase Program. Visit www.bycycleinc.com or contact Jim Bombardier at 877-397-2165 or bycycleinc@qwestoffice.net.

Rob was born in Urbana, Illinois, and attended the University of Illinois, receiving a B.S. in Math and Computer Science. He served as a Naval Officer onboard the destroyer Deyo prior to joining the Seattle Police Department. Besides riding a mountain bicycle at work, Rob enjoys being active and outdoors with mountain climbing, sea kayaking and scuba diving. He can be reached at Robert.Brown@seattle.gov.

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2010 By the Numbers

Throughout 2010, IPMBA instructors reported conducting 375 classes, training approximately 3100 public safety cyclists, slightly less than in 2009, with 400 classes and 3600 students. 76.5% were Police Cyclist Courses, 9.1% were EMS Cyclist Courses, 9.9% were Security Cyclist Courses, and the rest were combined. There was a slight increase in the percentage of Security Cyclist Courses and a slight decrease in the percentage of Police Cyclist Courses. Of the 3025 eligible

students, approximately 26% joined as certified members – roughly the same percentage as in 2009. About 65% of membership and certification applications were submitted by instructors with their course materials, but with fewer classes taught and money tight, there were fewer new memberships than in 2008 and 2009. IPMBA welcomed 62 Police Cyclist Instructors, 19 EMS Cyclist Instructors, and five Security Cyclist Instructors to the instructor cadre.

Instructor Facts & Figures

Most classes taught: 7 (Mark Asmussen and Jack Edington, National Park Service); 6 (Mike Mefford, Rhode Island Airport Police; Mike Morin, UCONN Avery Point Police); 5 (Virgil White, Putnam County Sheriffs Office; Tony Valdes, Miami Dade Police).

Most students taught: 85 (Mark Asmussen and Jack Edington, National Park Service); 73 (Tony Valdes, Miami Dade Police); 63 (Steve Bazany, San Antonio Police); 52 (Craig Wainman, Freeport Police; Ron Surran, Albuquerque Police); 50 (Rance Okada, Westminster Police, retired).

Most students who applied for IPMBA membership & certification*: 29 (Steve Jordan, Peel Regional Police); 28 (Mike Mefford, Rhode Island Airport Police); 26 (Scott Elliott, Niagara Regional Police); 23 (Kathleen Vonk, Ann Arbor Police); 21 (Bob Hatcher, Delaware Police).

IPMBA membership applied for by 100% of students*: Rich Adair; Kyle Bartholomew; Kirby Beck; Jeff Bergeron; Neil Blackington; Michael Blevins; Dean Brownlee; Quincy Bryant; Ron Burkitt; Jamie Cheatem; Cliff Clemons; Kris Conwill; Brian Copenheaver; Bob Dunivin; Scott Elliott; Glenn Fajardo; Anthony Fitzwater; Michael Fritsch; John Gillespie; Michael Gommer; Mike Harris; Bob Hatcher; Stephen Johnson; Stephen Jordan; Aram Kaloian; Ron Kalomeris; Ken LaMulle; William Laramie; Corey Magill; Mike Mefford; Erik Merlin; Bradley Miller; Robert Montoya; Tom Moreland; Derek O'Neill; Jim Peace; Kyle Roodberg; Jason Schiffer; DJ Schoeff; Mike Siney; David Sitz; David Smith; Shawn Splivalo; Rose Steagall; Eric Struss; Gregg Tinkham; Michael Tinsley; Richard Troy; Kathleen Vonk; Richard Waugh; Chris Wurtsmith; Matthew Young; John Zizzo.

IPMBA membership applied for by 50-99% of students*: Terry Blackburn; Jason Bohannon; Jerry Bradley; Don Coppola; Stanley Cosper; David Dager; Jim Donaldson; John Dorsey; Herb Drummond; Dwight Edwards; Joe Falcon; Joseph Guetter; Eric Hall; Charles Jakubiak; Wren Nealy; Paul Newton; Chris Sharp; Svend Sheppard; Aaron Shillcutt; Brian Switala; Kevin Wilson.

*Certification applications received by December 31, 2010.

Membership Facts & Figures

At the end of 2010, IPMBA had members in every state except Hawaii, Montana, New Hampshire, North Dakota and Vermont. The top five membership states were: Pennsylvania, Ohio, Texas, Florida, and Tennessee. Approximately 6.6 percent of members lived outside of the United States, in the following countries, listed in order of number of members: Canada, the United Kingdom, Australia, the Netherlands, Ireland, and Germany.

Thank you all for your support in 2010!

Speaking of Stats....

What Percentage of IPMBA Instructors have all the right On-Bike Equipment?

IPMBA Instructors must be prepared to handle any situation that arises during on-bike activity. The following items should be carried in a rack bag or hydration backpack at all times. While at first glance it may seem like a lot to carry, having access to this equipment will enhance course safety and minimize delays and downtime. This in turn will improve the training experience for students and instructors alike.

Instructor On-Bike Equipment Checklist

- ☞ Basic first aid supplies
- ☞ Disposable gloves
- ☞ Cell phone or radio
- ☞ IPMBA Incident Report Forms
- ☞ Tools (or a multi-tool) for common repairs and adjustments
 - Chain tool
 - Tire levers (2)
 - Phillips head screwdriver
 - Flat head screwdriver
 - T25 star-shaped driver
 - 1.5, 2, 2.5, 3, 4, 5, 6, & 8mm hex wrenches
 - 8, 9, and 10mm box end wrenches
 - Steel wire chain hook
 - .127, .130, & .136 spoke wrenches
 - Pedal wrench
 - Serrated knife
- ☞ Spare tubes (Presta and Schrader; or Presta tube with Schrader-to-Presta rim adaptor)
- ☞ Patch kit/tire boot
- ☞ Mini-pump (Presta and Schrader-compatible)
- ☞ Shock pump
- ☞ Zip/cable ties
- ☞ Camera or camera phone
- ☞ Traffic vest
- ☞ Energy snacks
- ☞ Other tools and parts (optional)
 - Assorted bolts and fasteners for racks, toe clips, etc.
 - Fiber Fix Spoke (to temporarily replace damaged spokes)
 - Chain master links
 - Tube valve cores and compatible tool

Check out the latest free resources from NHTSA! Those of you who conduct bike rodeos and other youth safety activities might particularly like the *Cycling Skills Clinic Guide*, which is available on the resource page on the IPMBA website. You can download any or all of the following resources from the NHTSA site. These materials are in the public domain, so they are free and permission is not needed to use them.

Cycling Skills Clinic Guide (formerly called the Bike Rodeo):

www.nhtsa.gov/Driving+Safety/Bicycles/CyclingSkillsClinic

Child Pedestrian Curriculum:

www.nhtsa.gov/ChildPedestrianSafetyCurriculum

Bikeability Checklist (in Spanish):

www.nhtsa.gov/staticfiles/nti/pdf/bikeability-checklist-sp.pdf

Pedestrians Make Safe Choices:

www.nhtsa.gov/staticfiles/nti/pedestrian/pdf/pedestrianchoices.pdf

Bicyclists Make Safe Choices:

www.nhtsa.gov/staticfiles/nti/bicycles/pdf/bicyclistsafechoices.pdf

A Secret Message (pedestrian):

www.nhtsa.gov/staticfiles/nti/pdf/secretcode-walk.pdf

Get to School (and Back Again) Safely Game Board (ped/bike/SRTS):

[www.nhtsa.gov/Driving+Safety/Bicycles/Get+To+School+\(and+back+again\)+Safely+Gameboard](http://www.nhtsa.gov/Driving+Safety/Bicycles/Get+To+School+(and+back+again)+Safely+Gameboard)

Paul's Amazing Trip (bicycle):

www.nhtsa.gov/staticfiles/nti/pdf/paul.pdf

Traffic Safety Fact Sheets Bicyclists 2009:

www-nrd.nhtsa.dot.gov/Pubs/811386.pdf

Traffic Safety Fact Sheet Pedestrian 2009:

www-nrd.nhtsa.dot.gov/Pubs/811394.pdf

Traffic Safety Fact Sheet Children 2009:

www-nrd.nhtsa.dot.gov/pubs/811387.pdf

Bicycle and Pedestrian Safety Resources for the Hispanic community:

www.nhtsa.gov/Driving+Safety/Bicycles/Pedestrian+and+Bicycle+Safety+among+Hispanics



22nd Annual IPMBA Conference

— CALL FOR INSTRUCTORS —

The 22nd Annual IPMBA Conference will be held April 28-May 5, 2012, in St. Paul, Minnesota. Pre-conference courses will be scheduled April 28-May 2, and the conference workshops will take place May 3-5.

If you are an active, IPMBA-certified instructor and are interested in teaching at the conference or pre-conference, you must submit a **Call for Instructors and Workshops** form, which is available from the IPMBA office and at www.ipmba.org.

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

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

It's Easy Just Follow These Steps!

STEP ONE: Obtain a *Call for Instructors and Workshop Proposals Form*. Download it from www.ipmba.org or request it from 410-744-2400 or maureen@ipmba.org.

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

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

STEP FOUR: *Submit your proposal to IPMBA HQ by June 30, 2011.*

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

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



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IPMBA

Hitting the Ground Rolling



by Ashley Sweetland
St John Ambulance
London, England

Welcome to my second *News from the UK* piece! It has been a busy start to the year for many emergency services cycle teams in the UK.

Here in London we've hit the ground rolling with a range of bicycle emergency response team deployments at public events,

including the major demonstrations over public sector cuts (10 teams) which looked much worse on TV than they were in reality, the Oxford and Cambridge boat race along part of the Thames, the London Marathon. We deployed 33 Cycle Responders from 10 counties at the Marathon, working in partnership with 12 NHS Cycle Responders. A big "thank you" to colleagues from Derbyshire, Devon, Essex, Hertfordshire, South & West Yorkshire, Staffordshire, Surrey, Northumbria and Oxfordshire, who supported London District to make this deployment possible.

We will also have bicycles out in support of President Obama's State Visit in May. Across the country, local communities continue to benefit from the mobile resource of ambulance (EMS) and police cyclists.

In March, I co-chaired, along with Paramedic Stephen Smith, the second meeting of the NHS working group on cycle response units, which met at Yorkshire Ambulance Service NHS Trust Headquarters. The group will meet again in May in Cambridgeshire, hosted by the East of England Ambulance Service NHS Trust and their CRU co-ordinator Darren Rutterford.

New St John Ambulance Cycle Response Units are developing in different parts of the country – from Cornwall and Surrey to Northamptonshire and Buckinghamshire – with St John Ambulance approaching 200 bicycles in operation across England. Seventeen new bicycles were built in March for us by our national mechanical support partner Havebike.



St John Ambulance has also launched a new policy framework for operational cycling in England, the first major national policy framework for a pre-hospital provider, and I hope the NHS will follow in due course. We have set minimum national standards in uniform, bicycle requirement, equipment, basic and advanced training, fitness and a range of other measures in order to provide a consistent, safe and effective service to our customers. We will share our work with international St John Ambulance colleagues – as well as with IPMBA – as it proceeds.

As we look forward to the summer in the UK, we will see an increasing number of police and ambulance officers take to two wheels – along with the seasonal teams launched by the Fire and Rescue Service as part of their fire prevention work.

In the build-up to the London 2012 Olympic and Paralympic Games (and the stadium has been finished early!), we are already supporting a huge range of test or themed events this year. As I type this, there are now less than 450 days to go until the opening ceremony of one of the greatest shows on earth!

As the world looks to London, I hope they will see beneath the surface to how things really work, and that they will see professional public services being delivered – and some excellent public safety cyclists, too!

Thanks to friends for all your comments and questions from my last piece; do feel free to get in touch should you have something you'd like me to write about next time.

My colleagues and I trust all went well with the annual IPMBA conference; I hope one day in the future some of us might get the chance to visit one! Don't forget to get in touch if you're visiting London.

-- Ashley Sweetland

P.S. Next up: News from the Royal Wedding!



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Goals and Objectives

The goal of the LCSAR mountain bike team is to function as a hasty or confinement team for a lost subject or for reaching an injured subject faster. With the bike team, LCSAR enhances its versatility and augments the existing services offered. The primary reasons for adding mountain bikes to the rescue unit is the bike's ability to rapidly cover roads, trails and pathways in a search area. The bike team can provide radio relay in remote areas and assist with transporting essential gear to subject locations. In addition, because mountain bikes are quiet, riders are able to listen for sounds of the lost subject. These qualities make a mountain bike a valuable tool for wilderness and urban Search and Rescue operations.

Working in teams of two, bike crews are assigned by the Incident Commander to check trails during hasty search, effect containment using trails and roadways, and use bikes as a platform for visual tracking. Bike teams will check for signs of a person's passage (foot or bike tire prints, gum wrappers, cigarettes, etc.), and can rapidly follow footprints that may belong to the missing party. Team members can set up "track traps" in areas the subject might pass through to capture footprints and follow any leads gained from them. Bikes can also be used to jump ahead on a subject's track, or travel ahead to attempt interception once a probable direction of travel is determined. Once a subject is located, cyclists with medical and rescue training and equipment can reach the him/her more rapidly than a team on foot, and begin rescue and/or medical stabilization efforts.

Team Selection and Training

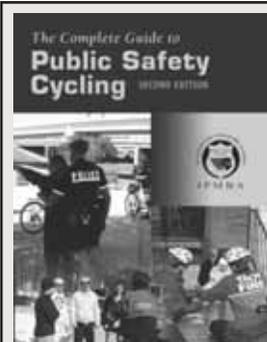
Due to the physical demands placed on team members, and the unique nature of the missions covered, highly motivated and experienced LCSAR team members are required. In order to qualify, team members must:

- ✦ Complete the Larimer County Search and Rescue BASART Training.
- ✦ Be in good standing with LCSAR.
- ✦ Provide and maintain their personal mountain bike in good and ride-ready condition, as verified by a Bike Maintenance Tech.
- ✦ Complete the bike team tryout, which consists of the East, West and South Valley loops at Lory State Park, within time parameters specified by the team coordinator.

The following criteria will be used to evaluate team members for Bike Team rating:

- ✦ Ability to operate and ride the bicycle safely and proficiently so as not to endanger themselves or anyone around them.
- ✦ Physical fitness and ability to perform their duties.
- ✦ Team participation during training sessions.
- ✦ Compliance with policies and procedures.
- ✦ Successful completion of all mandatory team training, including, but not limited to: the International Police Mountain Bike Association (IPMBA) EMS Cyclist Certification Course; intermediate or advanced bicycle handling skills sessions; and monthly group conditioning rides.

Bike Team Instructors will be required to attend the IPMBA Instructor Course and maintain current IPMBA Instructor certification.



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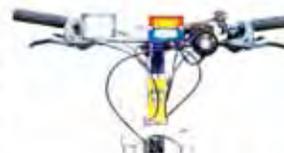
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(Continued from page 1)

bike team would be a huge asset for the search and rescue program, sold them on the need for training, and obtained funding for the class through a local bike organization. Even before he had secured the funding, Jim was able to get eight team members (each of whom is required to be an EMT or First Responder and a three-year LCSAR member) on board.

So in October, come rain or snow, we were scheduled for training. While Jim got his side of the plan together, I was challenged to develop a training program that would be consistent with the traditional IPMBA program, but also able to meet the unique needs of a search and rescue team.

Fortunately, the LCSAR headquarters is located alongside the Powder River, and this provided ideal terrain for the class. Superb single track runs parallel to the river, and the trail has plenty of river crossings and other obstacles. What an excellent setting for bike training!

As I developed the program, I faced a potential problem in that the students would be riding their own bikes. As we all know, our rule is that each class participant must have a well-maintained bike from a reputable manufacturer, a helmet in good condition, and the rest of the mandatory safety gear. The team stepped up to meet these requirements; all participants brought good bikes in great condition. Everyone had an updated helmet except one – his helmet was about fifteen years old, a real “classic”. It was awesome!

As the effort got underway, I could see every aspect was going to be a challenge due to the fact that LCSAR was building this program from its very foundation. Even though Jim had done a lot of research on bike teams across the country, he still didn't know exactly what this class was going to involve. The classroom topics took much more time to discuss than I anticipated because of the students' interest and their desire to know every detail about how to best structure the team.

The first order of business was to choose a helmet and uniform that would both look professional and provide adequate

function for long periods in hot and cold elements. The next decision related to their bikes. Having a well-maintained fleet of bikes is sometimes taken for granted. The LCSAR riders realized how important their bikes would be to their success, so they were eager to develop a maintenance program and obtain the tools that would enable them to keep their bikes ready for deployment.

The next subject presented a challenge all its own. While every bike team routinely carries first aid equipment, LCSAR team members also need to carry additional supplies for large area searches and possibly aid in a remote rescue; for example, ropes, flagging, and gear for extended stays in the backcountry.

Once we powered through the classroom material, it was time to hit the pavement. Okay, it was time to hit the dirt!

In our typical training program, we try to set up the cone course on dry, flat pavement. Well, with this team, our only option was uneven dirt with ruts, rocks, twigs, logs and mud. Oh, yes, and those pesky thorns known as “goatheads”! It was a technical challenge, and flat-fixing became the team's specialty.

LCSAR had previously built a course for ATV training that worked equally well for bike training; it challenged even the most experienced riders. The rides through the ATV course, the serpentine and the nine foot box built the confidence of all the team members and the instructor, too! We continued to train mostly in this setting, because we as a group felt that this would be most similar to what they would face when they were called out for a mission.

As the team's confidence grew along with their skills and ability on the cone course, I had to find new ways to push them. I added a log or two to a narrow cone course that I constructed with several switchbacks. To add even more of a challenge, one of the team members brought a bike cargo trailer that he wanted to put to the test. It took a few

tries before we were able to get it through the serpentine and nine foot box, but we did it!

This group of students was awesome. As the training continued, I could see them really start to believe in their abilities, and to envision the huge possibilities that the bikes could bring to their organization. Having built a solid foundation, the team continues to grow.



Bike Team Members L-R: Brian Walsh, Jose Negron, Mike Fink, Stuart Goyne, Chris McNerney, Brendan Murphy, Team Leader Jim Rabold, and IPMBA Instructor Robert Montoya.

They are in the process of developing policies and procedures. They have secured more funding, which has enabled them to buy panniers for everyone and get team helmets. They are also working with a local bike shop to help them expand their knowledge of bike maintenance.

As an instructor, I believe that the Larimer County Search and Rescue Bike Team has stepped up and met the challenges that IPMBA and I set before them. This was a great learning experience, and I would welcome the opportunity to expand and develop new and more intensive training for IPMBA that would include these search and rescue challenges.

Robert has been in the EMS field for 28 years. He joined Denver Health Paramedics in 1994 as a paramedic/field instructor, became an active bike team member in 1995, and continues to practice for them on a part-time basis. He has been with South Metro Fire Rescue Authority (SMFRA) since 2000, where he works full-time as a paramedic/firefighter. He has been the Bike Team Coordinator for SMFRA for the last nine years and was certified as an IPMBA EMSCI at the 2007 IPMBA Conference in Baton Rouge. He can be reached at r.montoya@live.com.

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