



IPMBA: A Commitment to Service

by Chris Strong
Interim Director

Serving as Interim Director of IPMBA for the past eight months has been a genuinely rewarding—and fun—experience. As someone who has spent much of their career supporting mission-driven organizations, I was honored to step into this role during such a pivotal time in IPMBA’s history.

I’ve been continually impressed by the unwavering commitment of the board. These are volunteers who care deeply—not only about the success of IPMBA, but also about the individuals who rely on its training and community. Their passion is evident in every conversation, every initiative, and every decision. The recent, in-person board meeting was a reflection of that spirit—focused, future-oriented, and filled with a sense of purpose.

These are volunteers who care deeply—not only about the success of IPMBA, but also about the individuals who rely on its training and community.

Of course, transitions aren’t always easy, especially for an organization with such a rich history. That’s why I was grateful to work closely with former Executive Director Maureen Becker. Maureen’s steady leadership, deep knowledge of association management, and 25 years of institutional memory ensured that we have maintained continuity for our members, even during a time of significant change.

Throughout my time with IPMBA, I’ve had the chance to connect with members, instructors, and board members alike. You are a community that understands the importance of professional development, peer support, and public service. That commitment is the foundation upon which IPMBA’s future will be built.

As I step away from this role, I do so with confidence in the direction the organization is heading—and with real pride in having played a small part in its evolution.

See page 31 for a glimpse at the future of IPMBA.

Thank you for the opportunity to serve.

Understanding the “Idaho Stop”

by Clint Sandusky, former PCI #849/EMSCI #159
Riverside (CA) Community College District Police Dept. (ret.)

This article was published on the Cycling Savvy website on August 9, 2024. (<https://cyclingsavvy.org/2024/08/understanding-the-idaho-stop-stop-as-yield-law/>)

Under a “Stop-as-Yield” or “Idaho Stop” law, bicyclists can treat a stop sign as a yield sign. A full stop is then required only if necessary to yield to other traffic. “Stop-as-yield” laws afford cyclists an additional right, but also additional responsibilities. What to do depends on each cyclist’s comfort, knowledge, and skill level. There are pros and cons. I hope that this article will help you to decide whether, when, and where to yield instead of stopping.

I can just run stop signs legally, right?

No, not really. In researching this article, I discovered that legality and safety are not all that

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IPMBA's Future is Bright



As the final year of my tenure as IPMBA president draws to a close, there is much to reflect on. During the past three years, my wife has retired, I retired from public safety, IPMBA's Executive Director has shifted to a support role, and the greatest joy of all – I have three new grandchildren.

I am proud to have served as president of the IPMBA board and am honored to have been entrusted with the presidency for three years. This summer, the board will elect a new president, but my hope is that the board will see fit to allow me to serve my third three-year term, the maximum the bylaws permit.

IPMBA members who choose to run for board come onto it with a pretty good idea of what takes place. They often are familiar with the board's functions and know what to expect.

However, the past few years have been a whirlwind. In three years, more than fifty percent of our board has changed, and what we have been called upon to do is far more than any of us could have anticipated.

In February, the board met for the annual in-person board meeting. Chris Strong, Interim Director and former Executive Director Maureen Becker were also present as we continued to work through this transition process. Chris and I conveyed to the board several times that “we don't know what we don't know, until we know”. This reflects the importance of knowledge and continuing to learn. This process is essential in order for each of us to grow and for this organization to be as great as it can be.

I am proud of the board for facing up to the challenges of the past few years. We have made some monumental decisions when it comes to how our organization will conduct business in the future. Transitions are always difficult, but how we set ourselves up for the next challenging one is just as important as how we handle the current one.

IPMBA will be moving to a different type of management platform, one which will enable us to maximize our resources and consolidate our operational expenses. This platform will provide us with technological advantages while we revamp the administrative processes and revitalize membership, spur growth, and enhance revenue which will open

new windows of opportunity. This is going to be a very exciting time as the level of expertise we will have access to is going to modernize this organization.

Through this process, we as a board kept two principles front and center. First, we are an educational organization and this must remain our primary focus. Second, we must keep the personalized touch for our membership which Maureen has brought to this organization for so many years. Without these two things, we will no longer be who we are.

Following the board meeting, the transition task force led the efforts to finalize contracts and our Interim Executive Director began transitioning out. I would like to thank Chris Strong for his dedication and service to us. He came to our aid on very short notice and worked tirelessly to lead us to this point. He has done a tremendous job and, to quote him, “an interim's job is to work themselves out of a job”. Well, Chris, you have done an excellent job, and we wish you well in your next endeavors.

See you in Saint Louis,

David Millican
IPMBA President

IPMBA



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PRODUCT GUIDE 2025

Welcome to the 24th Annual Product Guide! Nearly a quarter-century has passed since then Industry Liaison Monte May took the initiative to create an IPMBA-specific buyer's guide. Much has changed within both the cycling and the public safety sector. Mergers and acquisitions, consolidation, and contraction have reduced the number and types of companies catering to our field. Technology keeps changing. What hasn't changed is the need for products and services that are designed or modified to fill the niche in which cycling meets public safety. Those products are not easy to find, so this issue of *IPMBA News* remains dedicated to our industry partners and the products, services, and technologies they offer. We are grateful to the companies which support our organization, our members, and the public safety cycling profession. It is our responsibility to reciprocate their support by giving them our business. *Pages 5-25.*

CABDA Midwest

by Joe Lanute, PCI #2093
Huntley (IL) Police Department

Despite a snowstorm and subsequent panic of everyone in the Chicagoland area (it snows in Chicago and everyone forgets how to drive; you think they'd be used to it, right?), I ventured out into the cold to attend the 2025 CABDA Expo on February 13, 2025.

For those unfamiliar with the expo, held in Chicago, New York, and Las Vegas, CABDA brings together bike shop staff, manufacturers, entrepreneurs, and journalists in the bike industry. The expo serves as a chance for local shop staff to see all the new products and innovations likely coming to the shops in the upcoming season. I find, however, that I do just as much socializing as I do learning and researching while at CABDA.

Having worked in the bike industry for ten years, I have attended CABDA as a retail employee/mechanic. This year I was asked by my shop owner if I would be attending under the shop's registration. I was also fortunate to be asked by IPMBA to attend as my predecessor, Craig Lepkowski, has done in the past. So, I registered on behalf of my agency and IPMBA and was ultimately granted access to the expo as a "journalist." We can use the title of "journalist" loosely here. I sought to attend the expo and take note of anything new and groundbreaking for

the industry as well as anything that could be useful for us as police/security/EMS cyclists.

Below I have listed *some* of the vendors I visited who are members of the IPMBA Product Purchase Program and others who offer products worth checking out. Please read my final thoughts at the end.

Pedro's: Pedro's is a company that has been chipping away at Park Tool for years now. The overall build quality and growing catalog are worth checking out if you do any bike maintenance. Pedro's offers a Pro account where you are eligible for wholesale prices on nearly all tools and kits. I bought the Pro Burrito Tool Kit for roughly half the MSRP last year. The tool kit has come in handy when teaching. If you are looking to build a custom tool set or simply purchase one of their curated sets, Pedro's offers unmatched quality that will last a career.

Sram: Headquartered in Chicago, Sram did not have to travel far to attend the expo. Hot off the heels of a monstrous 2024 for the company, Sram has understandably toned down the innovation so far in 2025. 2024 saw the release of AXIS Transmission drivetrains, Maven brakes, and some revamped gravel/road groupsets. Sram's presence at the expo was understated and focused on highlighting



Pedro's overall build quality and growing catalog are worth checking out if you do any bike maintenance.



Shimano offered "CUES", a unified system that will allow for more streamlined service and less complex for repairs.



Muc-Off offers a bundle that will help keep any fleet properly cleaned and lubricated.

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last year's technology advances. Rumor has it that a mechanical transmission groupo is in the works. If you are like me and electronic shifting scares you (both the price and the maintenance), then this mechanical system should be a welcome addition to the lineup.

Shimano: Not to be outdone by Sram, Shimano brought out the big guns this year. Having arguably the largest booth at the expo, Shimano did not hold back as they try to dominate the market. Perhaps their most intriguing product on display, CUES, sets out to consolidate the vast range of drivetrain products previously offered. Gone are Alivio, Acera, and Altus drivetrains. CUES is intended to replace all three under one revised system. CUES is offered in 9-, 10- and 11-speed options, depending on the needs of the rider.

For mechanics, this unified system will allow for more streamlined service and be less complex for repairs. CUES design language mimics that of DEORE with similar lines and a grey/black color scheme. I have yet to try CUES out for myself, but if the durability is similar to the modern DEORE, this could be a viable option/upgrade to some fleets with aging componentry. Pricing for a complete CUES drivetrain varies on specification, but is around \$150-\$200.

Kali Protectives: Hopefully you recall the wonderfully written product review from Kevin Hamby last year about two of Kali Protectives' helmets. I stopped by their booth and spoke with Jenn Gonzalez, the USA Territory Manager. Jenn's passion for the brand was intoxicating. She told me all about how Kali works with law enforcement personnel in order to provide the optimal helmet for our work.

Jenn showed me the Cascade Helmet, a standard MTB style helmet chock full of features. At approximately \$200, the Cascade boasts "deep coverage, Frequency Fit System, FidLock buckle, plush padding, and 13 vents for maximum airflow. Weighing in at 318g, the Cascade passes CPSC, EN 1078, and NTA 8776 safety standards."

Jenn explained that many of their helmets make use of recycled materials where applicable to help reduce CO2 emissions. They offer lightweight, full-face helmets that may suit BRTs, offered in a matte black option. Jenn mentioned that first responders are offered steep discounts from MSRP. Kali, an IPMBA Corporate Member, is also a Product Purchase Program participant.

Lezyne: Arguably one of the best "bang for your buck" company for pumps, lights, and small bits, Lezyne was yet again in attendance this year. Many of Lezyne's products are CNC-machined and durable enough to withstand the rigors of public safety cycling. I spoke with Chris, the local rep, who showed me some of Lezyne's newest CO2 inflators. CNC-machined and of high quality, their CO2 nozzles are certainly worth carrying in your saddle pack. I use the Lezyne headlight on my patrol bike and have been pleased with the product for years. Lezyne also makes high-quality floor pumps for all budgets. Chris mentioned that their top-selling product is the cell phone holder. I use the same holder on my patrol bike, and in classes I teach, someone always asks about it. Lezyne products can be bought at nearly any local bike shop or online retailer.

Midway Bicycle Supply: Perhaps my favorite booth in the entire expo, Midway Bicycle Supply (MBS) stood out from the crowd. I spoke with the owner, Benita Warns, at length about her offerings to our organization. MBS specializes in parts, tools, and accessories not normally available from the larger distributors. They work directly with consumers, requiring only a credit card to open an account.

Benita explained that MBS stocks many components for older style bicycles, including 26-inch MTBs. For those of you working at an agency that still runs the old Smith and Wesson Patrol Bicycle, I hear you rejoicing. Many departments still deploy bicycles made before I was born (1994). If new bikes are not in the budget, please consider MBS to source the parts

needed to keep the fleet in good repair. Benita explained that her husband, Mike, answers all phone calls and works one-on-one with customers to source the correct parts. I intend to reach out to Benita to set up a promotion specific to IPMBA members. I urge you to check out their website: <https://midwaybike.com/>.

Muc-Off: Perhaps the most bright and vibrant booth at the show, Muc-Off certainly cleaned up this year. This company took off several years ago by offering cleaning products that were both effective and good for the environment. I use their products almost exclusively for cleaning and degreasing my bikes. Muc-Off also offers an excellent matte paint cleaner that makes bikes pop in the sunlight. They offer a bundle that will help keep any fleet properly cleaned and lubricated.

Park Tool: Park Tool spared no expense at this year's expo, bringing an entire trailer outfitted to display nearly every tool. I thought I had died and gone to bike mechanic heaven. Nothing in particular stood out from Park Tool, but if you are in the market for the some of the most durable and reliable tools on the market, look no further. A friendly reminder that Park Tool's website has tons of free guides for all aspects of bike repair. I always carry a copy of Park Tool's *Big Blue Book of Bicycle Repair* when teaching. Park Tool's YouTube channel also has plenty of how-to videos to help.

Exposure Lights: I awkwardly made eye contact with the rep from Exposure Lights, but I am glad I did. Based out of the UK, Exposure Lights offers some innovation that will benefit public safety cyclists. The rep showed me two lights in particular: the Link Plus MKR and the Axis MK10. The Link Plus is an innovative helmet mounted light that has both a front (white) and rear (red) LED built in. The Axis is made of machined aluminum that does not sacrifice visibility despite its smaller size. The lights both have accelerometers in them

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that cause the lights to brighten/dim depending on speed. Exposure Lights has some serious competition here in the US, but I think the products offered are superb.

Skratch Labs: Product Purchase Program participant Skratch Labs also attended CABDA. Nothing life-changing at their booth, but that is okay because their products are consistently excellent. I love their nutrition bars and electrolyte mixes. I use their products during the race season and they never disappoint. I particularly appreciate the pricing with the Pro Account available through the PPP. I make about three orders a year and keep coming back for more. Skratch

takes immense pride in the science of sports nutrition. Many professional athletes use Skratch exclusively to fuel their race seasons.

Untapped Maple: Co-founded by Ted King, Untapped Maple offers a unique approach to on-bike nutrition. Ted King, for those who may not know, is a former World Tour cyclist who became even more popular in the American gravel world, winning races like Dirty Kanza (now UNBOUND Gravel) and SBT Gravel. Ted promotes the Untapped brand by using his products during each race. Untapped hones in on the many benefits of maple syrup:

natural carbohydrates, antioxidants, amino acids, digestion, and of course... the taste! Untapped staff were generous handing out bags full of gels, waffles and mixes. They had pitchers of their new Mapleaid, which tasted like something your wife makes you try at an apple orchard... If you crave something unique and natural for riding nutrition, look no further than Untapped Maple.

Fidlock USA: Tired of dropping your water bottles when trying to reinsert them back into the bottle cage? Fidlock may be the answer. Using strong magnets and a propriety bottle, Fidlock uses a small mount where your bottle cage usually sits, but takes up

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EXHIBITOR LIST CABDA MIDWEST

3T Bike	Euphree	Locally	SP Connect
Aaoyun	Exposure Lights	Look USA	SR Suntour
ABUS	F Moser Bicycles	Magicycle	SRAM
Addmotor	Factor Bikes	Magnum Bikes	Stan's
AIMA USA E-Bikes	Fantic Bikes	Marin Bikes	Synchrony
American Classic	Fidlock USA	Marsh McLennan Agency	TENWAYS
Aventon	Fifteen Distribution	Midway Bicycle Supply	Tern Bikes
Beeline Velo	Gear Hugger	Mondraker Bikes	The Bike Cooperative
Berd Spokes	Goodyear Tires	Monolith Tool	Tifosi Optics
BiKASE	Green Path Pedals	mountainFLOW	Troxus Mobility
Bike Rags Apparel	Guardsman	Muc-Off	Troy Lee Designs
BIKEBAC	Haro Bikes	My eBike Shield	TRP / Tektro USA
BikeCo	Helmet Flair	NBDA	UCAN
Bikey Wipes	Hollywood Racks	Park Tool	UNDRBUDR
Biria Bikes	HP Velotechnik	Pearl Izumi	United Wheels
BIVO	Ikeono	Pedro's North America	UnTapped
Blaupunkt E-Bikes	JackRabbit Mobility	Pillar Spoke	UPWAY USA
Bottecchia Bicycles	JAKROO Custom Apparel	Planet Bike	Urtopia
Bulls Bikes USA	Jamis Bikes	Quality Bicycle Products	Velotric
Carbs Fuel	JB.IBIKE	Rad Power Bikes	Vittoria Tires
Catrike	Joe's No Flats	Remco Tools	Vtuvia E-Bikes
Cervelo	Kali Protectives	Risse Racing Technology	Wahoo
Challenge Tires	Kenda Tire	RockyMounts	Woom Bikes USA
Citrus-Lime	KOM Cycling	Rudy Rack	Workstand
Club Ride Apparel	Kool Stop	Saris	Zappo Sports
Coast 2 Coast Distribution	Kryptonite	Selle Italia North America	ZOOZ Bikes
DAHON	LABA 7	Serfas	
Denago E-Bikes	Lake Cycling	Shimano	
Ebikepros	LEZYNE	Skratch Labs	
EG Bikes	Life Behind Bars Cycling	SKS USA	

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

On January 15-16, 2025, the Chicagoland Area Bike Dealer Association (CABDA) East Expo was held at the Meadowland Exposition Center in Secaucus, New Jersey, a suburb of New York City. The amazing CABDA show has a great deal to offer to all types of cyclists, from the weekend cyclist to the everyday commuter. It features companies offering everything a bicyclist could want – and then some! It is an opportunity to experience the latest in tools, locks, helmets, conventional and e-Bikes, attend workshops and educational seminars, and test ride equipment on a small indoor track.

The event is not open to the public, but rather is reserved for industry members, including bicycle dealers, bike mechanics, bike fitters, bicycle touring companies, and an array of other bicycling professionals. This was my third year in attendance, and it was still exciting because every year seems to bring something new as well as the tried-and-true favorites.

Although the event seemed a bit smaller than previous years, many of the booths were highlighting different styles and types of e-Bikes. However, there were still many booths displaying the latest in bicycle tech, bike cleaners, tools, and accessories.

The expo always features a test track again and from what I observed, the most tested bikes were once again e-Bikes



in their diverse types and variations. I saw two-wheeled, three-wheeled, and even recumbent e-Bikes! The common denominator again this year was that everyone who was testing an e-Bike was smiling and having a blast.

One of the first products that caught my attention with potential for public safety cyclists was **BikeBac** (bikebac.com). This product is a tracker for bicycles. It can be placed in a discreet location on your bike, it is waterproof, and has a battery life of at least a year. I think this would be an asset to any department's bike fleet as using it in conjunction with a good lock will provide enhanced bike security.

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CABDA Midwest

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less space than a cage. Fidlock enables you to take a drink and lower the bottle near the mount; the magnets take care of the rest. To remove the bottle, simply twist and pull, much like clipless pedals, except you are less likely to topple over if you make a mistake. Fidlock is a newer technology in the cycling space, and I see their presence slowly trickling into the bike shops. Keep an eye out or check out their website. From working in a bike shop, I have seen that riders using smaller frames tend to opt for the Fidlock as the removal process uses a twist to the side and not a lift from the front triangle.

In Conclusion

Working in the bike industry, I hear the same complaints from shop owners, "the industry is dead"; "we cannot compete with direct-to-consumer"; "e-Bikes won't last"... the list goes on, but I digress. Attending CABDA proves that the industry is alive and well. The bike world post-COVID has its vicissitudes. Seeing everyone from the Midwest come together under one roof will always be astonishing to me.

I highly encourage anyone in our IPMBA family to dig in and take advantage of the Product Purchase Program. Show these companies that their contribution pays off, and take advantage of some steep discounts. If anyone has any questions, needs, or specific recommendations please reach out to me. I work part-time in a shop so I have access to nearly anything.

Spring is here, so start thinking about servicing your bikes to hit the ground pedaling. Stay safe out there!

Check out the 2025 CABDA Midwest Exhibitor list on page 7, and visit <https://cabdashow.com/midwest-exhibitors> for links. For information about CABDA and future shows, visit www.cabda.com.

All thoughts, opinions and perspectives shared above are my own and not representative of any brand or agency.

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 JLamute@Huntley.il.us.



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The next product that attracted my attention was from **Fidlock** (fidlock.us). Fidlock was showcasing a twisting, magnetic water bottle and cageless system. We have all lost a water bottle during a ride. This innovation helps to eliminate that risk with a very secure magnetic system. They offer a wide range of bottles and bases to fit many styles and sizes of bicycle frames. Fidlock also has many other accessories including bike bags, dry bags, hydration bladders, phone mounts, lock mounts, and many other things worth exploring – and not just for cycling.

The final company I want to mention is **Lezyne** (ride.lezyne.com). Lezyne has a great selection of light systems for bicycles. Since public safety cyclists may be on duty during day/evening/night shifts and ride in situations where civilians typically do not, we need to have bright lights that can do the job we need them to do. Lezyne also offers other products that would be useful to

public safety cyclists, such as bags, pumps, and tools – items that could be used for patrol and/or personal riding. Lezyne is a company worth checking out.

I am grateful to Maureen and IPMBA for the chance to attend the event for a third year. The expo had much more to offer, but I've mentioned only a few products that

I felt would be beneficial to us as public safety cyclists.

It was another amazing learning experience. The cycling industry is filled with innovative people and ideas, which gives us public safety cyclists many opportunities to try new products that will make us better and more efficient.

Check out the 2025 CABDA East Exhibitor list below, and visit <https://cabdashow.com/eastexhibitors> for links. For information about CABDA and future shows, 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.

EXHIBITOR LIST CABDA EAST

ABUS Mobile Security
ACOL Bicycles
Beeline Velo
BiKASE
BIKEBAC
BikeCo
Birria Bikes
Blaupunkt E-Bikes
Bottechia Bicycles
Bulls Bikes USA
Carbs Fuel
Catrike
Citrus-Lime
DAHON
Denago E-Bikes
Dirt Care USA
Dynalion E-Bikes
E-Ranger L.L.C.
Euphree

Fantic Bicycles
Fidlock USA
Fifield Electric Bikes
Fifteen Distribution
Hollywood Racks
HP Velotechnik
Human Powered Solutions
Ikeono
JackRabbit Mobility-Fend Helmets
Jamis Bikes-Nirve Bicycles
JBI.BIKE-Sun, Orgin8
Kenda Tires
Kool Stop
Leland Limited-Maximum Inflation
LEZYNE
Micromobility Connect
National Bicycle Dealers Association (NBDA)
Olympic Supply Company

Pedro's NA
Pintron Inc
Portineer
Quality Bicycle Products
Rad Power Bikes
Risse Racing Technology
RockyMounts
SARIS
Shimano North America
Skid Marks Fine Art
SP Connect
TENWAYS
TRP / TEKTRO
United Wheels-Batch Bikes
UPWAY USA
Urtopia E-Bikes
Velotric E-Bikes
VTUVIA-QIOLOR E-Bikes
Wahoo

PRODUCT GUIDE 2025

CABDA West:

by Clint Sandusky, former PCI #849/EMSCI #159
Riverside (CA) Community College District Police Dept. (ret.)



If you're wondering whether Interbike, once the largest bicycle trade show in the U.S., is making a comeback in Vegas, think again. As detailed in the article "Interbike 2018: Goodbye, Old Friend" (*IPMBA News* 2019 Product Guide), Interbike remains a thing of the past. But fear not! There's a new sheriff in town: CABDA West 2025.

CABDA Expos offer a more intimate, stress-free experience by focusing on regional bicycle shows. From 2019 through 2024 (with a virtual event in 2021 due to the pandemic), CABDA West took place in Southern California.

Now, the show is making its move to Las Vegas, a city built for trade shows. CABDA Show Director Jim Kersten put it best in the article, "CABDA Retailers: How Do You Rate Las Vegas?" (*Bicycle Retailer and Industry News*, March 27, 2025): "This city is designed for trade shows. It's designed to get people in and out as quickly and cheaply as possible, there are more direct flights, and there are several hundred thousand low-cost hotel rooms within three miles. We're seeing so many people from outside that traditional four-hour drive window. I give it a 15 on a scale of 10." The article also includes feedback from various retailers on their experience at the show, shedding light on how Las Vegas stacks up as CABDA West's new home.

The CABDA Expo and National Bicycle Dealers Association (NBDA) Retailers Summit West took place at the World Market Center, nestled in the heart of revitalized Downtown Las Vegas. The move to this venue seemed to boost exhibitor participation, with over 120 brands in attendance. Some familiar brands included, but were not limited to, Abus, BikeFlights, Bulls Bikes, Continental Tires, Haro, Kenda, Kryptonite Locks, Kool Stop, QBP, Rock Shox, Serfas, Shimano, SockGuy, and SRAM.

During the Retailers Summit, Jim Kersten delivered his "Welcome to Las Vegas" speech, using props to highlight the concerning trend of retail bike shops – aka "Independent Bicycle Dealers" (IBDs) – shutting down.

Unfortunately, among those affected were my good Southern California friend and his wife, who had kept their shop running in Yucaipa for more than 30 years before closing.

It is easy for trade show veterans to fall victim to "show fog," in which everything starts blending together.

However, one trend continues: e-Bikes continue to dominate the expo – whether for better or worse. Of particular concern was the presence of motorcycle-style e-Bikes, both legal and non-compliant (Out of Class Electric Vehicles, or OCEVs), seemingly designed to attract teen riders. For parents buying e-Bikes for their teens (and IPMBA members involved with bicycle safety education for civilians), I strongly suggest *The Caring Parent's E-Bike Survival Guide: A Practical Handbook for Purchasing, Owning, and Managing your Teen's E-Bike*, by Beth Black (available on Amazon). It is a valuable resource that offers practical guidance on how to promote and encourage safe and responsible e-Bike ownership and operation.

One of the standout aspects of the Expo was the engaging and insightful educational sessions. These covered a wide range of essential topics, including business strategies, maintenance, e-Bike trends, the role of women in the cycling industry, and the growing educational need for improved e-Bike battery and rider safety. Keri Caffrey, co-founder of CyclingSavvy and ABEA (American Bicycling Education Association) Curriculum Director, delivered an exceptional presentation titled "Creating Safer Cyclists & Better Customers." Or as a fellow CyclingSavvy Instructor put it, "Alive cyclists make better customers!"

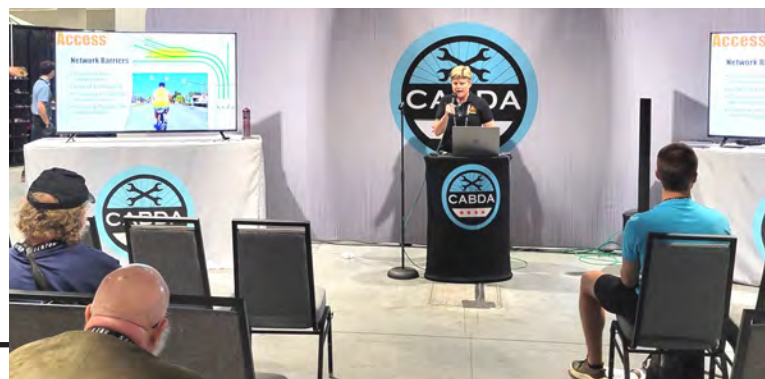
Jay Townley of Human Powered Solutions offered a presentation entitled "Five Key Tips for Retailer Success in 2025," providing valuable industry insights. He shared data revealing that in 2024, IBDs saw gross margins of only 27% on e-Bike sales, 31% for conventional bikes, and an impressive 50% for used bikes – an increasingly encouraged trend. Meanwhile, the overall gross margin for business operations stood at 41%. He emphasized that bicycle service, when appropriately priced, can be a profit center.

Independent Bicycle Dealers face a number of challenges:

- Manufacturers opting to sell directly to consumers.
- Lingering COVID effects.
- Tariffs potentially decimating the industry.

I had the privilege of once again presenting at the Expo, where I explored "Unlocking the Full Potential of E-Bikes" and "Selling E-Bikes to Law Enforcement."

(Continued on page 11)



Keri Caffrey of CyclingSavvy/ABEA (courtesy Clint Sandusky)

(Continued from page 10)

In the latter session, drawing from my article “Selling e-Bikes to Law Enforcement: Part 2 (*Bicycle Retailer and Industry News*, December 29, 2022), I emphasized the need for retailers to exclusively offer legally compliant e-Bikes – in addition to highlighting IPMBA’s requirements for duty e-Bikes. At the core of this discussion is the fundamental principle of “standard of care,” which defines the level of competence and responsibility expected in a professional field. Unfortunately, some companies fail to uphold this standard, jeopardizing safety and reliability while increasing liability risks.

As with previous CABDA West Expos, my colleagues and I staffed a CyclingSavvy/CABO (California Association of Bicycling Organizations) booth, which received a positive response from attendees. It was inspiring to witness the cycling industry increasingly recognize the importance of effective rider education – a step in the right direction for safer and more well-informed cyclists!

CyclingSavvy showcased its latest offerings, emphasizing effective education for cyclists of all experience and age levels:

E-Bike Training for Teens: An essential resource focused on equipping young riders with the necessary skills for safe and responsible e-Biking – skills that will carry over into safer driving. It is a meaningful gift for both teen riders and parents concerned about their well-being.

Bicycling Street Smarts:

CyclingSavvy Edition: An updated version featuring a new chapter dedicated to e-Bike safety and best practices.

To learn more about defensive bicycling and the wonderful resources and courses (online and in-person) of CyclingSavvy, visit <https://cyclingsavvy.org/>.

Clint has been actively involved in IPMBA since 1994, contributing to various workshops at the 2006, 2007, 2018, 2019, and 2022 IPMBA Conferences. He served on IPMBA’s past E-Bike Task Force and collaborated with PCI Erik Pearce to instruct the E-Bike Training Module Course at the 2022 Conference. With over 29 years as a CA POST Bike Patrol Instructor, Clint has extensive experience in teaching, presenting, authoring, and consulting on conventional and e-Bike content and training for law enforcement, government officials, and the cycling community – in California, Idaho, and across the country. He is a CyclingSavvy-certified Cycling in Traffic Expert. Clint has run errands, trained on, instructed, patrolled, and raced on e-Bikes (e-MTBs). He can be reached at clint.sandusky@gmail.com.



CyclingSavvy/CABO Booth (courtesy Clint Sandusky)

EXHIBITOR LIST CABDA WEST

3D ADVENTURE PRINTING	Cruiser Candy	Human Powered Solutions	Magnum E-Bikes	TENWAYS
ABUS	Denago E-Bikes	HP Velotechnik	Marsh McLennan Agency	Tern Bicycles
AIMA E-BIKES	Eastman Industries	Hypergo	Monday Motorbikes	Timmy Fresh Brand
ALBABICI	EG Bike	Ikeono	Montecci	Token Products
American Bicycling Education Assoc.	Euphree	Innovative Sports Distribution	Nakto eBike	TRIMAX
Aurora Payments	ESportlet Corp	NTENSE Cycles	National Bicycle Dealers Association (NBDA)	TRP / Tektro USA
Aventon	F&R CYCLE INC	ISU Stephen B. Marvin Insurance	NINETYK Saddles	Uown Leasing
Beeline Velo	F2C Nutrition	JackRabbit Mobility	PYVOT	UNDRBUDR
BiKASE	Fantic Bikes	JAKROO Custom Apparel	Qualisports	United Wheels
BIKEBAC	FEND Helmets	JB Racks	Quality Bicycle Products	UPWAY USA
BikeCo	Fifield Electric Bikes	JBI.BIKE	Rad Power Bikes	Urtopia
BikeExchange	Flat Attack Sealant	Kali Protectives	Revibikes	Velotric
Bikeflights	Flatbike	Kenda Tire	Rezosystems	VTUVIA ELECTRIC BIKE
Blaupunkt E-Bikes	FleetMaid Rental Software	Kitzuma Cycling Logistics	Risse Racing Technology	Vvolt Electric Mobility
Bottecchia Bicycles	FTHPower	Kool Stop	RockyMounts	Woom Bikes USA
Bulls Bikes USA	Garrett Dynamics	Kryptonite	Rudy Rack	Workstand
Calif Assoc. of Bicycling Organizations	Gear Hugger	Lake Cycling	Saris Equipment	YADEA AMERICA
Carbs Fuel	Guardsman	LBC Cycle Locally	SAVA Bicycles	Zappo Sports
Catrike	Goodyear Tires	Look USA	Serfas	Zidy, Inc
Citrus-Lime	HAPPYRUN	Macfox	SocketGuy	ZOL Eyewear
Coast 2 Coast Distribution	Haro Bikes	Magicycle	SP Connect	ZOOZ Bikes
	HEB Allscape		SRAM	Zuatu Cycling Shoes
	Heybike		SteinTrikes USA	
	HubTiger			

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Shimano Model
with 27.5" Wheels
and
Code 2 29er

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EMS World 2024:

On the Cutting Edge of Emergency Medical Services Delivery

by Steven Ray, EMSCI #349-B
Harris County ESD # 16 / Klein Fire Department
IPMBA Conference/EMS Coordinator

The 2024 EMS World Expo in Las Vegas was an incredible event for first responders. More than 7,000 EMS professionals from 65 countries came together to learn, train, and see the latest gear in emergency response. It was an amazing opportunity to connect with others in the field and bring back knowledge that could help save lives.

A Powerful 9/11 Tribute

One of the most emotional moments of the conference was the keynote speech by FDNY EMS leaders who were at Ground Zero on September 11, 2001. These seasoned professionals shared their experiences, reminding us of all the strength and dedication it takes to work in emergency services. It was a humbling and inspiring session that left a lasting impact on everyone in the room.

Learning New Skills

Training is what makes us better responders, and the conference was filled with excellent educational sessions. One of the most discussed was “Beyond Chart Review: Creating a Data-Driven CQI (Continuous Quality Improvement) Program,” which focused on improving patient care through better data collection. Another important session, “Identifying and Addressing Operational Stress in First Responders and Their Families,” provided real-world strategies to help first responders deal with job-related stress and mental health challenges. These sessions weren’t just about theory, they offered practical takeaways that could be implemented right away.

Must-Have Gear

There were (literally) tons of products at the Expo, but four that stood out to me were the **Quiqlite LiteStick**, **MyID Sport Medical ID Bracelet**, **PAX Bike Patrol Bag**, and **Guardian Angel Lighting System**.

The **Quiqlite LiteStick** is a hands-free, LED light designed for first responders. It clips onto gear and



provides a reliable, bright light source when

and where you need it. Whether you are working at night, in a dark building, or just need better visibility, this is a must-have tool.

Another important piece of gear is the **MyID Sport Medical ID Bracelet**. It is a simple but effective way for to carry personal medical information. In an emergency, quick access to medical history can make all the difference. This durable silicone bracelet links to a secure profile with vital details like allergies, medical conditions, and emergency contacts—critical information when seconds matter.



The **PAX Bike Patrol Bag** is a practical choice for bike-based EMS personnel. Designed for quick access and efficient storage, this purpose-built bag enables EMS cyclists to carry essential medical supplies while on patrol. Its durable construction and ergonomic design make it ideal for fast-paced environments where mobility is crucial. It is waterproof, dirt-resistant, comes in two sizes, and is equipped with carrying straps for grab-and-go convenience. Pax also offers a oxygen bottle bag that mounts to all standard rear racks.



Another game-changing product is the **Guardian Angel Lighting System**. This high-powered wearable light ensures visibility and safety in any situation. Whether mounted on a uniform, helmet, or bike, it provides 360-degree illumination, making first responders

more visible during nighttime operations and emergency responses.



Since bicycles represent just a sliver of EMS service delivery, it is always

gratifying to see bike-specific products on the

show floor. This year there were multiple panniers on display, which suggests a resurgence in EMS bike use as special events return post-pandemic.

(Continued on page 15)

October
20–24, 2025
Indianapolis



EVERY CALL. EVERY STORY.

EMS World Expo is coming to Indianapolis for the first time! Known for hosting world-class events, Indianapolis's vibrant culture and central location make it the perfect gathering place for the EMS community. Join thousands of EMS professionals this October for industry-leading EMS education, networking, exhibits, and more.

DID YOU KNOW?

- IPMBA members receive **\$100 off registration** for EMS World Expo* with code IPMBA
- Known as the Crossroads of America, Indy is within a day's drive of over half of the country's population
- Indianapolis International Airport (IND) offers non-stop flights to 52 destinations



**REGISTER TODAY
AND JOIN US IN INDY!**
emsworldexpo.com

*Discount applies to 3-day conference pass only and cannot be combined with any other coupons or discounts, including NAEMT, Military, or Group discounts.

(Continued from page 13)



Long-time IPMBA Corporate Member **R&B Fabrications** was present with their pioneering EMS-specific pannier on display. The **Resus Tailor** has recently begun distributing the **OpenHouse Products** pannier designed by the London (UK) Ambulance Service and adopted by New Orleans EMS, while **Meret** has developed a pannier in conjunction with the Chicago Fire Department that was debuted during the 2024 Democratic National Convention.

All of this equipment is great, but all of it needs to be backed up with training programs and materials. IPMBA's publishing partner, **Jones & Bartlett Learning Public Safety Group**, included the *Complete Guide to Public Safety Cycling* among the many titles available at their booth.

2025 IPMBA Conference

If you missed EMS World Expo, don't worry—more opportunities are coming up. The **32nd IPMBA Conference** is

happening June 2-7, 2025, at Washington University in Saint Louis, Missouri. This event is essential for **police, EMS, and security personnel who ride bicycles** in the line of duty. It will include hands-on training, certification courses, networking with experts in the field, AND a product showcase focused specifically on bike operations. Since you're in public safety and use a bike on the job, you don't want to miss this.

Final Thoughts

The EMS World Expo was a great reminder of why we do what we do. It gave us a chance to learn new skills, see innovative gear, and hear from some of the most experienced professionals in emergency response. If you're serious about staying at the top of your game, events like this—and the upcoming IPMBA Conference—are well worth attending. Stay safe out there!

IPMBA Conference 2025:

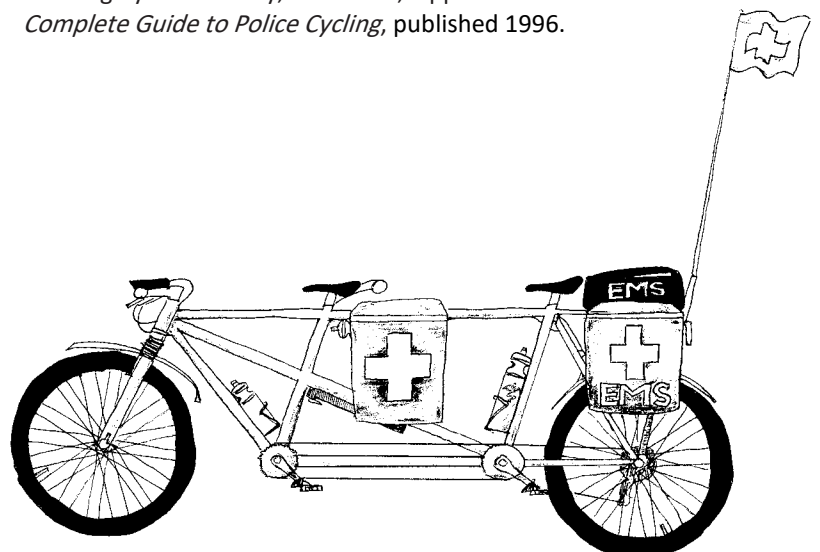
June 2-7, Saint Louis, Missouri

EMS World Expo 2025:

October 20-24, Indianapolis, Indiana (IPMBA members who purchase a three-day pass save \$100 via the Product Purchase Program)

Steven is the Division Chief of Health & Safety for Harris County Emergency Services District # 16 (Klein Fire Department) and the Captain of Health Services for Harris County Emergency Services District # 7 (Spring Fire Department). Steven has served for over 18 years and has been a member with IPMBA since 2011 and an IPMBA Instructor since 2012. Steven was elected to the IPMBA Board in 2023 and currently serves as the EMS and Conference Coordinator. He can be reached at srayhouston@yahoo.com.

Drawing by Monte May, PCI #262T, appeared in the *Complete Guide to Police Cycling*, published 1996.



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

The catastrophic fire at the Coeur d'Alene (Idaho) Police Department's storage building, determined to be caused by an e-Bike battery, sparked continuing concerns about the safety of lithium-ion batteries used in e-Bikes. This press release by the Idaho State Fire Marshal's Office details the incident: <https://doi.idaho.gov/pressrelease/coeur-dalene-police-building-fire-determined/>.

In response to the above-mentioned incident, I wrote an article for *Police1.com* entitled "Tips for E-Bike Lithium-Ion Battery Safety" (<https://www.police1.com/bike-patrol/tips-for-e-bike-lithium-ion-battery-safety/>).

During my research for the article, I learned about CellBlock and its industry-leading fire containment systems for e-Bike and e-Mobility batteries. Their website states, "CellBlock FCS is revolutionizing the safe handling, transportation, and storage of lithium-ion batteries with patented solutions that have been tested Beyond Compliance™."

I know what you're thinking. "Why does my agency (or I) need a fire containment system? We only have two e-Bikes, have never had a problem with our batteries, and such a system must be expensive!" My response, as evidenced by the incident above, is: "Can your agency afford **not** to have one?!"

CellBlock Fire Containment Systems (FCS) offers a range of fire containment systems to meet the needs of every sized agency, bike shop, and residence, from single-sized battery sleeves to racks of various sizes to accommodate large numbers of batteries.

Safe Charge E-Series 800 Wh ECR for e-Bike Batteries

In October of 2024, I purchased the Safe Charge Sleeve E-Series 800 Wh ECR after accidentally dropping my Trek/BOSCH PowerTube 750 Wh e-Bike battery. It was inspected by a

certified BOSCH e-Bike Systems dealer, and although it was deemed okay, I decided to purchase the sleeve as an added precaution. Better safe than sorry!

CellBlock states that its sleeves are "engineered protection for charging e-Mobility batteries" and "save lives and protect your home or business. The Safe Charge Sleeve E-Series offers proven protection from battery fires." These sleeves can be used to safely charge and store high-energy batteries from e-Bikes, e-Scooters, RC cars, drones, power tools and equipment, and more.

A list of features, specifications, and third-party certifications can be found here: <https://cellblockfcs.com/e-series-charging-sleeve>.

CellBlock advises "choosing the correct sleeve is important to ensure effectiveness." Their website provides convenient information to help you select the right sleeve, and their representatives are always available to assist you and answering any questions you may have. After selecting "BUY IT NOW," you will find an informative tutorial video that demonstrates how to correctly insert the battery into the sleeve and charge it.

Clearly, I couldn't legally or safely test the effectiveness of this sleeve myself, as demonstrated in CellBlock's video (<https://www.youtube.com/watch?v=00T58zkBJEo>). However, the partnership between PeopleForBikes and Call2Recycle (<https://www.peopleforbikes.org/news/an-electric-bicycle-battery-recycling-program-call2recycle>) for e-Bike battery recycling speaks volumes about its credibility.

Important: While the sleeve helps mitigate the fire risk, it is crucial to remember that lithium-ion batteries can still emit highly toxic smoke! Per CellBlock, the sleeve will mitigate most, but not all, of the toxic smoke.



As of December 2024, the retail cost for the 800 Wh sleeve was \$500 US. Lower Wh sleeves cost less. You paid a lot more for your e-Bike and the building in which it is stored, so look upon it as an insurance policy of sorts.

Pros:

I was highly impressed by the quality of its construction and attention to fire containment details. Two sturdy retention buckles, along with heavy-duty Velcro closures at the opening and on the flap, ensure the containment pocket remains sealed and secure. The sleeve also features a convenient handle for safe carrying.

Safe Charge Sleeves provide a budget-friendly alternative to the Safe Charge Rack models, which can accommodate 12 to 40 e-Bike batteries and range in price from \$9,030 to \$17,700. The sleeves are an excellent choice for smaller agencies with budgetary constraints or those with a limited number of e-Bikes, as well as the those who own personal e-Bikes.

Cons:

The 800 Wh sleeve is fairly large; lower Wh sleeves are smaller. Some agencies might view the cost as high; however, even premium battery packs meeting U.S./Canada UL 2271 or European EN 15194 testing standards (or e-Bikes meeting the UL 2849 system-wide standard) are not entirely infallible or safe. The repercussions of an e-Bike battery fire could be far more expensive, an argument that could help convince decision-makers to secure the necessary funding.

(Continued on page 17)

Safe Charge E-Series ECR for e-Bike Batteries

The Bottom Line

If your agency uses e-Bikes, a fire containment system specifically designed for lithium-ion batteries is essential! As an old TV commercial wisely put it: “You can pay me now, or pay me later.”

That said, it is important to remember that a fire containment system should be the *last line of defense* and *not* a substitute for proper care, charging, storage, training practices, and policy! While high-quality, well-maintained e-Bike batteries are generally safe, they still carry a small risk of catastrophic failure.

I extend my gratitude to Maxwell Weerts, Business Development Executive at CellBlock FCS, LLC, for providing valuable information and assisting me with the selection of my sleeve. For more information on all CellBlock products, visit <https://cellblockfcs.com/>.



Disclaimer: You assume all responsibility and risk for using the fire containment systems described in this article. IPMBA and I disclaim any liability for the materials, information, and opinions herein. No advice or information shall create any warranty. Reliance on the content is at your own risk, including safety tips, resources, and/or precautions related to battery storage, charging stations, and emergency procedures. IPMBA and I disclaim liability for any injury, death, or damages resulting from their use.

Clint has been a dedicated member of IPMBA since 1994. He has conducted workshops at the 2006, 2007, 2018, 2019, and 2022 IPMBA Conferences. He served on IPMBA's e-Bike Task Force and assisted PCI Erik Pearce in instructing the E-Bike Training Module Course at the 2022 Conference. Clint has extensive experience in teaching, presenting, authoring, and consulting on e-Bike content and training for law enforcement, governmental officials, and the cycling community and industry across California, Idaho, and nationally. He can be reached at clint.sandusky@gmail.com.



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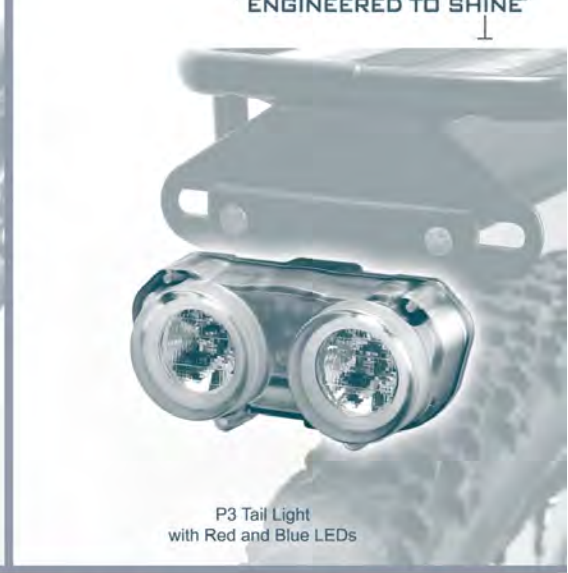


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Web: **www.cygolite.com**



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The Supplier Listing is a compilation of companies which have shown their commitment to IPMBA and 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 by returning the favor!

Bicycles



Benelli North America
www.benellipolicebike.com



Recon Power Bikes
www.policepowerbikes.com



Volcanic Bicycles
www.volcanicbikes.com

Intense Cycles
www.intensecycles.com

Strider Sports International, Inc.
www.striderbikes.com

Bicycle Accessories and Components



ISM Saddles, LLC
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

Kenda USA
http://shop.kendatire.com

Leland Maximum Inflation
www.maximuminflation.com

Mountain Racing Products (MRP)
www.mountainracingproducts.com;
www.powergrips.com

Pedaling Innovations
www.pedalinginnovations.com

Team Cycling and Fitness
www.teamcyclingandfitness.com

TOGS
www.togs.com

Bicycle Storage and Transport

Setina Manufacturing
www.setina.com

American Bicycle Security
www.ameribike.com

Cellblock Fire Containment Systems
https://cellblockfcs.com/

Bike Patrol Supply

Police Bike Store
www.policebikestore.com

Patrol Bike Systems
www.biketools.com

Clothing and Accessories

Kali Protectives
www.kaliprotectives.com

Endurance Enterprises dba EnjoySummer
www.enjoysummer.com

Pandana Headwear & Sun Protection
www.pandanausa.com

Duty Gear

R & B Fabrications
www.rbfab.com

ExecDefenseUSA
www.execdefense.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

Endurance Enterprises, d/b/a Enjoy Summer
www.enjoysummer.com

Rudy Project USA
www.rudyprojectna.com/vip

Maintenance and Tools

HGNR/Dumonde Tech
www.hgnr.com

MINT'N DRY
www.mintndry.com

SKS USA
www.sks-us.com

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Nutrition



Cera Products, Inc.
www.ceraproductsinc.com

NuGo Nutrition
www.nugonutrition.com

Skratch Labs
www.skratchlabs.com

Organizations and Associations



NAEMT
www.naemt.org

American Bicycling Education Association
www.abea.bike

California Police Officers Association
www.cpoa.org

Cycling Archives-U Mass-Boston
http://openarchives.umb.edu/

International Association of Chiefs of Police (IACP) / IACPNet
www.theiacp.org / www.iacpnet.com

League of American Bicyclists
www.bikeleague.org

National Association of School Resource Officers
www.nasro.org

National EMS Memorial Bike Ride
https://nemsmbr.org/

National Interscholastic Cycling Assn.
www.nationalmtb.org

National Law Enforcement Officers Memorial Fund
www.nleomf.org

National Ski Patrol Bike Patrol Program
https://nsperves.org/bikes/

Officer Down Memorial Page
www.odmp.org

People for Bikes
www.peopleforbikes.org

Wilderness Medical Society
https://wms.org/

Publications and Tradeshows



EMS World
www.emsworld.com

American Police Beat
www.apbweb.com

Blue Line Magazine
www.blueline.ca

CABDA Expo
www.cabda.com

EMS1.com
https://www.ems1.com/

Officer Media Group
www.officer.com

Police Magazine
https://www.policemag.com/

Police1.com
https://www.police1.com/

Specialty Items

Dick Kramer Studios
www.dickkramer.com

Expert Voice
www.expertvoice.com

Training



Jones & Bartlett Public Safety Group
www.psglearning.com



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

American Bicycling Education Association
www.cyclingsavvy.org

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

Exploring: Discover Your Future
www.exploring.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.hsra.unc.edu

Wilderness Medicine Institute
www.nols.edu/wmi

Uniforms



First Responder Outfitters/Sound Uniform Solutions
www.sounduniforms.com

Bellwether Clothing
www.bellwetherclothing.com

MOCEAN Tactical
www.moceantactical.com



IPMBA PRODUCT PURCHASE PROGRAM

The IPMBA Product Purchase Program (PPP) was established in 1996 as a way to add value to IPMBA membership. Shopping was a person-to-person experience, and you had to call someone to obtain a discount. Now you can get at least a one-time discount simply by sharing your email address and subjecting yourself to a barrage of marketing emails. What sets the PPP apart is the discount (in most cases) is NOT just a one-time benefit. You have many choices when you shop, so do your research online if you must, but please buy direct from these, your supporters. Still not convinced? Read *The IPMBA PPP: Making the Most of Your IPMBA Membership* (online at <https://ipmba.org/resources/product-detail/the-ipmba-ppp-making-the-most-of-your-ipmba-membership>).

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 2025. IPMBA cannot guarantee the accuracy of the information. Listings are subject to change without notice.*

Bicycles

Intense Cycles

Product: Intense 951 Series E-Xplore
Discount/Cost to Members: \$3499 per
Contact Name: Customer Service
Phone: 951-805-3094
Email: info@intensecycles.com
Website: www.intensecycles.com
Notes: Contact Customer Service 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
Contact Name: Customer Service
Phone: 605-342-0266
Email: customerservice@striderbikes.com
Website: www.striderbikes.com
Notes: Email the above address for instructions on obtaining the discount.

Bicycle Accessories and Components



ISM Saddles, LLC

Product: ISM Bicycle Saddles
Discount/Cost to Members: 50% off retail + free US shipping 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.



Volcanic Bicycles

Product: Bicycles and Accessories
Discount/Cost to Members: 20% off MSRP on accessories, replacement parts, and tools; special pricing on off-duty bicycles
Contact Name: Nathan Keenan
Phone: 509-427-8623
Email: nate@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.com
Website: www.arkel-od.com
Notes: Create a customer account (main page, top right). Send an email with your name and IPMBA member number. Your account will be activated so you can place orders directly.

Bar Mitts, Inc.

Product: Bar Mitts
Discount for 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 OG & Pro, Apparel
Discount/Cost to Members: 25% 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.

(Continued from page 21)

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 IPMBA2025.

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: <https://www.maximuminflation.com/>
Notes: Contact 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: 35% 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.

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: IPMBA20

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.

Bicycle Storage and Transport

American Bicycle Security Company

Product: 300 & 350 Series Bike Storage Lockers
Discount/Cost to Members: 10% off retail prices
Contact Name: Austin Stanley
Phone: 805-933-3688
Email: turtle@ameribike.com
Website: www.ameribike.com
Notes: Mention IPMBA and provide member number for authentication when placing your order.

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, patrolbike.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 x102
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.

Pandana Headwear & Sun Protection

Product: Neck Gaiters, Low-Profile Under-Helmet Beanies, Sun Protection Sleeves, Socks
Discount/Cost to Members: 30% off retail; free shipping
Contact Name: Henrik Nejezchleb
Phone: 720-226-5440
Email: mail@pandanausa.com
Website: www.pandanausa.com
Notes: Enter IPMBA30 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

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(Continued from page 22)

ExecDefense USA

Product: Bullet-Resistant Vests, Ballistic Helmets
Discount/Cost to Members: 20% off body armor
Contact Name: Chris Sfed
Phone: 215-235-4301
Email: info@execdefense.com
Website: www.execdefense.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 product details and 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 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: Email Jim for one-time discount code.

Night Provision

Product: Bicycle Lights/Tactical Flashlights
Discount/Cost to Members: 15% off
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
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: ateeper@statpacks.com
Website: www.statpacks.com
Notes: Enter coupon code IPMBA25 online during checkout or reference when placing phone orders.

Eyewear

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.

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 www.rudyprojectna.com/vip to create an account using Team Code IPMBA. Log into the account to access the regular discount and specials.

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.

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.

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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 - CyclingSavvy 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 the order.

Street Crimes Training

Product: Street Crimes Training

Discount/Cost to Members: \$395/person (regular rate \$495/person)

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

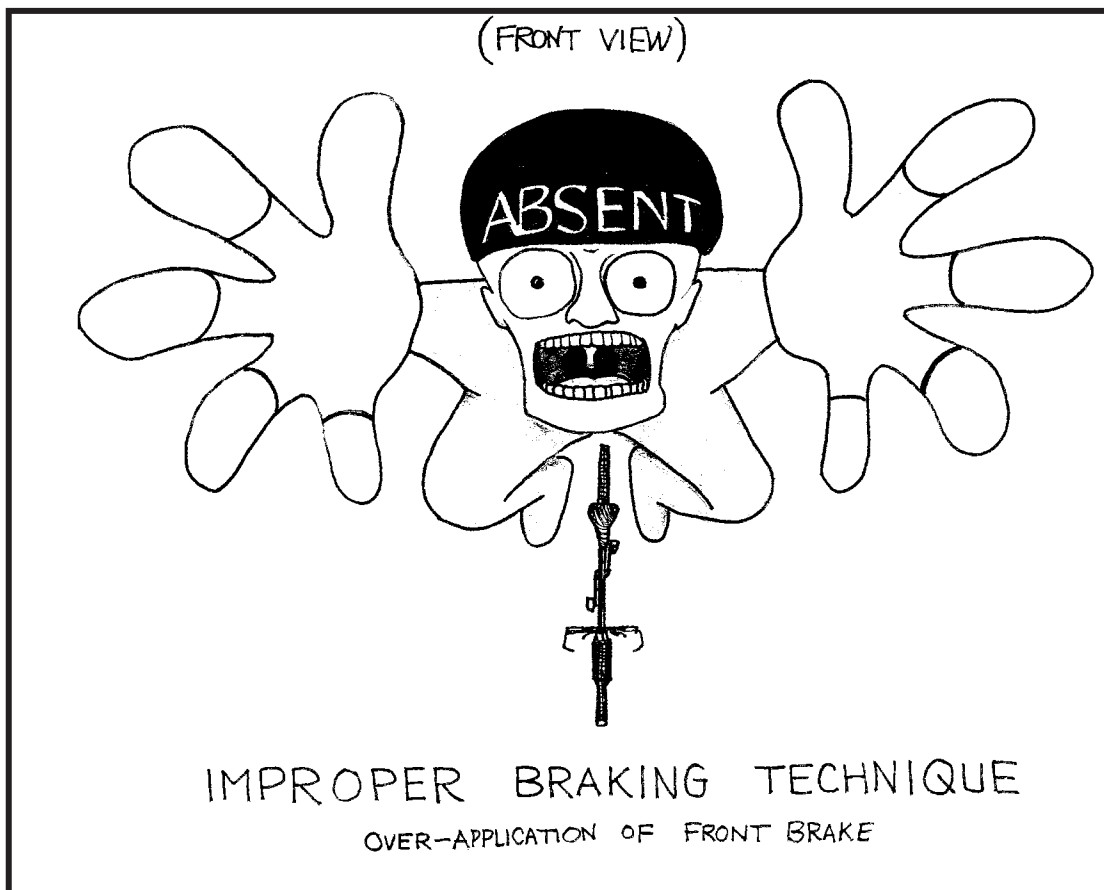
Contact Name: Joel Gurga

Phone: 888-800-5999 ext. 182

Email: jgurga@gallopcorp.com

Website: www.bellwetherclothing.com

Notes: Contact Joel for a list of participating dealers.



Drawing by Monte May, PCI #262T, appeared in the *Complete Guide to Police Cycling*, published 1996.

Corporate Members

PRODUCT GUIDE 2025



IPMBA thanks **Cycolite, EMS World, First Responders Outfitters/Sound Uniform Solutions, ISM Saddles, Jones & Bartlett Learning Public Safety Group, R&B Fabrications, Recon Power Bikes, and Setina Manufacturing** 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



Cera Products

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



Cycolite Bicycle Lighting Systems

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



EMS World

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



ISM Saddles

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



Jones & Bartlett Public Safety Group

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



Kali Protectives

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



NAEMT

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



Police Bike Store

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



RECON

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



R & B Fabrications

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



Setina

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



Sound Uniform Solutions

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



Volcanic Bicycles

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



BECOME AN IPMBA INSTRUCTOR

Join the ranks of more than 2,500 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 2025:

June 2-6, 2025 - Saint Louis MO

August 4-8, 2025 - Buffalo NY

October 13-17, 2025 - Washington DC

Gears & Gadgets: Massage Guns

by David Cohen

Maryland National Capital Park Police Reserve Unit

Most of my columns deal with various aspects of repairs, maintenance, or accessories to help make the bike more efficient and effective. However, when you think about it, the bike itself is an inert object. It takes a human being in the saddle to help make it work. If you can make the human more effective, that, in turn, would make the bicycle more effective.

One of the issues I've encountered as a rider is that I often have "stale legs"; that is, when they haven't fully recovered from the previous ride when I head out on my next ride. The "staleness" is usually stiff muscles caused by buildup of the body's waste products in the muscles. It typically takes me one or two days of rest between rides for my legs to fully recover. There are times, however, when I need to ride on consecutive days, so I began looking for ways to improve the recovery time of my legs.

A foam roller is a quick and inexpensive method to help with recovery, but they tend to be a bit unwieldy when trying to target specific muscles. A far better tool for that kind of concentrated therapy is the massage gun.

The massage gun works by using vibration to loosen up the waste products in your muscle tissue and to encourage blood flow to those same muscles. Massage guns come in a variety of sizes and price points. For the most part, the differences between lower-priced units and higher-priced units are the weight, the amount of power, the battery life, the number of attachments, and the number of bells and whistles that come with it.

I opted for an inexpensive gun that I found on Amazon under the brand name "Sorudel". It has a respectable amount of battery life and about a half-dozen attachments. It is a bit unwieldy, but not to the point that I find it bothersome. The optimal amount of power can be subjective,

because there is such a thing as having too much power, and since I was just starting out, I didn't want to go overboard with the power settings.

This massage gun uses a rechargeable Li-Ion battery. It charges using a USB-C cable, but curiously, it did not come with the wall wart to plug it in. I've actually seen this trend on the increase for various small electrical equipment. Battery life is dependent on which setting you use. I found I could get about a week's worth of sessions (usually about 20 minutes each time) at the lowest setting before needed to recharge it.

I advise you to do your homework before using a massage gun. If you use it incorrectly, you can end up doing more harm than good by bruising the muscles. The instructions that came with my massage gun were the typical "Let's feed Chinese into Google Translate and see what comes out" that you find with these products. One of the instructions was for the gun to "not be used on body parts". Huh? While there was some degree of useful information in the manual, there are far more thorough (and more understandable) resources on the internet regarding the use of massage guns.



I am not an expert on the use of massage guns and, therefore, will not be getting too much into the specifics on how you should use one.

However, here are a couple of basic guidelines for someone using a massage gun for the first time:

- Use the lowest power setting available to get your muscles used to the feel of the massage gun.
- The muscles should be in a relaxed position to allow as much "give" as possible.
- Even if there is a specific "tight spot", use the massage gun over the length of the entire muscle.
- On specific tight spots, use a circular motion, clockwise and counter-clockwise, and do not spend more than 20 seconds on that spot.
- Your gun will come with all sorts of attachments. The foam ball attachment is probably the best one to start with. Once your body acclimates to the massage gun, you can experiment with the other attachments and power settings.

So, does it work? In my experience, yes. I found that my recovery times were quicker, especially when riding on consecutive days. In addition, I had far less drop-off in my performance on the second day of riding than I had when I tried to ride on consecutive days prior to using the massage gun. In some instances, I was able to set personal bests even on the second consecutive day of riding, which for me was previously unheard of.

Is the massage gun a cure-all? No, it's not. It's a tool just like any other tool we put in our public safety cycling toolbox. Tools work best when working in combination with other tools. In my case, I use a mix of stretching, qigong, foam rollers, *and* the massage gun as part of my evening "cool down" before I head off to bed. When used in combination, each tool becomes a "force multiplier" to help improve the most important component on any public safety bicycle: the rider.

Gears & Gadgets: Folding Bikes

by David Cohen

Maryland National Capital Park Police Reserve Unit

If you're reading this column, you probably think bicycles are a great way to get around. If you're one of those people who doesn't have to transport your bicycle, you are pretty fortunate. Most of us have to face the seemingly endless struggle involved with finding a decent (and affordable) bike rack, mounting the bike, securing and removing the bike, which can be a genuine pain. It would be so much easier if bicycles were designed to be more portable.

Enter the folding bicycle. The concept of the folding bicycle is not new. Almost as soon as the first "safety bicycles" were invented in the mid-1880s, the ability to fold them up for portability followed. The first U.S. patent for a folding bicycle was issued in 1887. Most folding bicycles were used for military applications and saw service in both World Wars. One of the best folding bikes of the era was the BSA Folding Military Bicycle, which was designed to be dropped from an airplane. It would land upside down to prevent damage to the wheels. Even by modern standards, the BSA bikes were amazingly rugged and reliable. After the wars, there was a bit of a lull in the popularity of folding bikes. In the 1970's, rising gasoline prices spurred an interest in alternative methods of transportation, and the folding bicycle began to make inroads with the general population.

By the 1980's, the two most well-known manufacturers of folding bicycles, Dahon and Brompton, had emerged onto the scene. Of the two, Dahon tends to be the less expensive and more common model.

The Brompton is a top-end model, usually made from titanium, and its prices tend to be higher.

Many major bike manufacturers have joined Dahon and Brompton in the manufacture of folding bicycles. Folding bikes come in a variety of sizes from ones with 16-inch (40 cm) wheels, to the fairly common 20-inch (50 cm) wheel, up to the 700cc / 29er wheels. With the larger wheelsets, though, the bicycles get bigger. The proliferation of e-Bikes has also included the folding bicycles as well.



Last fall, I was going to visit New York City and having to drive into Manhattan. Knowing how scarce (and expensive) parking is, I thought it might be a good idea to purchase a folding bicycle that I could toss into the car. That way, if I had to park a considerable distance from where I needed to be, I

could get to my destination far more quickly than by walking.

I picked up a Dahon Boardwalk off of Facebook Marketplace for \$90 cash. The Boardwalk is a single-speed folding bicycle with 20-inch wheels. It has a coaster brake in the back and a rim brake up front. It seemed to be in pretty decent shape when I met the seller, but once I got it home on my repair stand, it soon became apparent that everything was going to have to be examined and possibly repaired or replaced. It wasn't ready for the New York trip as I planned, but I continued to work on it.

As expected, I did have to make some modifications. I had to replace the bottom bracket and crankset because the bottom

bracket had cold-welded itself to the cranks. I installed a cartridge-type square taper bottom bracket and an alloy crankset. I chose to reduce the front charring from 45 to 42 teeth because of the undulating terrain near where I live. I stripped the fenders, the kickstand, and the rear rack off the bike to reduce the weight. I dropped the bike from 30 pounds (13.6 kg) to 26.5 pounds (12 kg) with these modifications.

Finally, it was time to test this contraption. The first thing I recognized is that this bicycle's primary role is for the commuter or other rider who values portability over rideability. Twenty-inch wheels with a rather steep head angle and relatively narrow handlebars made the bike feel very twitchy. After a little bit of riding, I got used to some of the twitchiness. The key is not to try to fight it. Let the bike do what it wants to do while you remain focused on keeping it straight.

This bike has a relatively long wheelbase, which helps it ride a bit more smoothly than otherwise. Slow-speed handling was good; I was able to take it through "the Box" and other slow speed maneuvers without too much difficulty. Brake modulation on the coaster brake was surprisingly good, although I really had to hop into the "wayback machine" to remember to pedal backwards to engage it.



(Continued on page 28)

Folding Bicycles

(Continued from page 27)

The forward rim brake still needed some tweaking. It is mounted on the right side, which is opposite where you'd expect it. And the brake lever reach is way too long.

As I noted above, the primary focus of this bike is portability as opposed to rideability. In that department, it does very well. It folds up into a rather nifty little cube of about 28 inches (71 cm)



long by about 28 inches (71 cm) high and about 12 inches (30.5 cm) wide, roughly the size of a medium-sized suitcase. I am told that this bike originally had a carrying bag to make it easier to tote around, but that disappeared somewhere along the line. It would fit into a good-sized duffel bag, and it certainly can fit into the trunk of most small cars. Some of the smaller bikes with smaller wheels are even more adept at being mechanical contortionists that can fold up into a size not much larger than a briefcase.

Does a commuter-type folding bike have a place in public safety cycling? Not in the traditional sense. These bikes are generally not built for all-day riding. However, there are situations in which being able to securely stow a

bicycle inside a vehicle or having a small bicycle on hand could be an asset. In the case of our volunteer program, we have several mid-sized parks that would take a considerable amount of time to patrol on foot, but are not large enough to warrant a dedicated bicycle patrol. A small folding bike would be a good tool for a quick sweep through the park. That is but one example of "out-of-the-box" thinking.

For those who like the concept of a folding bike but want a ride more like a non-folding bicycle, Montague Bikes (www.montaguebikes.com) produces variations on the 700c road bike and 27.5-inch mountain bike, with prices ranging from \$850 for their entry level bikes all the way up to \$3995 for their folding e-Bikes. Montague's Paratrooper, which is akin to a typical public safety bicycle, sells for between \$1195 to \$1495, depending on which model selected. These bikes will ride more like a non-folding bicycle, but there is a weight penalty and additional complexity that offsets some of the advantages of its portability. In addition, while they do fold, larger bikes are going to take up more room than their smaller commuter counterparts.

Tommy Hamelink, a long-time member from the Netherlands who attended multiple IPMBA Conferences in the 2000's, procured a Montague Paratrooper to facilitate travel to and from the conferences and other trainings. Having a folding bicycle made it easier and less expensive to transport a bicycle on an airplane. If you are curious about his experience, the article appeared in the 2006 Product Guide issue of *IPMBA News*, which is on the IPMBA website at https://ipmba.org/images/uploads/IPMBA_News_Winter_2006_WebR.pdf.

In summary: with commuter-type folding bikes, portability is their primary purpose. Could you ride one all day? Sure, but you probably wouldn't want to, especially if you're used to riding a more conventional bicycle. However, the portability of these bikes is a quality that can't be ignored. Having a bike nicely folded up in the trunk of your car, available at a moment's notice, is a luxury one could get used to. If you opt for a larger folding bike, the ride will be superior, but it won't be as compact when stowed. Like everything else, they have their pros and cons and it is up to the individual to determine if the price of portability is worth it.

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 16-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.



THE BEST VALUE IN A PUBLIC SERVICE E-BIKE



Comfortable Saddle



Intuitive Controls



2400 Lumen LED Headlight



Integrated Front and Rear Flashers



110dB Horn



Saddlebag w/Panniers Included



500 Watt Rear Hub Motor



Heavy Duty Pedals



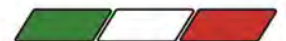
203mm Disc Brakes

FULLY LOADED	FULLY INTEGRATED	10.4AH BATTERY	40 MILE RANGE
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Benelli North America 1920 Hutton Court Suite 400 Farmers Branch, TX 75234
214-390-3376 | usasales@benellipolicebike.com



PURA PASSIONE DAL 1911



by Cameron Newton, PCI #1994-B/EMSCI #542-B
Frisco (TX) Police Department

Editor's Note: After five years, Gears & Gadgets blogger David Cohen needs a break. Cam Newton has graciously agreed to assume part of the responsibility of sharing tips and tricks he has learned as a cyclist and mechanic. He starts by reminding us of the importance of using one's skills not only for personal benefit, but also for the good of the community.

Several years ago, a colleague and I volunteered with the Salvation Army Christmas Toy Drive. A local bicycle safety advocacy group had organized a group of volunteers to help assemble and repair bicycles for a local holiday program. We had both served as bicycle operators with our agency and had attended an IPMBA Maintenance Officer Course. The skills we learned in that course gave us the expertise needed to participate.

Public safety personnel have a responsibility to their respective communities. As public servants, we are obligated to model good character and bravery. We have the opportunity to offer both guidance and hope. We can guide others as we lead and provide hope when our actions have positive, rippling effects. One way this is manifested is through bicycle operations.

As an instructor, I try to impress upon new students the importance of modeling and providing the expertise within the sport. In addition to delivering the curriculum, I look for teachable moments, such as how to secure a bicycle and protect against theft during a deployment, or how to plan deployments to include rehab or aid stops. I also try to generate enthusiasm for bike patrol in those who lack it.

A percentage of my students attend the basic IPMBA Course at the direction of their administration rather than out of a passion for implementing bicycles within their work assignments. Our bicycle-specific training should be more meaningful than that. My hope is that the students will not simply hang their bikes on the wall, only dusting them off for annual training. My hope is to instill within them the pressing need to utilize their training, not only for operations, but also to foster new relationships, create or grow partnerships, and inspire initiatives within their communities.

Stepping out of the squad car, the bicycle has enabled me to operate beyond the cultural norms of the law enforcement community. I have forged relationships with community members who share a common interest in the sport of cycling. There are times when our public duty ostracizes us from the general population and we therefore neglect or choose to disassociate from those partnerships.

My decision to engage with civilian cyclists led to me joining planning committees, helping with holiday bike-building events for Salvation Army, and teaching bike-handling skills to kids at local swap meets.

I have come to know many people, some of whose lost faith in public service has been restored by these positive interactions.

I experienced one citizen's restored faith in law enforcement after meeting them at a local coffee shop to discuss bike skills. I know another IPMBA Instructor who uses his passion for strength training to help local youth with weight training at an after-school program. Yet another volunteers at a local youth program that operates bicycle skill camps, teaching kids advanced mountain bike skills. I know we are not alone in this effort to connect with the community through shared interests.



IPMBA members are proof that there are many bike operators who have a passion to engage with their community through cycling. These relationships go beyond our ability to maneuver in restricted spaces where motorized vehicles cannot go. We as bicycle operators can and should create meaningful relationships within the jurisdictions we serve.

In what ways can you use your skills to give back to your community? It won't happen overnight. It takes time to build relationships so that when you plan an event, people will show up. But I promise you, they will. Humanity still believes in the kindness we show when we volunteer our time, skills, and expertise.

Cameron was certified as an IPMBA Police Cyclist in 2017 and as a Police Cyclist Instructor in 2021. He attended the IPMBA Bicycle Response Team Training and the BRT Instructor Development Component in 2022. Previously with the Denton (TX) Police Department, Cameron served as bicycle team coordinator and was responsible for conducting bicycle patrol trainings for the department. He was also a Field Training Officer and routinely taught bicycle operations for the Citizen's Police Academy. He founded a mobile bicycle repair business in 2021 and earned the PBMA Mechanics Certification Level 1 in 2022. Cameron has also taught basic bicycle maintenance courses to local first responders while working as a representative for Volcanic Bikes. He can be reached at Cameron.newton@gmail.com.

by Chris Strong
IPMBA Interim Director

When I was hired as IPMBA's Interim Director, I was entrusted with the responsibility of bridging the gap between Maureen Becker, our director since 2000, and the next leadership team.

I am thrilled to announce that the IPMBA Board of Directors has taken a meaningful step toward ensuring the long-term strength and success of our organization.

We are excited to welcome **Lee Lowery, MPA, CAE**, as IPMBA's new Executive Director. Lee brings decades of leadership experience in association management and a deep commitment to member service. Lee will be supported by a talented team of colleagues at MCI, an association management company that provides strategic guidance, operational excellence, and financial management to help organizations like IPMBA grow, enhance member engagement, and build capacity. By leveraging specialized expertise, the team, overseen by Lee, will enable IPMBA to focus on our core mission while improving our efficiency and effectiveness.

This is not a change in who we are—it is a strategic evolution to ensure we continue to deliver the high-quality training, certification, and support that our members count on. Under Lee's leadership, IPMBA will be positioned to strengthen its operations, enhance member services, expand our training programs, and build a sustainable future.

What This Means for Members

This transition is designed to be seamless for members. You will continue to receive the same great service, now with increased capacity in a few key areas:

- * **Operational Efficiency:** Improving our systems for membership management, communications, and financial operations.
- * **Expanded Training & Certification Opportunities:** Increasing our ability to develop and deliver best-in-class training programs.

- * **Enhanced Conference & Events:** Continuing to adapt our Conference and regional training opportunities in response to the changing educational and operational environments.
- * **Seamless Member Services:** Ensuring timely responses, smooth registration experiences, self-service options, and reliable support for all IPMBA activities.

A Thoughtful Transition

The board understands that change can bring questions, and we want to assure you that this transition is being carried out with care. The board, staff, and leadership team are working closely with Lee and the MCI support team to ensure consistency and continuity in all aspects of our work. Our top priority is ensuring that the services and experiences you value most remain strong while we make improvements that enable us to further our mission.

This new structure will allow our leadership and volunteers to focus more directly on member engagement, educational development, and expanding our public safety impact. Lee's expertise and her team's resources will enable IPMBA to be more nimble, forward-looking, and member-driven.

Honoring Our History, Building Our Future

IPMBA has a proud history of empowering public safety professionals, and this transition ensures that we can continue that tradition without disruption—while also setting the stage for future innovation and growth.

The board's commitment to this process, combined with the experience and insight Lee brings and the deep resources offered by MCI, means that IPMBA will not just maintain its standard of excellence but will continue to raise the bar.

Throughout this process, I have been incredibly inspired by the dedication, professionalism, and passion of the IPMBA community. In my time here, I have seen firsthand the impact that this organization has on its members and the essential role it plays in delivering world-class training and support for public safety cyclists.

We are excited about what's ahead for IPMBA and look forward to continuing this journey together.



IPMBA and Volcanic Bikes Join Forces for Maintenance Officer Course

volcanic

IPMBA is thrilled to announce that **IPMBA and Volcanic Bikes have formalized an exciting**

partnership to enhance our Maintenance Officer Course. This agreement represents a significant step forward in delivering high-quality training and expanding the value we provide to our members.

What This Partnership Brings to IPMBA Members

- * **High-Quality Training:** Volcanic Bikes is renowned for its industry expertise, and this collaboration ensures our Maintenance Officer Course remains top-notch. With Volcanic's input and IPMBA's oversight, the curriculum will continue to evolve, incorporating the latest in bicycle maintenance and fleet management practices.
- * **Convenience and Accessibility:** For conference-based courses, IPMBA will handle registration, marketing, and logistics, ensuring a seamless experience for all attendees. Outside of the conference, Volcanic will take the lead, handling all aspects while maintaining the same high standards we demand for all of our training programs.
- * **Expanded Membership Benefits:** One of the most exciting aspects of this partnership is how it ties directly to IPMBA membership. Every Volcanic-led Maintenance Officer Course outside of the conference will include an IPMBA membership fee, growing our community and ensuring participants gain access to our resources and support.

Why It Matters

- * **Enhanced Education Opportunities:** This partnership means our members can count on training that meets their unique needs as public safety professionals. It's not just about fixing bikes—it's about building the skills to maintain reliable, mission-critical equipment.
- * **Professional Development:** By leveraging Volcanic's expertise and IPMBA's resources, this collaboration raises the bar for public safety bicycle fleet management and maintenance.

- * **Stronger Community:** Incorporating membership into the course fee not only strengthens our association, but also ensures new and existing members stay connected to the larger IPMBA network.

What's Next?

The Volcanic Maintenance Officer Course will be featured at the 2025 IPMBA Conference, offering participants a hands-on, comprehensive experience that is second to none. We're also working with Volcanic to expand access to training nationwide, ensuring even more public safety cycling professionals benefit from this expertise.

We are excited about the potential this partnership holds for all of us. It's a win for IPMBA members, a win for public safety cycling, and a major step forward in delivering on our mission. Volcanic has been a member of the IPMBA family from their founding in 2005, and we are thrilled that our relationship has expanded beyond their role as supplier to training partner.

This partnership becomes effective on June 1, 2025, and upcoming courses will be cross-posted on the IPMBA and Volcanic websites. Together, we're building a brighter future for public safety cycling. Let's keep moving forward—together!

- * **June 2-6, 2025: IPMBA Conference, Saint Louis, Missouri**
- * **July 28-31, 2025: Towamencin Police Department, Kulpsville, Pennsylvania**





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Johnson, Victoria Police Department, Victoria TX; **Brent Lamb**, Norman Regional Health System EMSSTAT, Norman OK; **Donald Lloyd Lindsey**, Santa Fe Police Department, Santa Fe NM; **Kristiina Ravaska**, Williston Police Department, Williston ND; **Roel Reyes**, University of Texas Rio Grande Valley Police, Edinburg TX; **Anthony Ridlon**, Bellingham Police Department, Bellingham WA; **Daniel Rogers**, Plano Police Department, Plano TX; **Alan Scott**, Santa Fe Police Department, Santa Fe NM; **LA Shepherd**, Norman Regional Health System EMSSTAT, Norman OK; **Jesse Weicht**, Williston Police Department, Williston ND.

Original Member of Fort Leavenworth's Department of the Army Police Force Retires



Department of the Army Police Officer Juan Guzman, Fort Leavenworth Bike Patrol, escorts Topeka Junior ROTC cadets through post as they finish a four-day march from Topeka, Kansas, to Fort Leavenworth, Kansas, June 5, 2008. Photo by Prudence Siebert/ Fort Leavenworth Lamp.

by Prudence Siebert, Editor
Fort Leavenworth Lamp

This article appeared in the November 21, 2024, issue of the Fort Leavenworth Lamp.

Ed's note: Officer Juan Guzman attended the IPMBA Police Cyclist Course taught by Artie Gonzales in Topeka (KS) in May 2005. The article notes that the bike patrol went defunct in about 2009, but he stated: "You get to talk to the people, you're approachable," he said about the benefits of the bike patrol, citing that interaction and participation at special events, such as the annual Kids' Fest to teach bicycle safety and distribute helmets, as important highlights of that form of policing. "We did almost everything as the regular patrol, except put them in the basket," he said, referring to the need to call if transport of someone was required." Please join us in wishing Juan many happy, healthy retirement years!

Officer Guzman honored for 22 years with Department of the Army (DA) Police, 35 years federal service.

Department of the Army Police Officer Juan Guzman is retiring next week [November 2024] after 22 years on the DA Police force and 35 years of government service.

Guzman is known for his sense of humor — he had a green pig toy in his patrol car until an ICE comment forced its removal — and his reliability — his co-workers have said that he has to practically be forced to use leave time and that he is who they want by their side when things go badly.

He's also well known in the community for his devotion to community policing.

"I, myself, like to be in the neighborhood," Guzman said as he started his 12-hour night patrol shift Nov. 13, 2024, at Fort Leavenworth, Kansas. "Before I start (patrolling) any area that isn't populated, I like to go in the populated area first and be a presence. I like to have my window down, even though if it's rainy or cold — it shows that I'm approachable, and I can hear better." His shift involves running radar, security checks and other police work. He said he prefers day shifts so he can interact with people and be a presence at the schools.

What he calls his "Nuyorican" accent hints at his New York and Puerto Rican roots, and that bilingual upbringing has come in handy. "We get a lot of people who don't speak English, mainly Spanish, so I get called to the gates. Especially this year, we have a lot coming in," he said, referring to a large number of Spanish-speaking delivery drivers.

Career Journey

Guzman said he dropped out of high school, worked a few menial jobs, then worked at a messenger service in New York City for six months before deciding to join the Army. He entered active duty in 1979, with training and service at Fort Hamilton, New York; Fort Jackson, South Carolina; and Fort Gordon (now Fort Eisenhower), Georgia, as a radio operator. He went to jump school at Fort Benning (now Fort Moore), Georgia, and then was assigned to the signal battalion at Fort Bragg (now Fort Liberty), North Carolina.

"I was the first paratrooper in the family — I guess that's why I did it." His last jump was in 1982, the year his military occupational specialty changed and he came to work at the U.S. Disciplinary Barracks at Fort Leavenworth, where he trained as a member of the Correctional Emergency Response Team.

"I changed to a combat MOS, and things got messed up," he said about leaving signal. "So, they put me in the wrong MOS [Military Occupational Specialty], so I wound up in corrections," he said, listing firefighter and mortician assistant as his other choices. "Believe me, it was the best thing; I loved it.

Guzman worked at the USDB [United States Disciplinary Barracks] until he left active duty for the Special Separation Benefit around 1990. He then worked for about a year as a corrections officer at CCA [Corrections Corporation of America], which was a detention center in Lansing, Kansas, then at the state penitentiary in Lansing for about nine years, where he added drug-detection K-9 handler to his skillset. While there, he said he was also learning how to "run with the hounds," using bloodhounds to search for missing children and escaped convicts.

In 2002, the DA Police force was established at Fort Leavenworth to augment the Military Police. At that time, many service members were deploying, or would soon be

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Juan Guzman Retires

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deploying, in the War on Terrorism after the 2001 terrorist attacks on the nation. Colleagues whom Guzman had worked with at the USDB and in Lansing alerted him to the opportunity, and he became part of the first graduating class of DA Police officers.

All of the others in that class have retired, or even passed away, except for classmate James Re coy, who is still with the department. Guzman said when he leaves, he'll be passing his "senior" designation of being the oldest and longest-serving DA Police officer to Re coy.

"It's been a good ride," Guzman said of his 35 years of government service. "It's had its ups and downs, but mostly up."

Experience and Stories

During his years with the DA Police, Guzman's duties once included conducting commercial vehicle inspections, and he was a member of the now defunct bike patrol, which was a way the DA Police and the 500th Military Police Detachment did community policing for about four years.

"You get to talk to the people, you're approachable," he said about the benefits of the bike patrol, citing that interaction and participation at special events, such as the annual Kids' Fest to teach bicycle safety and distribute helmets, as important highlights of that form of policing. "We did almost everything as the regular patrol, except put them in the basket," he said, referring to the need to call if transport of someone was required.

During his service here, Guzman has apprehended back-to-back gate runners, which involved a confused person and then a drunk driver, but he is just as likely, if not more likely, to speak of some of the blunders from over the years, such as the time a trick-or-treating "gorilla" stole his bike on Halloween, which was done in jest and made him laugh, or the time he was attacked by someone and needed

to use his nightstick, only to have his nightstick go flying out of his hand. Guzman recently responded to a call "lights and sirens" at accelerated speed and avoiding another car, and he described the unfortunate result of crashing his patrol car.

"If I hit the curb I'm going to flip, so I turned the wheel to the left and I went over the curb on Dickman Avenue... say hi to the tree, missed it, missed it by inches," he said. "I called over the radio, 'Hey I crashed,' 'Anybody else involved?' 'No, no one is involved; I'm not hurt, just my pride' ... so I turn on the lights and look around, everything is all over the place. I got out of the car, went to walk around the car — I forgot to put it in park, I had to chase it — a little T.J. Hooker (referencing a 1980's TV police drama), jump in. It was one of those days, but I'm glad nobody got hurt. It could have been a lot, lot worse."

DA Police Lt. David Horvath has been Guzman's supervisor since April 2023. He said Guzman's storytelling is one of the things he'll miss most about him. "I have a lot of work to do, but (listening to his stories) is worth it," Horvath said. "He just provides so much to the department."

Giving his Best

Horvath said he thinks Guzman deserves recognition for his years of service to the community for many reasons.

"He's been giving his best to everyone since he's been here," Horvath said. "He is one of the most recognizable police officers on the installation. He helps the new soldiers and officers coming on, as well. There are a lot of people out there who just like to give tickets, but he is also that individual who will listen," he said, noting that Guzman figures out how to help and does so in a calm, respectful manner.



Mya Goudeau, 7, watches Juan Guzman, of the Fort Leavenworth Bike Patrol and Department of the Army Police, the first time through a course set up outside the Child Development Center April 8, 2006, for the Children's Festival. (Photo by Prudence Siebert/Fort Leavenworth Lamp)

"We had a call up at the gate one day where there was an individual coming through the gate that didn't have an ID, no registration, no insurance, and he had marijuana on him," Horvath said. "(Guzman) went up there with the guards, right before the shift change, and he got into a physical altercation — the guy was fighting him — so he called over the radio (for help), so we all drove lights and sirens over there, got there, and he had already handled the situation.

"The individual was just very angry that he didn't want to get stopped, he didn't want to come on the installation, he had no reason to come onto it, he thought it was a tollbooth, and Guzman was talking to him afterwards and asked him (why he did that), all calm like they were friends... He brought him back to the station, got a statement from him, talked to him, and they were like best friends toward the end of the day.

"So, it's crazy to see that — he can turn from 100 percent greatest person to 'Hey, I'm a police officer, I've got to do my job,' and at the end of the day still get the result of 'I'm here to help you, regardless of what you've done.'"

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Juan Guzman Retires

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DA Police Lt. Monty Hutson, conservation law enforcement officer, served as Guzman's supervisor from 2018-2021 and worked with him on shifts before that. "I always liked working with him because, on shift together, if a call comes out, doesn't matter (how severe), like a dog call, he's there; if it's a domestic, he's there. You can always count on him to be there to help you," Hutson said. "When it's bad, you want Guz on your side. He's good — he knows what he's doing, and he will take care of what he needs to take care of. He's the nicest guy you ever met, but when it comes to a situation when he has to put hands on and do what he has to do, he does his job, and you can count on him for that."

Hutson reiterated that Guzman's method of operation is helping people. "Like when he stops somebody, he tries to get the story behind it first, and then he talks to them about it and he tries to figure out what the issues are before he starts writing tickets," Hutson said. "A lot of times he won't write the ticket because he understands what's going on, he tries to help them in that manner, and get it fixed."

Hutson offered the example of an expired license plate, which is a violation but one that Guzman has been known to help correct, even making sure the renewal sticker gets from the glovebox to the license plate. "It's corrective action, with or without the ticket, it's corrective action where you correct the situation, and the individual understands," Hutson said. "He could probably write a ticket to someone and get a handshake."

Horvath said Guzman gives him straightforward and honest feedback and alerts him to issues, as well as tells him to not take the blame for things that aren't his fault or outside his scope, and that he appreciates having him on his team. He also said, and Guzman will also admit, that his kryptonite is computers.

"That's the only thing I struggle with with him," Horvath said, referring to things such as timecards, e-mail, and other computer-related tasks. "The computer is the only thing that can stop him, but he's great, he will work through it, (even if) it takes him a little bit longer." Horvath said Guzman's contributions are great, so he can deal with the computer issues.

"He helps me in other ways by giving experience to the rest of my team. He's been here long enough, he's been through so many chiefs, he's been through so many supervisors," Horvath said. "People look up to him. He's been here the longest, he has a lot of experience."

Hutson said it is impressive that Guzman has maintained such a good relationship with the community over the years. "He handles the situation and then gets back to

being the people's guy," Hutson said. "He understands. It probably helped that when he was in the military he worked corrections for so many years that he dealt with a lot of those guys — they are just people who made mistakes... he sees the good in them and the bad in them."

Hutson recounted an incident when Guzman detained three people, by himself, when looking into a suspected robbery. "When I got

there, he had two of them on the ground... We got it all sorted out and they were released, and they weren't happy, but it's police work — we're not trying to make people happy, we're trying to keep the place safe... (We) can't wait and ask questions and get shot at either," Hutson said. "That's why you want him on your team. He might not be the computer guru guy, and paperwork type person, but when stuff goes down, you want Guz there, he can handle it."

Guzman [was] honored by his co-workers, colleagues and friends with a luncheon November 21, 2024, at the Fort Leavenworth Frontier Conference Center Solarium, with the meal at noon and ceremony following at about 1 p.m. His last day on the job [was] November 25, 2024.

... when stuff goes down, you want Guz there, he can handle it."

IPMBA Remembers Tony Geisel



IPMBA is saddened to share the news of the loss of Saint Louis University (SLU) Police Department Bike Officer Anthony (Tony) Geisel, who succumbed to a medical emergency on January 15, 2025.

Tony attended the IPMBA Police Cyclist Course held May 27-30, 2008, at SLU, taught by Anthony Grimmig, PCI #992.

Tony enjoyed being a bike officer and was known for his sense of humor.

We thank Chief Alan Page, Chesterfield (MO) Police Department, a dear friend of Tony's, for enabling us to offer our condolences to his family, friends, and colleagues. Pedal on, Tony!

As you walk on by, will you call my name?

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

“Tell me, your troubles and doubts, giving everything, inside and out...”

That, of course, is the beloved ballad from the movie *The Breakfast Club*. Yep, you got it: another movie-themed article. The past two years have been much like Saturday detention. We were stuck inside of the walls of IPMBA, trying to find a way out, and we discovered more about ourselves and each other than we ever thought possible.

During my four years on the board, I have seen numerous changes. Among these have been the new ITK and the changes to the cone courses, the new conference models, curriculum updates, the influx of e-Bikes, and of course, the “retirement” of our executive director, Maureen Becker. Each of these changes presented their own challenges, but none more challenging than trying to replace Maureen. As one person mentioned, if someone could develop a USB drive to extract all of the information inside of her head that has been driving this organization, that person would be a multi-billionaire.

Obviously, this isn’t possible, so we tried to hire someone to replace her. This lasted about as long as all of the extras in *The Breakfast Club*: the first three minutes. It wasn’t a complete waste, but it sure was a learning experience. As our new hire exited, she gave the board advice on ways to ensure the survival of IPMBA. As John Bender noted, *“Screws fall out all the time; the world is an imperfect place.”*

After another intense series of board meetings, we hired an interim executive director who was recommended as someone who could lead and guide us into our next phase within a year. His name is Chris Strong. We were all a little apprehensive, having felt like we failed with the previous hire, like Principal Richard Vernon. We wanted Chris to know that we were “all in” to get it done so that Maureen could ride off into the sunset and so that IPMBA would be able to move forward under new leadership.

What was in my head was Vernon’s quote: *“Don’t mess with the bull, you’ll get the horns.”* We needed this to work and work well. Fortunately, we still had Maureen, who like Carl the janitor, *“is the eyes and ears of this institution.”* She was willing and able to communicate with Chris, helping us move forward with one of the biggest decisions the board has made, at least during my tenure.

I could tell during our first Zoom meeting that Chris was going to be a good fit for our organization. He came in with an open mind and an even more open heart. He was like Allison Reynolds, who said when referencing why she was in detention, *“You wanna know what I did to get in here? Nothing. I didn’t have anything better to do.”* Not that Chris did nothing, obviously. He got hired. What I



The IPMBA Board

mean is that Chris is pretty much retired, and for those of us in public safety, we know what that means. It means that we are just looking for something else to do, if we feel like it.

We should all be so lucky as to have nothing to do. Especially since, because Chris had nothing better to do, he was hard-focused on the goals that we as the board set for him: to set us up for the future. He did just that and more. He took a very short while to get to know our organization, then suggested how we should proceed.

Then, in true leadership fashion, he guided us in that direction, all the while maintaining the loyalty to our organization that was demonstrated from the beginning. Surely, during his first meeting, he, like Vernon, thought that *“each one of us is a brain, and an athlete, and a basket case, a princess, and a criminal.”* Each board member comes from a different background, with different disciplines, and from different age groups. We were all meant to be part of this board because of the change that was to about come. But nothing would prepare us for what happened once all of us met Chris in person for the first time, since most of our meetings are conducted over Zoom, except for one in the winter and one at the conference.

IPMBA is a family, and Chris was our new brother. Public safety personnel know what it means when we call someone our brother or our sister. *“We’re all pretty bizarre. Some of us are just better at hiding it, that’s all.”*, as Andrew Clark mused. We are all so different that we fill in each other’s gaps, and Chris held us together.

During the meetings we had to stay hard-focused on the goal and check our emotions at the door. There were times that the meetings seemed to get a little cantankerous. Despite that, we managed to get through them and accomplish the goal we set and make the decisions that will continue to move IPMBA into the future. We could not think like Claire Standish, who said, *“You know, I have just as many feelings as you do, and it hurts so much when someone steps all over them.”*

After the long days of board meetings, we had dinners and social time together. We celebrated fake birthdays in restaurants, even having an entire bar sing “Happy Birthday” to Chris on his fake birthday. And due to a

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A Farewell to Interim Director Chris Strong

(Continued from page 38)

haunting, one of the local establishments now has named a drink after one of the board members: the “Poltergeist”.

Just like in *The Breakfast Club*, once we got past all of our high school fighting and started dancing in the library, we celebrated our togetherness. And when Principal Vernon came in because of the noise, we stood in solidarity, like when Brian Johnson asked, “*Could you describe the ruckus, sir?*” instead of ratting out John Bender. We had fun and remembered that what we do is fun. We want to avoid the fate Allison Reynolds described: “*When you grow up, your heart dies.*” This is what we came for, why we got into this line of work, and why we chose public safety cycling as the best, most fun work to do. We chose cycling to maintain our youthful enthusiasm, and so, we ride. We ride for life. We ride for fun. We ride for each other. We ride ‘til the end.

Now that our time with Chris is nearing the end, we celebrate our successes and bid him farewell. We do this in the same way we do for all of our brothers and sisters when they retire or leave public safety for another career. We mourn and we celebrate, because we know Chris will be in our hearts. He took the time to get to know each of us as an individual and as part of a group.

Chris, “*You see us as you want to see us.*” You know us as you want to know us, and we thank you for that. As you move onto your next retirement gig, remember that you got to wear jeans and a ball cap to our board meetings, and that a whole bar celebrated your “not birthday”. You were never an outsider, though you might initially have felt that way. And most importantly, “*Don’t you... forget about [IPMBA].*”

Because each of us is an Adventurer (Liz), a Nerd (Albert), a MacGyver (Adam), a Sarcastic (Tom), a Pops (David), an Intrepid (Alan), a Resilient (Greg), an Innovator (Steven), and a Jester (Thomas).

Does that answer your question?

— *The Breakfast Board*

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 PSCI 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.

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Bicycle Response Team Training 2.0

by Adam Gaby, PCI #1362T-B/EMSCI #299T-B
Five Rivers MetroParks (OH) Ranger Division
IPMBA Board Member (Curriculum Development)

The idea was to bring together a group of remarkable people and see if they could become something more.”
– Nick Fury, Avengers founder

The year was 2012. A group of masked heroes descended upon Saint Paul, Minnesota. Riding in on their high-tech vehicles, they would work together to keep the city safe. Sounds like *The Avengers*, right? These heroes, however, were not from the year’s top grossing movie, but rather officers from all over the US and abroad participating in the IPMBA Bicycle Response Team Training (BRTT).

The first Bicycle Response Team training at an IPMBA Conference was the LAPD’s Bicycle Rapid Response Team Training at the 2002 Conference in Ogden, Utah. When they rolled through town, residents took notice.

It was still a relatively new concept at that time, coming off the heels of successful deployments in Washington DC, Seattle, and at the 2000 nominating conventions in Philadelphia and Los Angeles. From 2002 until 2012, the training evolved from a 40-hour course to a unit of instruction within the Advanced Police Cyclist Course, finally settling in as a 24-hour course following the 2008 RNC in Saint Paul.

2012 was a test year to see if there was an interest in the training beyond the conference, and to determine if the training could be adapted for agencies of all sizes. Instructed by Mike Wear, PCI #516T-B/EMSCI #059T-B, Metropolitan Police Department DC (now a Prince William County, Virginia, Park Ranger) and Wren Nealy, PCI #860-B/EMSCI #154-B, Cypress Creek EMS (Ret.), the training was a huge success!

With large-scale events on the increase, demand for this training grew, too, and in 2014, the BRTT was



IPMBA BRTT at the 2004 Conference in San Antonio. Photo by TJ Richardson.

made available for instructors to teach outside of the conference (provided the instructor first attended the BRTT and an instructor development session).

More and more agencies began to recognize the value of having teams of bike officers deploy with their foot teams in crowd control situations. Thanks to various occurrences in the U.S. and Canada, this training has been put to the test in real-world situations.

Feedback has been submitted and continues to be received, evaluated, and implemented when needed. The training has been polished, but will never be “complete”, as bicycle technology, equipment, and tactics are constantly changing and evolving.

One thing that hasn’t really changed since 2015: the lectures and the PowerPoint presentations. Those who created the original presentations did their best with what was available to them at the time. For the most part, it got the job done, but some of the animations were a bit confusing and difficult to follow. Our incredible and capable cadre of instructors were able to make it work and certify officers across the U.S. and Canada.

We knew we needed to update the training and most importantly, the

PowerPoint slides, but it was lower on the list than *The Complete Guide to Public Safety Cycling 3rd Edition*, the ITK, and the Instructor Course. Once those were completed, it was time to get started on the BRTT.

George “Andrew” Humes, PCI #1515T-B/EMSCI #374T-B. College Station (TX) Police Department, offered (or was recruited, depending on who you ask) to assist with updating the BRTT. Once Andrew got started, he took off! He got a quote to update the graphics and animations for the PowerPoints. This work was done by the talented Keri Caffrey, founder of *CyclingSavvy*. With the new animations and graphic designs in hand, Andrew got to work.

After we had a mostly complete product, it was time to test it. The “beta version” was first used at the 2024 IPMBA Conference in Bentonville, Arkansas.

Andrew and co-instructors Stanley Sedillo, PCI #1736T-B / EMSCI #449T-B, Port of Seattle (WA) Police; Anthony Ruiz, PCI #1007-B, U.S. Capitol Police (ret.), and Eddy Croissant, PCI #388-B / EMSCI #089-B, Tampa (FL) Police (ret.), took notes and solicited student input for the next round.

(Continued on page 42)

Bicycle Response Team Training 2.0

(Continued from page 41)



Photo by Scott Picquet

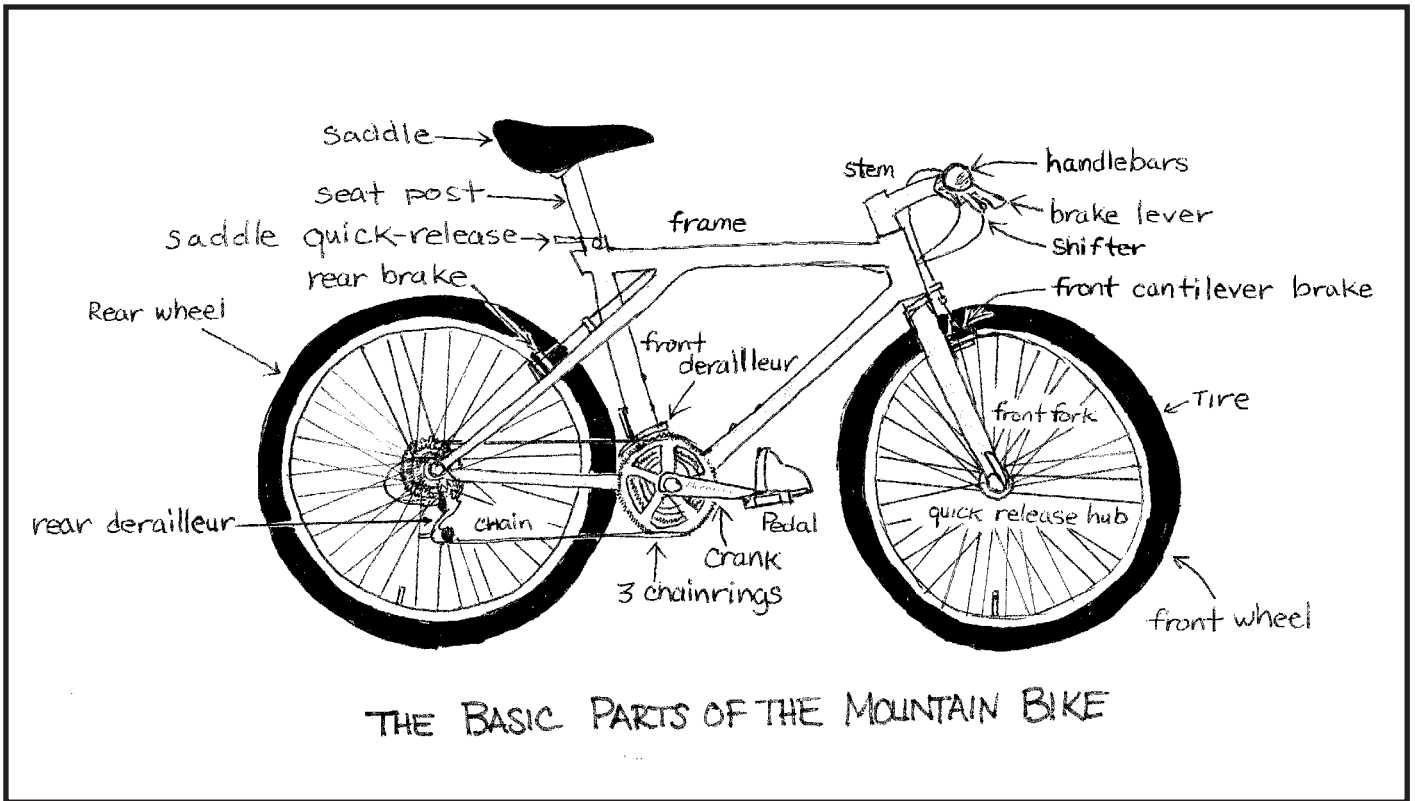
The next version was tested by Jon Almasy, New Hanover County (NC) Sheriff's Office, PCI #1340T-B/ EMSCI #315T-B and Stanley Sedillo, at local classes. Both instructors gave us input on the new materials and suggested few changes they thought would be helpful. We reviewed their feedback, polished a few things, and called it done!

Adam is the midnights Sergeant for Five Rivers MetroParks Ranger Division in Dayton, Ohio. He has been a bike officer for more than 15 years. He is an IPMBA Instructor, Instructor-Trainer, maintenance officer, instructor for PESCII, and an avid mountain biker. With hundreds of miles of hiking, paved, and mountain biking trails in the park system, Adam spends a lot of time patrolling on bike. He was appointed to the IPMBA Board in 2022 and is currently overseeing curriculum development projects. He can be reached at Adam.Gaby@metroparks.org.



IPMBA Conference 2019: Fort Worth, Texas. Photo by Maureen Becker.

The newest material will make its debut at the 2025 IPMBA Conference at Washington University in Saint Louis, Missouri. The updates and much improved graphics and animations will make this course even better than it was, and the best in the world!



Drawing by Monte May, PCI #262T, appeared in the *Complete Guide to Police Cycling*, published in 1996.

What Makes Instructing So Gratifying

by Noel Dunham, PCI #1255
Pinellas County (FL) Sheriff's Office (Ret.)

In January 2025, Rick Serra, PCI #1348, and I taught an IPMBA Police Cyclist Course at the Allstate Center at Saint Petersburg College in Saint Petersburg, Florida. It was attended by officers from several local agencies, but none impacted Rick and me more than “Manny”.

Manny (Manuel) Santana works as a sworn officer for the University of South Florida (USF) in Tampa. He has been there for just over two years, having moved from the New York area. On “Day One”, we mentally begin to evaluate all riders and assess their abilities. It was apparent that Manny was struggling more than the others, but what was impressive was a noticeable desire to complete the daily Skill Stations. As most would guess, Manny struggled with “The Box” and the “Clover”.

Manny (now age 47) said he used to ride BMX as a kid, and then a 10-speed, but that it had been about 25 years since he had ridden a bicycle. Manny had watched the Tampa Police Department’s Bicycle Response Team in action during some campus protest regarding the Israel/Palestinian conflict, and was impressed. He therefore decided that he wanted to ride with members of his USF Police Unit, and applied for Bike School.

By Day Four of the 32-hour course, Manny showed great promise during the practice sessions; however, we were

yet to feel confident that he would pass. Manny pushed through, and, after successfully completing all of the practical testing, became emotional. The entire class quieted and gathered around. This piqued my curiosity, and what I learned from Manny touched my heart. As we all listened, he shared the story of what prompted him to get into law enforcement in the first place.

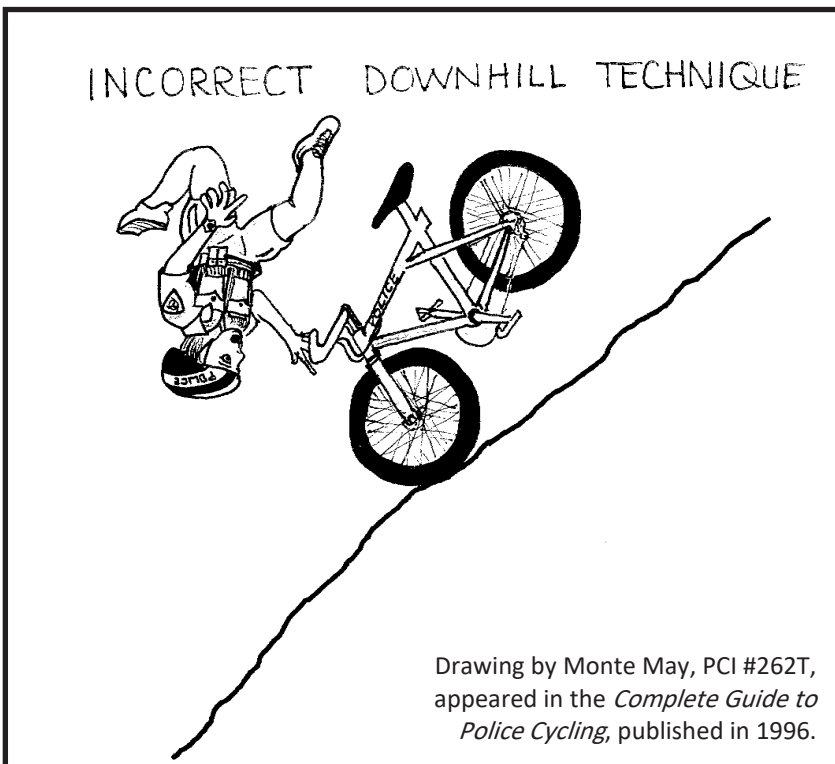
Manny had a very dear friend in the NYPD named Jerome Dominguez.

Jerome was an Emergency Service Unit (ESU) First Responder who lost his life on September 11, 2001, while responding to one of the World Trade Center Towers. Jerome was also a Staff Sergeant in the U.S. Air Force, assigned to the 105th ANG as a Security Forces Member (SFS), in Newburgh, New York. Manny joined the USAF as an SFS Member due to his admiration of and encouragement from Jerome. Manny would go on to retire from the USAF as a Technical Sergeant after 22 years of service.

Manny told all of us that he drew inspiration from his late friend during the challenging portions, and that was what enabled him to pass the practical exam and succeed. We all applauded Manny and are thankful he was in our class.

Not every class has a person like Manny to inspire us all. Keep it up, Manny!

Noel attended the IPMBA Police Cyclist Course held in Palmetto, Florida, in 2010. He was certified as an IPMBA Instructor at the 2011 Instructor Course in Boulder, Colorado. He retired in 2016 but keeps on teaching. He can be reached at bulldunham2597@yahoo.com.



Drawing by Monte May, PCI #262T, appeared in the *Complete Guide to Police Cycling*, published in 1996.

Understanding the “Idaho Stop”

(Continued from page 1)

matter. Motorists’ and cyclists’ beliefs and perceptions also matter. Some cyclists say they would never roll through stop signs. Some treat stop signs as yield signs, regardless of whether it is legal. Others run them recklessly.

Some research has been widely used to promote stop-as-yield laws. Readers should exercise caution, as promoters’ claims are open to question.

Idaho Passed the First Stop-as-Yield Law

In 1982, Idaho became the first state to enact a stop-as-yield law (Section 49-720 – Idaho State Legislature; <https://legislature.idaho.gov/statutesrules/idstat/Title49/T49CH7/SECT49-720/>). Please read the statute. The Idaho law changed the rules for bicyclists, not only at stop signs, but also at red lights. It treats red lights as stop signs — a topic which deserves another entire article.

I appreciate Idaho’s KISS approach to this statute. As noted in the Idaho Stop entry on Wikipedia: *The Idaho Stop law was introduced as part of a comprehensive revision of Idaho’s traffic laws. The goal was to downgrade minor traffic offenses from criminal to civil public offenses, thus freeing up court dockets. Carl Bianchi, the Administrative Director of the courts in Idaho at the time, saw an opportunity to modernize bicycle laws. The new code allowed bicyclists to treat stop signs as yield signs and red lights as stop signs, addressing the concerns of magistrates over the “technical violations” of traffic control device laws by bicyclists.*

For additional information go to: Idaho Stop – Wikipedia (https://en.wikipedia.org/wiki/Idaho_stop).

The Spread of the Stop-as-Yield Law

For decades, Idaho was the only state to have adopted such a law. In 2017, Delaware adopted a more restrictive stop-as-yield law – Delaware Code Online, 4196A (<https://delcode.delaware.gov/title21/c041/sc12/index.html>) – later codified in 2021. Hopefully, the restrictions – covered later in this article – have not led to more confusion and conflict!



To date, Arkansas, Oregon, Washington, Utah, North Dakota, Oklahoma, Colorado, and Washington, D.C., have enacted variations of the Idaho statute.

One big state missing from the list is California, my former home. In the 2021-2022 legislative session, both houses passed a stop-as-yield bill (*Bill Text – AB-122 Vehicles: required stops: bicycles*; https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220AB122&search_keywords=Stop+as+Yield), only to have the governor veto it.

In his veto message, Governor Newsom stated: *While I share the author’s intent to increase bicyclist safety, I am concerned this bill will have the opposite effect. The approach in AB 122 may be especially concerning for children, who may not know how to judge vehicle speeds or exercise the necessary caution to yield to traffic when appropriate.*

I agree with Governor Newsom’s statement regarding children. Spatial awareness is a big concern with children.

Safety and Efficiency

Important question: even though it is legal, is it safe?

The Wikipedia article states: *Studies in Delaware and Idaho have shown significant decreases in crashes at stop-controlled intersections.*

A NHTSA (National Highway Traffic Safety Administration) Fact Sheet published in March 2023, *Bicyclist “Stop-As-Yield” Laws and Safety Fact Sheet* (https://www.nhtsa.gov/sites/nhtsa.gov/files/2023-03/Bicyclist-Yield-As-Stop-Fact-Sheet_032123_v5_tag.pdf) states that stop-as-yield and red-as-stop laws “showed added safety benefits for bicyclists in States where they were evaluated, and may positively affect the environment, traffic, and transportation.

The fact sheet also mentions that bicyclist injuries from traffic crashes declined by 14.5% the year after Idaho adopted the law. In Delaware, reported traffic crashes involving bicyclists at stop sign intersections fell by 23% in the 30 months after the law’s passage.

More Analysis is Needed

All of the above sounds great! But correlation is different from causation. I would love to see the data supporting such statements, and try to determine what led to the decreases. It’s safe to say, though, that the new laws didn’t lead to an increase in crashes.

The Bicycle Safety Stop Campaign – CalBike page (<https://www.calbike.org/bicycle-safety-stop-law/>) offered some information in support of California’s “stop-as-yield” bill before the governor vetoed it – including a short video.

John Allen’s article on the Cycling Savvy website (<https://cyclingsavvy.org/2023/01/does-a-stop-sign-just-mean-stop/>) points out that the most important action at a stop sign is **yielding**. In fact, few drivers – bicyclists or motorists – come to a full stop unless yielding is necessary or sight lines are poor. But still, it is the law in most states.

Equal or Special Rights?

We as cyclists for years have fought for the **same rights and duties applicable to drivers of any other vehicles**.

(Continued on page 45)

Understanding the “Idaho Stop”

(Continued from page 44)

The concern was traditionally about restrictions on cyclists’ rights to the road, for example, “far-to-the-right” and mandatory-bike-lane laws. But now some laws grant bicyclists special rights. Stop-as-yield, proceeding straight through in Right Turn Only Lanes (RTOLs), and through-travel to the right of right-turning vehicular traffic (e.g., separated bikeways/cycle tracks) all privilege bicyclists.

With stop-as-yield codified into law, a behavior (rolling stop signs) commonly practiced by motorists and bicyclists will be legalized only for bicyclists. Meanwhile, these laws fail to address a root issue—the overuse of stop signs.

In 2010, David Takemoto-Weerts, then Bicycle Program Coordinator at UC-Davis, wrote a well-reasoned article (<https://cabobike.org/2010/02/03/argument-against-an-idaho-style-stop-as-yield-law-for-bicyclists/>) raising the concerns I have described about the proposed California law.



Perspective and Advice

Although my wife and I have not lived in Idaho all that long, I have practiced stop-as-yield behavior enough to understand the pros and cons. I feel that this behavior can be safe and stress-free if done in a legal and smart manner. My CyclingSavvy education and training, and understanding of the traffic environment, help me with this behavior and my overall success out on the road.

In practicing legal “stop-as-yield” behavior, I recommend that you:

Maintain: relevance by controlling the whole lane (“Driver” Behavior – *Three Types of Bicyclist Behavior* – CyclingSavvy; <https://cyclingsavvy.org/2022/08/three-types-of-bicyclist-behavior/>). This allows for better vantage to other vehicles and enhances your overall visibility and safety.

Have: good basic bicycle-handling skills (including slow-speed maneuvering and proper braking to slow and/or stop if needed).

Use: appropriate hand signals to alert other roadway users of your slowing and/or stopping, and proper scanning techniques (looking left, right, left, straight before proceeding; and repeating as necessary).

Select: proper gearing for both slowing and accelerating) – see John Brooking’s article about gearing on the CyclingSavvy site (<https://cyclingsavvy.org/2021/08/using-your-gears-for-brisk-acceleration/>).

Understand: other cyclists could crash into you! I have seen a cyclist overtake and pass another who had arrived first and stopped at a stop sign. As the stopped cyclist started forward, the passing cyclist turned right (right hooked) him, nearly causing a crash.

Electric Bicycle Riders:

Select: appropriate power/assist modes prior to, within, and when exiting an intersection, and don’t linger in an intersection.

Use: a lower power mode as you slow and/or stop, so your e-Bike does not lurch (accelerate unexpectedly) into the intersection.

Class 2 e-Bike Riders: ALWAYS pedal (not use the throttle) before and within intersections, and anywhere a potential conflict with other roadway users exists, so not to be mistaken for slowing down.

I strongly recommend, no matter what type of bicycle you ride, to seek out online or in-person/on-bike education and training from CyclingSavvy.

Concerns

Beyond the basics of how to apply a stop-as-yield law, here are a few additional concerns:

My biggest concern is about partially controlled intersections, especially those with poor sight lines and/or higher posted speed limits.



I strongly encourage all cyclists, whether riding alone or in a group, to use stop-as-yield only at “all-way” stop sign-controlled intersections — with good sight lines and lower speed limits. For increased safety, stop-as-yield only during daylight hours and under clear conditions.

For groups, the excellent online Club Rider Essentials – CyclingSavvy (<https://cyclingsavvy.org/courses/club-rider-essentials/>) course is free with the Savvy Club Rider membership. Just sign up! One topic is on dealing with traffic controls as a group.

What is Reasonable?

The Idaho statute (and similar ones in the other states), states that:

After slowing to a reasonable speed or stopping, the person shall yield the right-of-way to any vehicle in the intersection or approaching on another highway so closely as to constitute an immediate hazard during the time the person is moving across or within the intersection or junction of highways...

(Continued on page 46)



(Continued from page 45)

We as cyclists must also yield right-of-way to other cyclists and pedestrians.

The terms “reasonable”

and “yield” always fascinate me. What do they mean?

Reasonable: *Just, rational, appropriate, ordinary, or usual in the circumstances* (Cornell Law School). In other words, neither extreme nor excessive.

Yield: *to give something up or surrender control, especially when required by law* (Cornell Law School). In practical terms, you should always slow to an appropriate speed, be ready to stop if needed, and proceed only when safe and legal.

Understanding the “Idaho Stop”

Delaware permits stop-as-yield behavior only if the intersecting roadway has two or fewer lanes for moving traffic. **I would be very careful in deciding to roll legally through an intersection with more than two intersecting lanes.** The sight-line obstructions only increase, especially with large vehicles. A vehicle in the nearer lane can hide another in the next lane.

I have not seen the vast majority of cyclists in Idaho abuse this stop-as-yield law, for example, illegally blowing through intersections at higher and/or unsafe speeds. Cyclists rolling through stop signs can, however, indeed create confusion and potential animosity between themselves and motorists.

Proper education and awareness about bicycle laws, safety, and the concept of stop-as-yield are crucial to foster understanding and cooperation on the roads.

Conclusion

Legal stop-as-yield behavior has pros and cons. Use it only responsibly, legally, safely, and cooperatively. The choice to use it should reflect your comfort, knowledge and skill level.

It may seem weird at first, like when first practicing driver behavior, but that will pass.

Be safe out there everyone & enjoy the ride!

Clint has been a dedicated member of IPMBA since 1994. He has conducted workshops at the 2006, 2007, 2018, 2019, and 2022 IPMBA Conferences. He served on IPMBA's e-Bike Task Force and assisted PCI Erik Pearce in instructing the E-Bike Training Module Course at the 2022 Conference. Clint has extensive experience in teaching, presenting, authoring, and consulting on e-Bike content and training for law enforcement, governmental officials, and the cycling community and industry across California, Idaho, and nationally. He can be reached at clint.sandusky@gmail.com.

10-7

One of the most gratifying responsibilities of my 25 years with IPMBA has been serving as managing editor of *IPMBA News*. Sometimes it was challenging to identify themes and solicit articles, but the creativity and accomplishments of our members and their willingness to share was an endless source of inspiration.

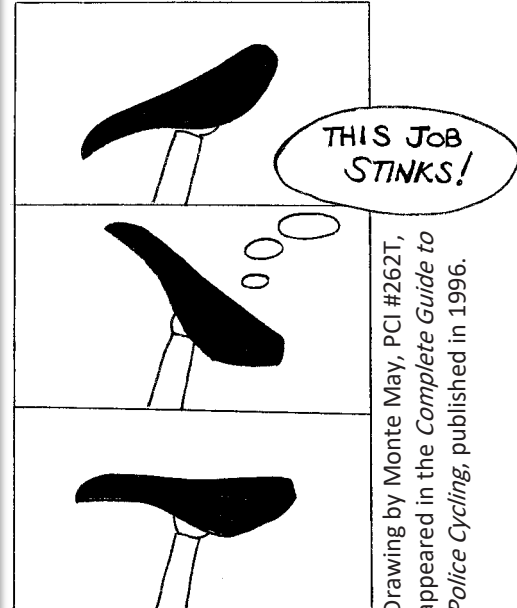
My first issue was Volume 9, Number 2 (Fall 2000), and this is my last — 88 issues in total. The emergence of easily edited websites, social media, e-Newsletters, and other electronic media have changed the landscape of membership publications significantly. I thank everyone who has contributed and so graciously accepted my at-times ruthless “red pen.”

I am grateful to my predecessor, former Executive Director Jennifer Horan, for tolerating my many revisions to her design and layout, a talent which has continued to benefit IPMBA and our members far beyond her tenure, first as program manager and then as director.

IPMBA News may or may not continue in its current format, but the legacy of learning from one another will live on!

Over and out,

SADDLE ATTITUDE



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David Millican
 PCI #1006T/EMSCI #343T
 Denton Police Department (ret.), Denton TX
 president@ipmba.org

Vice President

Elizabeth Bouchard
 PCI #905T-B/EMSCI #214T-B
 Univ. of Guelph Campus Safety, Guelph ON
 vp@ipmba.org

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 SCI #038
 Jackson PTT & TS LLC, Marietta GA
 (Atlanta Downtown, Retired)
 secretary@ipmba.org

Treasurer

Alan Beadle
 PCI #484/EMSCI #076
 Sylvania Police Department (ret.), Sylvania OH
 treasurer@ipmba.org

At-Large (Education)

Thomas Zermeno
 PCI #1390T-B/EMSCI #412T-B
 Norman Police Department, Norman OK
 education@ipmba.org

At-Large (Curriculum Development)

Adam Gaby
 PCI #1326T-B/EMSCI #299T-B
 Five Rivers MetroParks Ranger Division, Dayton OH
 curriculum@ipmba.org

At-Large (Membership/Marketing)

Thomas Hansom
 PCI #2209
 Monroe County Sheriff's Office, Madisonville TN
 membership@ipmba.org

At-Large (Conference/EMS)

Steven Ray
 EMSCI #349-B
 Klein/Spring Fire Departments, Klein TX
 conferences@ipmba.org

At-Large (Industry)

Greg Bowen
 PCI #1227T/EMSCI #526T
 Tarrant County College Police, Arlington TX
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IPMBA Members on the Move

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- Scott Luckie**, Seattle (WA) Police – retired
- Doug Marsolek**, Rochester (MN) Police – retired
- Arthur Morvant**, Gretna (LA) Police – retired
- Rod Roberts**, Dayton (OH) Police – retired
- Samuel Shumate**, Radford University (VA) Police – now Chief of the Pulaski (VA) Police
- Christopher Wynslow**, Fredericksburg (TX) Fire – now with La Porte (TX) Fire

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Expand Your Cycling Skills

Instructor Course | Maintenance Officer Course | Police Cyclist Course | EMS Cyclist Course | Security Cyclist Course
Police/EMS/Security Cyclist II Course | Bicycle Response Team Training | E-Bike Training | Instructor Development



IPMBA 2025: Gateway to Great Training

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