



Bike Patrol

INCIDENT REPORT

Newsletter of the American River Bike Patrol



January 2026 -- Volume 7 Issue 1



ARBP Bike Academy Class of 2025. Photo by Gerry McIntyre.

The program, part of ARBP's Bike Academy, introduces high school students to safe cycling, first aid, bike maintenance, and trail etiquette. Over the course of the academy, students advanced from short rides of just a few miles to a major accomplishment: riding from Beals Point at Folsom Lake all the way to Discovery Park in Sacramento. "This academy does far more than teach kids how to ride," said Vic Massenkoff, ARBP Public Information Officer, "It builds confidence, independence, and a connection to outdoor recreation that can last a lifetime." -- see Academy, on page 3

Scoping Hidden Falls and Dry Creek Trails

At a Leadership Team meeting, Area Coordinator Alain Grenier reported that Placer County has authorized the American River Bike Patrol to begin scoping Hidden Falls and Dry Creek trails. The American River Bike Patrol has expanded its service area to 384 miles of bike paths, natural surface and multi-use trails in the greater Sacramento area. With the inclusion of these Placer trails, we now have a 3,107' elevation difference between the lowest and highest trail points that we are honored to cover.

-- See Scoping, page 6

Calendar Of Events

Jan. 2, Friday, 8 a.m. to 3 p.m., OEC Skills Day, This OEC class is a makeup for patrollers who did not attend previous cycle C courses at the end of 2025. Derek Koonce is the IOR and Doc Margolis is the IT. Requirements are: a current BLS card (or signed up to take a class, contact Dave Olney at safetydave44@yahoo.com); the completed online modules for OFC cycle C; and enrollment in the OFC cycle C skills day ESR. Venue is at Doc Margolis' house if less than 10 students, or if more space is needed, at La Familia.

Jan. 3, First Saturday, 10 a.m., at Bike Dog Brewery on Broadway with instruction on Tubeless Tire Repair, and sling/swathe application. Afterwards at 11 a.m., Bike 1 class (odd months,) for more details see page 14 in this issue or contact Tim Viall for info, tviall@msn.com or phone 209.969.3875.

Jan. 6, First Tuesday, 9 a.m., Repair - Fowler residence

Jan. 6, First Tuesday, 3 p.m., Medical - Margolis residence

Jan. 14, Wednesday, 7 p.m., Leadership Team Meeting - via ZOOM

Jan. 28, 7 p.m., Town Hall Meeting - via ZOOM

Feb. 3, First Tuesday, 9 a.m., Repair - Fowler residence

Feb. 3, First Tuesday, 3 p.m., Medical - Margolis residence

Feb. 7, First Saturday, 10 a.m. (or TBA,) East (Indoor) No Bike 1 class

Feb. 11, Wednesday, 7 p.m., Leadership Team Meeting - via ZOOM

Feb. 17, Saturday, 10 a.m., Folsom Historical Society, Coffee, Bikes event, at 915 Sutter Street, Folsom; bike tour of Folsom historic sights, and easy going trail patrol rides will follow. For more info contact Tim Viall at tviall@msn.com or phone 209.969.3875

Feb. 25, Wednesday, 7 p.m., Town Hall Meeting - via ZOOM

Mar. 3, First Tuesday, 9 a.m., Repair - Fowler residence

Mar. 3, First Tuesday, 3 p.m., Medical - Margolis residence

Mar. 7, Saturday, 10 a.m. (or TBA), First Saturday event, Bike 1 class to follow, North

Mar. 7, Saturday, CPR, contact Dave Olney at safetydave44@yahoo.com

Mar. 11, Wednesday, 7 p.m., Town Hall Meeting - via ZOOM

Mar. 21, Saturday, 10 a.m., Sailor Bar hiking tour at Sailor Bar. This is a hiking outing, so bikes are not needed. For more info contact Tim Viall at tviall@msn.com or phone 209.969.3875

Mar. 25, Wednesday, 7 p.m., Town Hall Meeting - via ZOOM

Mar. 25, Wednesday, Deadline for April's Newsletter article submission

Apr. 1, Wednesday, tentative Newsletter issue date

Apr. 4, Saturday, Time TBA, First Saturday event, No Bike 1

Apr. 15, Wednesday, National Bike Patrol Summit, at Laguna Seca Raceway the day before the huge Sea Otter Classic, open to leaders and members of National bike patrols, covering topics such as formation, agreements with land managers, recruitment, retention, fund-raising, legal and best practices. Contact Tim Viall for info, tviall@msn.com or phone 209.969.3875.

Apr. 16, Thursday, to April 19, Sunday, the Sea Otter Bike Classic, at Laguna Seca Raceway and Ft. Ord National Monument. See page 18 of this newsletter, or contact Tim Viall for additional info, tviall@msn.com or phone 209.969.3875.



Patrick Talbott is our newest Bike Patroller, having completed a checkoff ride in November. A resident of Sacramento, he joins Gerry McIntyre on Team Zero.

Right- Patrollers Greg Cordier and Bob Oetken guide Academy students on their graduation ride.

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Academy - (con't from page 1)

The program was made possible through a partnership between the American River Bike Patrol, Trek Bicycles, the City of Rancho Cordova, and community donors. Each graduate received a new Trek FX1 bicycle, ensuring they can continue riding safely after completing the course.

The City of Rancho Cordova has been a significant supporter of the students efforts providing Community Enhancement and Investment Fund (CEIF) grants and on their final graduation ride Rancho Cordova Police motorcycle units escorted the students during the final two miles and over the finish line to the cheers of family and community members!

Cordova High School administrators praised the program for its impact on student engagement and wellness. Many participants entered the academy with limited cycling experience, making their final

accomplishment especially meaningful. Cordova High School Principal Amy Strawn stated, “ This program connects our students to their community in meaningful ways. By pairing students with mentors, and giving them tools to succeed, the Velo Lancers fosters responsibility, teamwork, and community pride that ripple far beyond our school.

“The transformation we see in these students is inspiring,” said Bike Academy Advisor Rich Fowler, “They learned to take on challenges and believe in themselves and each other. They formed quite a team and now share the joy of exploring their community by bike.”

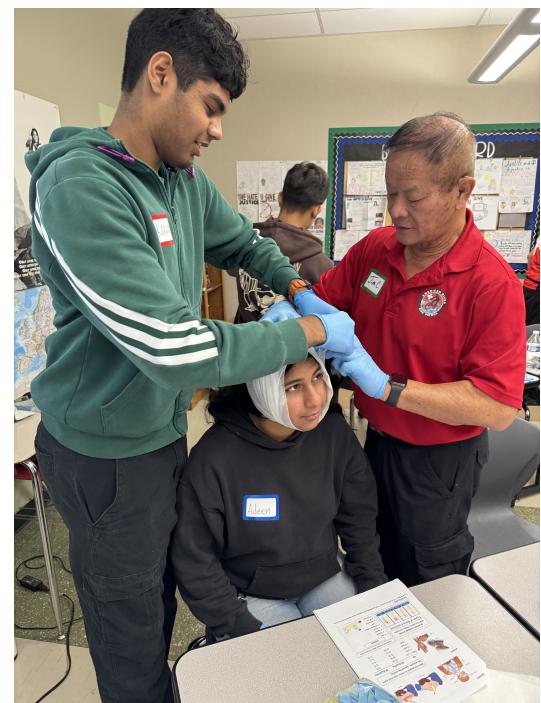
Lead Velo Lancers mentor Lary Bucher appreciates how mentors also grow from the experience of passing their love of cycling to a new generation. According to Bucher, “ It’s hard to tell sometimes who benefits most, the students or the mentors. It’s a genuine win-win situation for both!’. This year, the program was



Bike Academy Advisor Rich Fowler greets students at Beals Point for the start of their 32 mile graduation ride. Photo by Gerry McIntyre

enhanced with Safety Skills training led by League of American Bicyclists Certified Instructor Rich Fowler. The success of the ARBP’s Bike Academy relies heavily on volunteer mentors and generous donors. A huge heartfelt thanks to all the members of the ARBP for supporting this vital program as it enters its fourth year! If you are interested in participating in the Bike Academy or donating in any way please contact Patroller Kathie Mahdavi at kwellman1@comcast.net.

-- Submitted by Vic Massenkoff

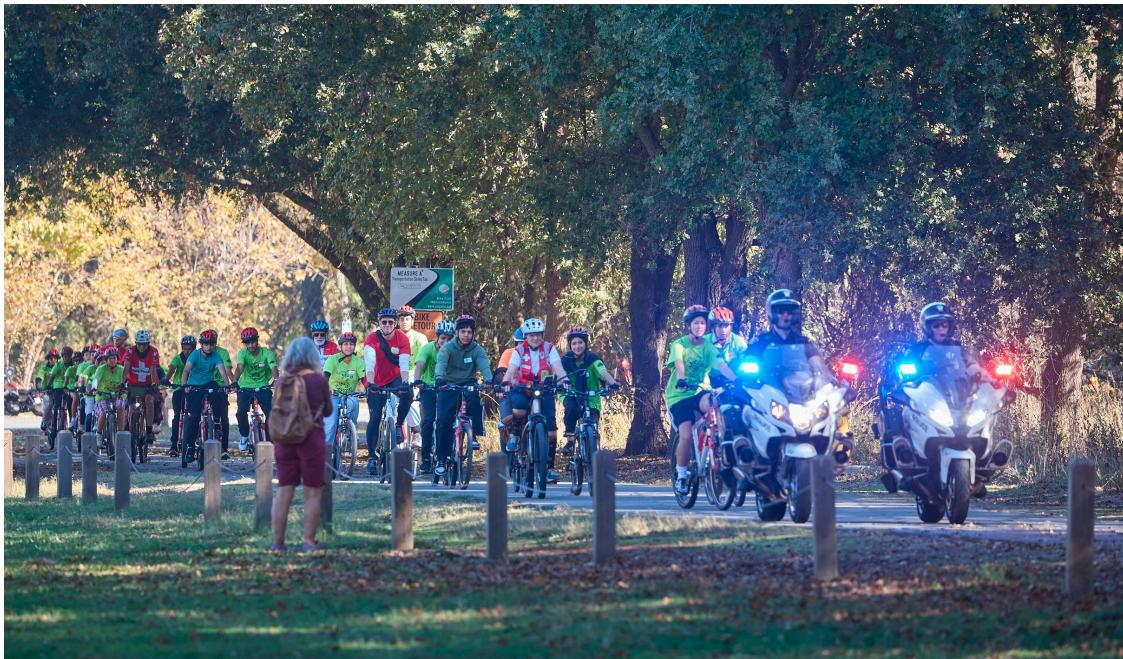


Director Emeritus Jim Cheng provides first aid training to Bike Academy students.





City of Rancho Cordova Representative Randi Kay Stephens and Midtown Trek Manager Dan McElroy present Bike Academy Graduates with their new Trek FS-1 bikes.



Rancho Cordova Police motorcycle units escort Academy riders across the finish line at Discovery Park.



Dry Creek Trail System- 18.25 miles of trails expanding rapidly

-- **Scoping**, con't from page 1

Scoping precedes the creation of an MOU and involves patrols that assess trail and patrol conditions, such as: cell phone dead zones, level of trail use, trail signage, user compliance with generally accepted standards of trail etiquette, user conflicts (bike/horse, bike/hiker), blind intersections, congestion points, evaluate whether a trail should be considered "Front Country" (open to any ARBP-certified Bike Patroller) or "Back Country" (requiring special qualification) and other factors affecting trail safety.

In scoping these trails, patrollers will ride in uniform with full patrol pack (first aid and bike repair), assist users with first aid and bike repair emergencies, and - to the best of their ability - assist users with directions and answer questions.

Hidden Falls Regional Park is located in Auburn. More about it is found at: <https://www.placer.ca.gov/6106/Hidden-Falls-Regional-Park>



Patrol Social Committee is forming up!

This is an open invitation to join as a member of the Patrol's Social Committee, to help brainstorm and execute three or four fun, social outings each year, open to patrollers, family members and friends.

Help the new social committee plan the patrol's sixth birthday party!

The social committee will meet occasionally either in person or via Zoom meetings. One event being considered is a March Patrol Birthday Party to

celebrate the Patrol's sixth anniversary. Other events might be a bike outing to Lake Tahoe or the Bay Area, a summertime kayak/SUP/sailboards summer barbecue on Lake Natoma - you get the idea, have fun, include family members or friends, and enjoy your membership in the ARBP. To join the committee, please advise Tim Viall, tviall@msn.com or phone 209.969.3875.



The Secondary Assessment for OFC

-by Doc Jim Margolis

After you have completed the examination of the CC (Chief complaint) and CABD (circulation-bleeding or shock), A (airway), B (breathing) and D (disability— what's wrong and any neurological disability- are they alert and oriented to time, place, person and event), obtain pulse and respirations and do first aid, you then need to do a secondary assessment.

Usually, for an OFC provider this is done by asking: IS THERE ANYTHING ELSE THAT IS BOTHERING YOU, DO YOU HURT ANYWHERE ELSE, ARE YOU BLEEDING SOMEWHERE ELSE— you would then examine for additional problems and treat accordingly.

SAMPLE and OPQRST are helpful for this. In addition, you do another set of vital signs including CMS of the effected extremity. Finally, checking the effectiveness of your first aid (is your bandaging firm, but not constricting, is your first aid effective, are they in less pain, are their vital signs stable.

HEAD TO TOE: This is usually beyond the scope of an OFC assessment and treatment, but here is where it is needed: Patient is unresponsive or has evidence of neurological injury (see D above), MOI (mechanism of injury) warrants this: A good example is Sea Otter. Injured riders are crashing at high speeds; they are distracted by wanting to get back into the race and may minimize (downplay their) other injuries or problems. Multiple injuries and Shock not from external bleeding are another indication for a head to toe examination.

Head to toe examination is what it implies: you start from the top of the head and finish with examination of lower extremities. Head-look for deformities of skull, bruising or bleeding of head, Pupils- PERRL (Pupils equal, round, reactive to light), Mouth-bleeding, broken teeth. Neck- trachea midline, no jugular distension, Clavicle-deformity, pain. Chest—sternum and rib tenderness, equal lung expansion, abnormal breath sounds (can often hear wheezing without stethoscope). Back—tenderness and deformity of spine (not muscle pain); CMS-all 4 extremities. Abdomen-tenderness, rigidity, 4 quadrants. Pelvis- pain on pressing on sides or front. Extremities- deformities, pain, CMS—all 4 extremities.

The goal of the Head to Toe is: to not to miss something in a severely injured or ill person. You may find something critical or life saving.

Ebikes: Blessing or Curse?

A lot of media attention has been directed of late toward e-bikes.

Several of the reports have focused on accident statistics which indicate a rise in serious injuries among e-bike riders. In particular, fat-tired Class II (throttle) e-bikes and battery-powered motorcycles (e-motos) have become popular among middle schoolers (age 11 - 14). It has become trendy to ride them (and e-scooters), rather than non-motorized bicycles. And, tweens often show off among their friends, practicing stunts on city streets, like wheelies and acrobatics.

E-motos require a driver's license to operate, yet few parents or tweens know this or care. Teens operate them regardless of the law. Plus, YouTube and TikTok videos show how to easily modify an e-bike to go faster (up to 50 mph). As a result, police departments in some municipalities have conducted stings, impounding hundreds of e-motos, illegally modified e-bikes and kids doing stunts on streets near schools.



Two "tweens" riding ebikes on a bike path without helmets while doing "wheelies."



Chicago Police chase after a man with an e-bike who is trying to evade them.

Some schools have also begun not allowing e-motos to be parked on campus.

The middle schoolers lack both the maturity and training to know how to ride e-bikes responsibly. They leave home with a helmet but soon take it off and clip it to the top tube, so as not to look like a geek.

What's needed are bike rodeos that reward responsible riding, safety and skill. Tweens also need teen role models who ride impressively, but safely.

ARBP was unsuccessful in its application for a Sacramento Region Community Foundation bike safety grant to conduct bike rodeos aimed at reaching middle schoolers, but is considering holding at least one, on its own, during National Bike Month in May. More about this will be forthcoming.

Another group abusing the capabilities of e-bikes are adults who modify their bikes to go as fast as possible. It's been reported that some are people who got DUIs and now cannot drive a car, others are scofflaws who believe rules don't apply to them. So, they buy an e-bike, modify it and ride it as fast as they like, without regard that there are moms pushing strollers on the Parkway.

Those of us bike patrollers who have been flipped off, when gesturing “slow down” know they object to anyone suggesting what to do.

What’s needed to moderate this abusive attitude is enforcement, but given the limited capacity of County Rangers to set speed traps during times when these guys tend to ride is not likely to occur.

On the whole, e-bikes aren’t the problem. It’s how Class II e-bikes are used and by whom that is concerning. Most e-bike riders are cycling conservatively, and most of the speeding on bike paths isn’t by ebikes, it’s by regular bikes. If speed limits were enforced, protesting the loudest about the cost of tickets and the ripple effect of increased car insurance would be cyclists on regular bikes, as that’s who would be ticketed most.

E-bikes are a blessing in helping older riders and those with less physical ability to ride further, climb hills and enjoy being on a bike again. They let bike patrollers carry more and patrol longer. They provide visitors a fun and affordable means of touring an area. And, they are getting people to work, shopping and recreating inexpensively, enjoyably and responsibly. The reality is that e-bikes are useful and fun to ride, and they aren’t going away; there will be more e-bikes on bike paths in the future. It’s the way e-bikes are being misused by tweens and scofflaws that’s the curse, one that can be moderated through education and enforcement.

– John Poimiroo



A woman moves a mangled ebike while a rescuer attends to the victim.

"Coffee, Bikes, Insights" program, 2026

The "Coffee, bikes, insights" program for 2026 offers fun outings to help our members become Renaissance thinkers as to the history, flora and fauna and gems of the American River Parkway. Program envisions third Saturday morning visits with 10 to 20 Bike Patrol members, family and friends. We will provide coffee or hot chocolate and danish, and the host organization presents a 30 minute discussion or tour of their facility or program, and addresses questions and answers. Small group patrol rides follow on the nearby Parkway.

Outings include:

Folsom Historical Society, Saturday, February 17, 10 AM, at 915 Sutter Street, Folsom; bike tour of Folsom historic sights, and easy going trail patrol rides will follow.

Sailor Bar, hiking tour: Saturday, March 21, 10 AM, at Sailor Bar, using the Sailor Bar Park entrance off the east end of the park, on Illinois Avenue, and park near the boat launch area. This is a hiking outing of several miles, so bikes not needed.

Soil Born Farms, has a potential visit in the works (probably on a Saturday) - watch your email for an update- 2140 Chase Drive, Rancho Cordova; easy-going patrol rides will follow along the AR Trail.

To sign up, please email: Name, which event, how many people and your contact info, to Tim Viall, tviall@msn.com, or phone 209.969.3875. Please bring a bike lock, if you are bringing your bike.

Future outings: We are also looking to future outings at locations like the Lake Natoma trail, hosted by FOLFAN (and featuring the popular Eagles nest), the Bushy Lake area, featuring Western Pond Turtles and Indigenous peoples' insights, the Effie Yeaw Nature Center, Camp Pollack, Old Sacramento and Sacramento Historical Museum/CA Rail Museum and the Fair Oaks Historical Society. If you have other suggestions for future visitation stops, please share with Tim Viall, tviall@msn.com, or phone 209.969.3875.

Patrol Winter News

The "atmospheric river" from December 23 to the 25th dumped record snowfall for the Sierra Nevada. Donner Summit now has a decent base with more snow on the way which will no doubt lead to some great powder skiing for the start of the new year.

-- See Patrol, on page 20

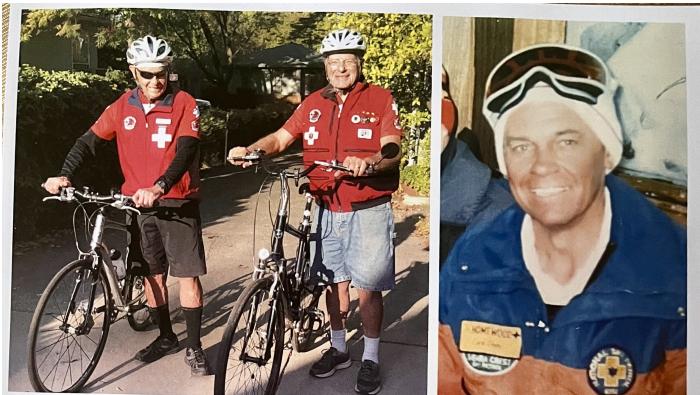


Carl Dahl Remembered

Last year, this month, we lost Carl Dahl. Carl was a long-time patroller. He died as he'd spent his life ... helping others.

Dahl, 88, was on his way to pick someone up at the Sacramento airport when his vehicle was hit by another. He died on scene. Details of the accident are still not fully known, though the many accomplishments of Carl's life of service are.

He was an alumnus who had served on Lake Tahoe's Homewood Ski Patrol and on the American River Bike Patrol (ARB) in Sacramento.



Carl was one of the first to join the ARB in 2020. From the start he was a leading contributor in number of hours, miles and days patrolled. Before Carl became a bike patroller, he'd spent decades as a ski patroller, starting in 1973 at the Homewood patrol where he was a top patroller, toboggan handling instructor and advanced ski instructor. In retirement, he remained active at Homewood as a participant in first aid refreshers.

Carl was kind and focused when patrolling. Other patrollers sought riding with him for his quiet professionalism and good friendship. Despite being well into his 80s, he logged thousands of miles on his bike and previously hundreds of thousands of feet of vertical on his skis. He was willing to take on any task.

On one patrol, fellow patrollers Ron Ciucci and Rick Bollinger came upon a naked man walking along the American River Parkway. Rather than deal with the issue, they humorously decided, "let's give this one to Carl." When Carl - who was trailing behind and hadn't seen the man - rode up to them, they said, "You have the next one," while pointing to the naked man. Rather than protest the assignment, Carl accepted it in good nature and spoke to the man, saying that if he didn't put on clothes right away, Carl would call the Park Rangers who would gladly give him a garment when he was checked into the county jail. Needless to say, the man complied. Carl had that effect on people.

Rich Fowler speaks to an attentive group of patrollers at Carl's bench ceremony.

Carl was such a well-liked, happy and easy-going guy that he was a patrol partner everyone sought. Often, Carl would arrange his patrols to meet up with a patroller or two who were starting from another location. Other patrollers always looked forward to meeting up with Carl, and they knew how greatly it pained him last year when he realized that at 88 years old, he finally had to retire from bike patrolling, as he'd previously done with ski patrolling.

Even in his last year of bike patrolling, Dahl was a leader, patrolling 1,148 miles and 141 hours.

In recognition of all he meant to the Ski Patrol and Bike Patrol, the American River Bike Patrol's top award for patrol excellence has been named in his honor and a bench memorializing his and the the contributions of other exceptional bike patrollers has been placed at Lower Sunrise Recreation Area.

It's inappropriate to say "Carl Dahl will be missed," because he is missed and was from the moment all who knew him heard the news of his passing. -- Submitted by John Poimiroo



Carl relaxing at a local coffee shop in Folsom.

Medical Review Factoids

(continued from the last Newsletter)

By bike Patroller, Roberto Hurtado-Fiel, M.D.

8. Tourniquets are meant to be used for severe bleeding in the extremities. Do not use tourniquets for bleeding originating from the neck, abdomen or thorax.

9. Apply a tourniquet 2-3 inches above the bleeding wound. Avoid applying over joints; poor compressibility to stop the bleeding and may injure the joint.

10. Tourniquets should be tightened until the bleeding stops. A second tourniquet may be applied proximal to the first if required.

11. Remember to mark the time of tourniquet placement because hospital providers need to be aware for triage/

disposition. Tourniquets in place for too long can damage distal tissue and in some cases lead to amputation.

12. The human body has about 5L of blood. A gallon of milk is 3.8L. We have less blood in our bodies than the Costco 2-gallon milk packs. Try to keep as much of the red elixir of life inside the body by controlling bleeds as part of your primary assessment.



CAT tourniquet available from many on-line vendors. Note that an area to write the time is included.



Rich's "new" old Trek mountain bike that he uses as his "foul weather" bike.

Winter and Wet Weather Riding: Care for Your Vehicle

By...Rich Fowler

I've been asked a few times lately whether it is hard on our bikes to ride in foggy, wet and cold weather. Some have wondered whether it would be better to ride an older bike in bad weather. As with every question like this, there is a lot of information online on this topic. The general opinion is that cold, wet weather is hard on bikes. However, no one suggests we should stop riding. This article will share my own solution to the problem and a summary of the professional online advice.

1. First, my own solution: For most of the year in Sacramento, I prefer riding without fenders, but in the winter, rainy season, fenders make perfect sense. So, I purchased an old Trek Mountain bike recently, replaced the knobby tires with some quality 2-inch street tires, and then installed some great fenders. It is now my designated winter rider. I run ten pounds LESS air in the tires in winter to improve contact with the road, and that means 50# rather than 60# that I would run in the summer.
2. Second, online advice seems to focus on better care for your everyday rider including the following:
 - a) If you've ridden on wet or gunky roads, before you put your bike away, hose it off if it is not freezing weather; then wipe it down paying special attention to the chain and any steel part of your bicycle. In fact, a good idea is to put a thin layer of grease on any steel bolts or parts to keep them from rusting.
 - b) After wiping the chain as dry as possible, drip on some "wet" oil. (Dry oil is used in dry months; wet in winter months). Especially if you are riding in the rain, clean and oil after each ride.
 - c) Good idea to run ten less pounds of pressure in your tires.
3. Even if you are riding an old/winter bike, do the (a) and (b) above anyway.
4. Please be careful of wet leaves; worse than ice!

Bike 1, Basics of Bike Patrolling:

Join us for the January 3, 12 noon Bike 1 hands-on class, to be held at Bike Dog brew pub on Broadway, Sacramento following our First Saturday outing at the same location. The class is open to all our new candidate Patrollers, as well as any veterans who want to refresh or add to your skills.

Here is an overview of the **Bike 1, Basics of Bike Patrolling** course. First, you don't need to go through all the material outlined below, though it offers a good background into NBP bike training and becoming an official bike instructor (which I assume some of you want to do).

The ARBP has elected to require all candidate patrollers to take the new course, and also encourages our veteran patrollers to take the course. Additionally, we are also seeking to train members as NSBP bike instructors. Future Bike 1 classes will take place at the First Saturday events of March, May and July.

The Bike 1 course modules, here is order of the hands-on course:

Overview, NBP bike education evolution, where we stand, the modified Bike 1 course, coming Bike 2 course, and interest in becoming an instructor.

Module 1, Bike frame and components overview, and ARBP bike tools, equipment required, ABCDE Quick Check overview, bike assessment, and helmet fitting (use the ARBP business cards below as teaching tools):

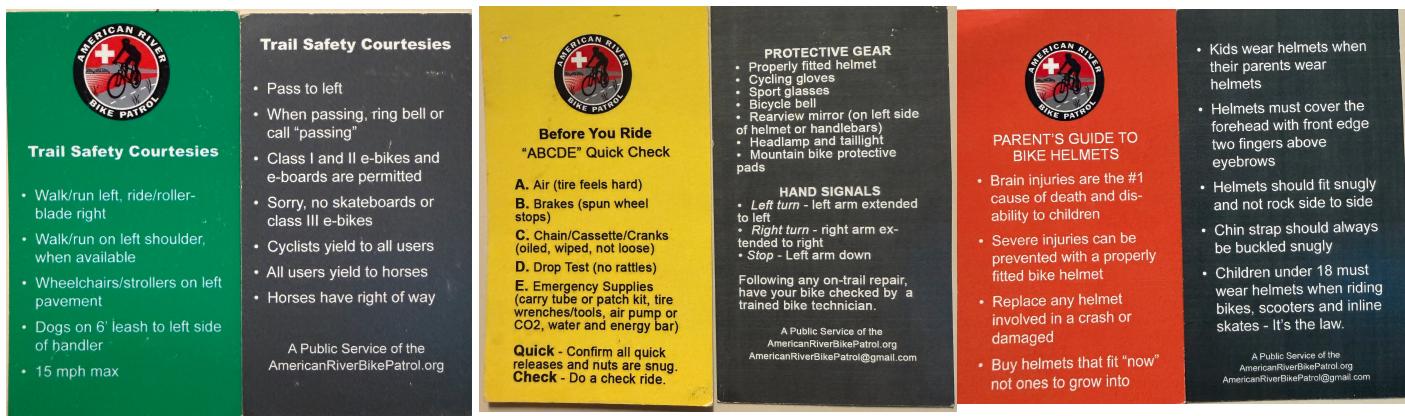
Module 2, Bicycling equipment check, both mechanical tools and first-aid gear,

Module 3, Outdoor Emergency Transport, primarily protecting the victim, interaction with EMS services.

Module 4, Scene size-up, (add insights into special circumstances we can encounter on the ART (congested trail, multiple incidents, homelessness interactions, equestrians, water safety, etc.)

Module 5, Adaptive Cycling; simple overview;

ARBP Additions to Modules: Trail Readiness (review the ARBP on-line course); Ranger and County/State maintenance interaction (911, 311, 311 County app); and suggest a demo Check-off ride on the trail.



These cards help patrollers communicate with cyclists we encounter.

To register and get full credit for Bike 1, you must go to NSP.org, then your Center for Learning, and take the prerequisite course, Introduction to Patrolling, Bike Fundamentals; then register for the Bike 1 Patrol Basics -Hybrid (online module); after completing those courses, find the upcoming Bike 1 Hybrid skills session on the Center for Learning site, and register and attend that course.

And, consider becoming a Bike Instructor: ARBP members are invited to become NSBP bike instructors! If you have interest, let Tim know, tviall@msn.com, or if questions, call: 209.969.3875. The process of developing new Bike Instructors is outlined in the Bike Program Manual 4-2024.pdf.

For additional insight, contact Tim Viall, tviall@msn.com, 209.969.3875. Thanks, Tim.

California IRONMAN

California IRONMAN isn't the largest event we support (Sea Otter Classic is, by a mile), but it does involve the most number of patrol shifts (40), at least one on duty for as long as 12 hours (three shifts).

Our roles at IRONMAN include: Bike SAG (transporting retiring, injured, exhausted and broken down athletes to an aid station or off course - driving vehicle); Bike Tech (repairing bikes on the bike course - on bike) and Run Safety (providing a safety bicycle presence along inaccessible portions of the run course - stationary and on bike).

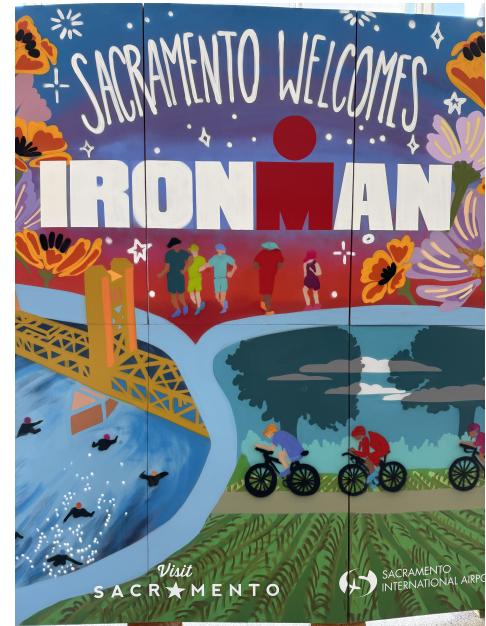
Although we are not there principally to respond to medical emergencies (AMR provides EMTs), each of our teams is prepared for medical emergencies and are often first on scene.

This past October, during the Bike Patrol's shifts, patrollers cared for blisters, lost runners, an asthma attack, nausea, muscle cramps, chafing, back pain, strained muscles, cold exposure, electrolyte imbalance, dehydration, stomach aches, cuts, scrapes, headaches (we don't administer medications), rest and recovery, fractures, strains, sprains and other maladies.

California IRONMAN is held on the third Sunday of October. The 2025 Debrief sheet, which describes key takeaways, can be read at: <https://docs.google.com/document/d/1qRBFKqbGIDyJV6YPcXg1eB2ENbYmmt0jb7OyA3KPWtQ/edit?tab=t.0#heading=h.vir2k72b8a99>

If you are interested in being on the IRONMAN patrol team in 2026, reply when the event is announced, as patrol positions fill quickly.

– John Poimiroo, Kathie Mahdavi, Bill Bleakly and Dan Cairns



Billboard posted at Sacramento International Airport to Welcome the IronMan contestants and spectators.



A special team getting ready to have some fun at a local event.

Patrollers support- Run To Feed the Hungry

On Thursday November 27th 2025, a team of ARBP members covered the Sacramento Food Bank & Family Services' 32nd annual Run to Feed the Hungry. This family-friendly event, raises funds and awareness about hunger in our community.

A special thanks to Rich Fowler for organizing our Run to Feed the Hungry event team, to Doc Margolis for hosting a gathering place for bagels and coffee, and to our 10 ARBP members who provided the first aid and course marshaling services for this wonderful event which supported 34,000 walkers and runners. It was well worth the effort. -- Tim Viall





Steep grades made patrollers work hard to keep up with elite athletes.

Apple Hill Half Marathon

Two weeks before the Apple Hill Half Marathon, Ron Ciucci was asked if the patrol could provide patrol volunteers to lead the runners out onto the course.

He, in turn, called John Poimiroo, “John, we’ve been asked to lead the runners for the Apple Hill Half Marathon a week from Saturday, what do you think?”

John queried Race Director Rich Hanna of Capital Race Management who confirmed the need for patrollers who would stay ahead of the runners, keeping cars from turning onto the course, or driving toward the athletes. Ron led the team with John, Bob Oetken and Terry Reynolds comprising the escort team.

The 13.2-mile half marathon had several hundred competitors, including about 20 elite athletes, and a couple of hundred more walkers and joggers competed in a 5k.

Rain began falling the day before and although it was predicted the rain would lessen, it did the opposite. Rain was so steady throughout race day, that the patrollers were questioning their choice of road bike vs. mountain bike.

Two patrollers rode e-bikes which proved to be needed, as the course - though short - included several climbs which tested the endurance of the non-electrified patrollers, who found that the elite runner leading the race ran a very fast pace, outpacing all but one e-bike.

The course was a beautiful one, providing a wet ride through the rolling terrain of Apple Hill, past orchards, wineries, forests and farms.

Medical assists were few, though Terry Reynolds had the assist of the day, when - near the finish line - he noticed a child in a stroller who was shivering from the rain and cold. Terry shook out a mylar blanket and wrapped it around her, providing relief for the little girl and her thankful mother.

Hanna, whose Capital Race Management operates the Urban Cow Half Marathon and Run to Feed the Hungry, met up with the Patrol's escort team at the finish line expressing appreciation for their support and expressing that he is likely to ask us to do the same for Apple Hill in '26. If you're interested in participating, let Ron know.

– Ron Ciucci and John Poimiroo

Join NSP ski/bike patrollers, family April 16-19, 2026, for first-aid, marshal service at USA's huge cycling event!

Sea Otter Bike Classic located at Laguna Seca Raceway/Ft Ord National Monument, CA.

For the 22nd year, 60+ Far West Division ski/bike patrollers, family and friends are invited to help provide first-aid service, non-emergency transport and course marshaling at the Sea Otter Classic at Laguna Seca Raceway near Monterey, CA, the USA's largest outdoor biking event.

NSP members and friends camp at "Ski Patrol Central" within the event, enjoy evening barbecues, find time to ride their bikes, attend the huge trade show and make new NSP friends! For their volunteer service, the Sea Otter Foundation donates approximately \$9,000 to patrols of the NSP volunteers (@\$52/shift to each volunteer's patrol unit).

Patrollers, family and friends are offered free camping right in the Laguna Seca paddock at Ski Patrol Central, **free admission, lunch and t-shirt**. Motorhomes, camping trailers and tents make for cozy accommodations and evening NSP barbecues add camaraderie and fun!

This four-day bicycling extravaganza attracts 8,000 participants ranging from world-class pro riders to serious amateurs and recreational cyclists. Over the four days, riders take part in circuit racing, cross-country events, wild downhill and dual slalom racing and citizens road and cross-



country rides. Each year, NSP members provide first-aid care to over 150 riders, from incidents of road rash and exhaustion to more serious trauma-induced injuries.

Over 60,000 spectators crowd the huge venue, which spreads out from Laguna Seca Raceway into the scenic back country of the Ft. Ord National Monument and, for the road races, along roads through Monterey County. 400 trade show vendors make for the largest market in the country for cycling equipment and accessories.

In 2025 the Dodge Ridge Patrol and American River Patrol were joined by patrollers from China Peak, Sierra at Tahoe, Alpine Meadows and another 10 patrols. The NSP contingent pairs with Monterey County Rural Fire Services and AMR Ambulance.

We invite members of NSP patrols to join us! For Sea Otter Classic insight go to: seaotterclassic.com; and mark your calendars, **April 16-19, 2026**

To volunteer or for more info, email or call Tim Viall, Coordinator for NSP Volunteers for the Sea Otter Classic: tviall@msn.com, or (209) 969-3875. Volunteers should provide name, patrol, email and mailing address, cell number, days available, type of first-aid credential, and, if camping w/us, type and size of recreational vehicle or tent.



Clockwise from top left, the NSP first aid crew for the backcountry courses prepare to depart for assignments, NSP volunteers staff two large first-aid tents at the venue; NSP members, back-country first-aiders and other volunteers pose for back-country photo and tents, camp trailers, motorhomes make for cozy evenings at "Ski Patrol Central". Join the NSP team for NSP service, camaraderie and fun!



Leadership Team

Board Members:

Patrol Director: John Poimiroo
Assistant Patrol Director: Jeff Gamache
Director Emeritus: Jim Cheng
Treasurer: Terry Reynolds
Secretary: Tim Viall
Registrar: Mitchel Benson
Area Coordinators:
AC/West, Greg Cordier (Sectors 0 - 2)
AC/East, Rick Bollinger (Sectors 3 - 4)
AC/Foothills, Ron Ciucci (Sectors 5 - 10)
AC/North, Alain Grenier (Sectors 11 - 13)

Team Leaders:

0 - Rich Fowler (Sectors 0 - 1/Sacramento)
1 - Gerry McIntyre (Sectors 0 - 1/Sacramento)
2 - Greg Cordier (Sectors 1 - 2/ JSMT) (Acting)
3 - Greg Cordier Sectors 2 - 3/JSMT) (Acting)
4 - Greg Smith (Sectors 3 - 4/ JSMT)
5 - Paul Sassenrath (Sectors 4 - 10/FL Loop/EDT)
6 - Chris Warren (Sectors 4 - 10/FL Loop/EDT)
7 - Wendy Lambert (Sectors 4 - 10/FL Loop/EDT)
8 - Terry Reynolds (Sectors 4 - 10/FL Loop/EDT)
9 - Mitchel Benson (Sectors 4 - 10/FL Loop/EDT)
10 - Alain Grenier (Sector 11/Roseville) (Acting)
11 - (Safety Patrol) Alain Grenier (Acting)
12 - (MBU-FLSRA/ASRA) Alain Grenier (Acting)
13 - (MBU-Hidden Falls) Alain Grenier (Acting)

Advisers:

Associations - Kathie Mahdavi
EMS - Rick Bollinger
Events - John Poimiroo (Acting)
First Aid
OFC - Jim Margolis
OEC - Derek Koonce
BLS/CPR - D Olney
Instructor - J Nichols
Instructor - N Nichols
Instructor - Payton Wong
Instructor - Terry Reynolds

Fundraising - Kathie Mahdavi

Helmets - Greg Cordier

Bike Academy - Rich Fowler

Mechanical - Rich Fowler

Medical - David Shatz

Membership - Gretchen Jacobs

Mountain Bike Unit - Alain Grenier

Newsletter Editor - Mark Moreno

Patrolleur's Handbook - John Poimiroo

PIO - Victor Massenkoff

Quartermaster - Terry Reynolds (Acting)

Safety Patrol - Tim Viall

Information Technology - Chris Eddy

Wellness - Chris Warren

Agency Reps:

Sac County - Rick Bollinger

California State Parks - Ron Ciucci and Alain Grenier

El Dorado County - Ron Ciucci

City of Roseville - Jeff Gamache

City of Sacramento - Rich Fowler and Greg Cordier

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Patrol, (con't from page 11)

However with heavy amounts of snow falling over such short periods, comes the increased risk of avalanches. Ski patrollers that specialize in avalanche mitigation use their skills to make our playgrounds “safer” in the early hours of the morning before the resorts even open. While most of us bike patrollers refrain from snow duties, our affiliation with the National Ski Patrol is never forgotten, plus a small contingent of our membership volunteer at various resorts near Donner Summit.

The following is paraphrased from the Mammoth Mountain Blog:

“On Friday Dec 26th, Mammoth Ski Patrol was performing avalanche mitigation work when an avalanche occurred on Lincoln Mountain. Two ski patrollers were caught in a slide and were immediately transported to Mammoth Hospital. One of the patrollers sustained serious injuries and was transported out of the area for further care. The remaining patroller, who was suspected to have fractures, underwent surgery on Saturday December 27th. The more seriously injured, Cole Murphy, was confirmed (at about 4 p.m.) to have died from his injuries on Sunday December 28th.”

Rick's Corner...



Lake Natoma Fatality

Greetings my fellow patrollers, I hope that life and holidays are treating you well.

On December 29th Patroller Lambert and I were on patrol going around Lake Natoma Sector. We came upon a State Ranger who had the Trail closed near the bluffs. Beyond the Ranger we saw the County Coroner's van, County Sheriff's Dive Team, Folsom Police and Firefighters. These Agencies were involved in the search and recovery of a 38-year-old male cyclist who had been

missing since late Friday night. It is unknown how this victim ended up in the water but there are several dangers that occur when you fall into the water that is around 46 degrees this time of year.

There is the possibility of cold-water blackout, immersion hypothermia, along with drowning. This is a reminder to survey the lake while you are on patrol. We have seen folks in kayaks, on paddle boards and sailboats recreating on the lake. If you see someone in the water by accident, this should be considered a life-threatening emergency. The Patroller needs to make a 911 call and keep eyes on the victim until emergency folks arrive.

I would like to wish everyone a Happy and Safe New Year and hope to see you on the trail.

Best Regards,

Rick Bollinger, Area Coordinator, Patrol Team 6 Leader

916-207-8746

Parting Shot

