

Montague Paratrooper

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I have an interest in all kinds of “duty” bicycles. That was the reason I bought a former Swiss army bike. This Model Armee bike from 1947 weighs 23 kilo and drives like an old battle tank. It is heavy, simple, very strong and, most importantly, reliable. This bicycle is fun. While riding this bike, I was thinking about the properties of a great police bicycle: strong, simple and fits in your pocket.

Some time later I discovered the MONTAGUE PARATROOPER on the internet. This was the bicycle were I was looking for. A friendly bicycle supplier helped me get this bicycle to the Netherlands. I was very thrilled when we unpacked and unfolded the PARATROOPER for the first time. This bike is a strong green monster, free of vulnerable components, that fits, almost, in your pocket.

Designed for the military, this is an example of the K.I.S.S. principle. The folding system is very smart. I tried unfolding the bicycle and placing the front wheel blindfolded. I found out that it is easy to get the PARATROOPER ready in less than 30 seconds. The stiff frame makes it an excellent off-road bike, so I started riding the PARATROOPER on all kind of rides, even on orientation races.

At my station, I share my duty bike with another officer. This is a problem when I want bring my police bicycle to IPMBA training in England or the U.S, so I started looking for a privately owned police bicycle with the characteristics of the PARATROOPER. Then I thought, “what better than to use the Montague PARATROOPER itself?” So with the help of the supplier of the PARATROOPER in Netherlands, I changed the green monster into a white police bicycle.

Beside the colour and police striping, I changed the large pedals for small SPD pedals. I also changed the tires for faster semi-road tires and put small handle bars and proper lights on the bike. Add a kickstand and a pannier plus bag and you have a POLICETROOPER, ready for the urban battlefield. It fits very easily into the trunk of a police car, even a European car.

With all my cycle and gear stuffed into the bike bag, I travel by car, bus, train and airplane. Most times the bike bag is luggage and not excess baggage. It is fun to unpack my police trooper at the train station and cycle away in less than a minute.

I have brought my POLICETROOPER to all kinds of IPMBA training. I successfully completed – without any mechanical problems – the IPMBA Basic, STARS (Survival Tactics & Riding Skills) and Instructor Courses.

I also like to try new tactics and equipment on the POLICETROOPER before I use them on my duty police bike. This bike is the ultimate crime fighting machine.

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| Finish | Cammy Green |
| Frame | 7005 Aluminium Front and Rear Triangle |
| Fork | RST 281 Suspension |
| Gearing | 24 Speed Shimano Deore |
| Shifters | Shimano EZ Fire Plus Shifters |
| Brakes | Front Disc/Rear Alloy V-Brake |
| Tires | 1.95" Front/Rear Specific Knobbies |
| Spokes/Rims | Stainless Steel/Alloy |
| Bar Ends | Can be added |
| Saddle | Velo Mountain Bike |
| Seatpost | Alloy Micro Adjust |
| Pedals | Heavy - Duty Double Cage Aluminium |
| Frame Size | 18" and 20" |
| Standover | 29"+ and 31"+ |
| Folded Size | 36" x 28" x 12" |

Tommy has been a police officer for nine years. He founded the Haaglanden Police Department Bicycle Unit four years ago and organised the first bike patrol study day in the Netherlands in 2004. He can be reached at info@bikepatrol.nl and maintains a fun and informative website at www.bikepatrol.nl.

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