

Welcome new IPMBA Members!

## Training and Policy

With success after success, policing by bike has proven to be more than just a fad, and it is imperative that departments take training and policy making seriously.

**By Officer Kathleen Vonk**  
*Ann Arbor Police Department (MI)*

Over the past 15 years, police bicycle patrols have become common in today's era of crime fighting and community policing. The mountain bike has proven to be more than just a "fading fad" within the United States and other parts of the world, as success and numbers continue to rise. Police on bikes are found in large and small cities, on almost every college campus, and even on the federal level including the United States Military. Police cyclists have proven success in the areas of urban drug enforcement, public housing projects, surveillance, and community relations. Bicycles have expanded into the emergency medical field and private EMS companies are putting their paramedics and emergency medical technicians on mountain bikes for special events such as festivals, carnivals, and athletic events. Private security agencies (malls, hospitals, etc.) have also found that patrolling on mountain bikes provides many advantages. However, too many agencies have added bicycles to their patrol and community policing teams without providing initial guidelines and adequate training for their officers.

For today's law enforcement officer, the bicycle is more than just a mode of transportation. Yes, everyone may think they know how to ride a bike, but not everyone knows *how to effectively use it as a tool while performing a law enforcement role*, unless they have been properly trained to do so. Administrators do not send officers on the street without policy guidelines and training in the use of force, and they are not putting officers behind the wheels of patrol cars without first providing them with policy and training in precision driving. Why then, are some agencies sending officers on bike patrol without policies and training?

**IS THERE A NEED FOR TRAINING?** In reality, the chances of injury to civilian, officer, and suspect are high if an officer is not trained properly. For example, if an officer pursues and catches a suspect who is fleeing on foot, and during the course of the apprehension the bike injures the suspect, who is liable, if anyone? If an officer is riding on the wrong side of the road and is struck by a car pulling out of a driveway, will the agency be able to show that the officer was properly trained not to do so, or will "failure to

train" be brought up by the attorney? The solution lies in sound policy and training: Well-researched and thorough policy will address the needs of the agency, the officer, the union, and the citizen.

**POLICY CONTENT.** In a survey distributed at the Police on Bikes Conference in Tacoma, Washington in 1998, it was discovered that only 53% of responding officers had written departmental policy for bike patrol. There are many issues that should be addressed in a department's mountain bike policy, most of which deal with health screening, equipment, maintenance, uniforms, and training requirements. The policy may address issues such as which months will be included in the riding season, any weather condition restrictions (excessive heat, snowy or icy conditions, etc.), in what capacities the bikes can be used (road patrol, special events, directed patrol), and whether an officer should have a patrol car with a bike rack available.

**UNIQUE ISSUES RELEVANT TO MOUNTAIN BIKE OFFICERS.** What says that an officer riding a bike to an emergency call is justified in disobeying traffic law? Does departmental policy define the bicycle as a "police vehicle"? Do police bicycles have the proper equipment to comply

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I was extremely honored to be elected IPMBA President for my final term on the IPMBA Board. The joy of being associated with such a fine group of people is never more evident than at our annual Police on Bikes Conferences. The respect and friendship I receive from IPMBA members is sincerely and deeply appreciated. I will do my utmost to uphold your trust, and I will try to make my last year the best.

The upcoming year offers many challenges to the Board. First and foremost is the selection of a new Executive Director. Many of you already know that I have received a letter of resignation from Executive Director Jennifer Horan. It is effective July 1, 2000.

Jennifer is having her second child and she wants to spend more time with the new baby, and baby's big sister. Jen can't do that and continue her full responsibilities with IPMBA. I know despite the joy of a new child Jennifer is still very sad at leaving. But I also know that she doesn't want to give us any less than her best. IPMBA means as much to Jennifer as it does to anyone of us. This was sort of her "baby" too.

We would not have been able to split from LAB and thrive as well as we have without Jennifer's courage and hard work. Thanks to her business plan and tenacity we are now financially solvent. Within the past couple of months she was able to get us approved by the IRS as a 501(c)(3) non-profit organization. That means that we are exempt from taxes, and your dues and donations are fully tax deductible. That should help with our efforts to attract good industry sponsors.

I know that Jennifer feels like she is leaving her second family and she has all the emotions that go with it. Jennifer's energy, drive, and her friendship on a regular basis will be sorely missed. I will particularly miss hearing her cheery sounding "Hi Kirb" when I call the office. Sometimes that would help make my day. Jennifer can take great pride in knowing that she was instrumental in establishing a solid organization that will continue to prosper and thrive. Thanks for all of your great work Jennifer, it is indeed appreciated.

Among the continuing goals our new Executive Director will be working toward for the coming year are increased membership and increased service and benefits for our members. We have instituted a plan we hope will increase our membership renewals. Members will be able to renew for multiple years at reduced rates. This

should particularly appealing to our instructors who must maintain their membership to retain their certification. We hope we can attract regular members even more.

As we continue to work with sponsors and industry representatives we want to offer more and even better discounts and membership benefits. We plan on publishing 6 issues of *IPMBA News* per year. *IPMBA News* can be a terrific way of sharing both organization news and training tips. We will continue to do product reviews and share fun stories about our members and other bike related public safety news. I want to remind everyone that YOUR stories and article submissions are

not only welcomed, they are encouraged. Your fun stories can light up the day for other IPMBA members. You don't have to be great writer. You only have to have a fun or interesting story about your unit, an incident, or something that members would like to know about. Send your photos, too!

The year 2000 promises to be a great year. We hope to offer a number of training opportunities and instructor classes at different locations around the country. Among them are San Antonio,

Texas and Tulane University in New Orleans. Watch *IPMBA News* and various IPMBA e-mail lists for information.

We are also embarking on ventures with new partners like the Northwestern University Traffic Institute (NUTI). NUTI is known for quality police training and has long offered some of the best education available for police administrators and accident reconstruction personnel. Beginning this Fall NUTI is offering training for Police Cyclists and Instructors. They have selected IPMBA as the organization with which they wish to partner. This means our members will be able to attend the basic IPMBA Police Cyclist Course and the IPMBA Instructor Course in Evanston, Illinois at this prestigious Institution. Many thanks to Lt. Tom Northfell, former IPMBA Vice President, for working out the details on this exciting partnership.

Please remember the board members are here to serve our members and to help the organization to thrive and grow. We like to hear from members if there is something you think would improve IPMBA, or to simply let us know that we are on the right track.

Until next time, ride safe. — *Kirby Beck*

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with the (state law) definition of an “emergency vehicle” such as an audible signal with a minimum decibel level and a flashing or oscillating red or blue light visible from a determined distance? Ideally, the state law should specifically address police bicycles in this area, and this may require drafting a letter to the state legislature.

**Vehicle Pursuit.** One interesting issue which is becoming more common is that of a vehicle pursuit: A mountain bike officer attempts a traffic stop and the driver of the motor vehicle flees. In the survey distributed at the 1999 IPMBA Police on Bikes Conference in Chicago, 14% of responding officers reported a pursuit with a motor vehicle, and 80% of these attained a guilty verdict for fleeing and eluding. 8% pled to a lesser charge of “fail to obey a lawful order,” “resisting arrest,” or similar charge, and 12% were still pending. Does the pursuit policy include the police bicycle in the list of vehicles which are authorized to initiate and engage in vehicle pursuit?

**Use of force.** On the subject of “Use of Force,” mountain bike training has evolved and progressed over the years. Although “power slide take-downs” and riding tackles used to be accepted and even taught to new police cyclists, the issue of liability and injury to officer and suspect has gradually led

might strike the suspect when it is shoved toward him. Does this now become an issue of an impact weapon strike? The answer is similar to that of any other object that is used as a distraction device. Officers are trained to use the **baton** as an impact weapon, they are **not** trained to use the bike as

Police Cyclists must be trained not only in basic and advanced riding skills, but also in unique issues relevant to mountain bike patrol: emergency response, use of force, traffic stops, vehicle and foot pursuits, etc.

such. Policy **should not** define the police mountain bike as an impact weapon, however it should allow for such actions as those described, under circumstances articulated by the officer.

**Risk of injury.** Riding a bicycle one of the **most complex human motor skills**, because it involves the use of all four extremities, in addition to being dependent upon balance to remain upright. If balance is compromised the rider can fall! In police mountain bike training classes, officers are learning new skills, testing themselves, and experiencing their own personal limitations on a bicycle. Performing various high and even low speed maneuvers on a bike can be physically dangerous! In the 1999 survey, 55% of

responding officers reported that they had incurred injury while on bike patrol or during training. Most injuries consist of minor

abrasions and bruises. Infrequent but more severe injuries may include wrist, forearm and collar bone fractures, stitches, separated shoulders, plantar fasciitis<sup>1</sup>, tennis elbow, and strained muscles. The goal in training then is to minimize the chance and frequency of injury and falling, through skill development and improvement.

<sup>1</sup> “Plantar fasciitis” is inflammation of the plantar fascia. The plantar fascia is the ligament which originates on the heel bone, fans out along the bottom of the foot, and inserts on the ball and the

toes. It provides support along the arch of the foot. Plantar fasciitis can be a common cyclist’s injury when improper footwear is used on a regular basis. If a soft-soled shoe is worn, the foot will “bend” over the pedal when force is applied. Since the plantar fascia has no elastic properties, this can cause

microtears in the ligament where it connects to the heel. Most cycling shoes have a steel shank along the sole of the shoe which prevents the foot from “bending” over the pedal, and evenly distributes the force over the length of the shoe when torque is applied to the pedal by the cyclist. Many police departments have issued cycling shoes to their police cyclists to prevent unnecessary injury to their officers, and to avoid worker’s compensation claims of this nature.

**Medical screening.** In the 1999 survey it was found that only 23% of responding officers were required to pass a medical screening test prior to attending training or riding a bike on patrol. In a 1999 training class in Michigan, a mall security officer experienced heart failure and died while riding with his class. This sober incident should serve as evidence of the need to pre-screen all class participants. Mountain bike officers inevitably will exert themselves physically, which will cause stress on the physiological processes of the human body. It only makes sense that the police cyclist should have no pre-existing conditions that may put his/her physical well-being in jeopardy. The screening process should include (at the very minimum) a complete physical exam, comprehensive cardiovascular/cardiopulmonary exam (heart, lungs, and circulatory system, usually in the form of a stress test), and an orthopedic exam with emphasis on the back and knees.

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**IS THERE A NEED FOR TRAINING?** In reality, the chances of injury to civilian, officer, and suspect are high if an officer is not trained properly.

to the removal of such techniques. This is an issue that departmental policy should also address. For example, in some situations officers are encouraged to place the bike between himself and the adversary. Should the suspect advance, the officer has a physical and psychological barrier the suspect must first overcome before reaching the officer. The officer also has the option of shoving the bike toward the suspect. This can be used as a distraction technique to allow the officer to gain time and distance, and to react appropriately to the suspect. The bike

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**Training.** Again, the solution lies in sound policy and training: **Proper and professional training should be provided by certified instructors, through a professional police mountain bike training organization.** Just as officers who attend a Tactical Pistol course are not then qualified to teach firearms, officers who attend a certified police cyclist course are not qualified to teach others. It was discovered through the 1999 survey that only 68% of responding officers were required to pass a certified training course prior to patrolling on a mountain bike. This number is still 32% too low! The cost of sending each officer to a certified class to be taught by a certified instructor far outweighs the potential liability costs the agency might have to pay later.

The mountain bike officer has many unique considerations and should be trained properly in such areas. The police cyclist must be able to conduct

traffic stops in a fashion that minimizes risk of injury and property damage: Remember that there is no patrol car to rely on for cover, no emergency lights on top to warn approaching motorists, and no "safe lane" for the officer to approach the vehicle on the driver's side. An officer on a bike must be able to maneuver safely and legally in heavy traffic while patrolling as well as responding to emergency calls. He/she must be able to effectively use the bike as a defensive tool if need be. An officer on a bicycle must know how to *effectively and constantly* use environmental cover and concealment, especially when approaching scenes, crimes in progress, and while conducting surveillance. He/she must be able to respond quickly to emergency calls: This takes on a whole new meaning when responding on a bike where physical exertion is high, versus in a patrol care where it is minimal. An officer arrives in a patrol car with fresh

legs and a fresh dump of adrenaline, while the bike cop can expend a tremendous amount of energy just getting there! The bike officer must learn to "pace" himself and stay below his own anaerobic threshold <sup>2</sup> so that when he dismounts, he can perform any duties that may be required (verbally and physically control a suspect, communicate with dispatch and other officers, accurately deliver force up to, and including, deadly force). Proper training is essential not only for the agency, but for the officer and the public as well. <sup>2</sup> "*Anaerobic threshold*" is the point at which blood lactate starts to accumulate. Lactate, or lactic acid is produced during extremely intense physical activity, or during anaerobic metabolism. Lactic acid begins to accumulate in the blood when the activity continues beyond the AT, because it cannot be buffered or removed from the blood quickly enough.

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# Rolf Wheels

By Officer Raimond Ranne  
Chicago Police Department (IL)


Where do I begin. The 10th Annual Police on Bikes Conference was another huge success. Tucson was a premier spot for the conference. Not only was it where our first conference was held (making having the ten year anniversary there very fitting) but from a flat-lander Chicago boy, it was also an awesome place to go mountain biking.

If you all recall, I wrote a product review on Rolf Wheels which are distributed by Trek. Steve Dodson (Trek) at that point challenged me to ride his wheels and ride them hard. Well, I did, at least as hard as one could in Chicago. That is why I brought them to Tucson.

The couple of rides I went on were incredible and let me tell you, I rode the wheels REAL hard and thought a couple of times that I threw them out of true. It wasn't so, they proved to be everything that was promised and then some. I had a couple of other IPMBA members Tom Tanner (Ann Arbor) and Ed Croissant (Tampa ) try them out as well to get another view point. Both of them

were very impressed. Steve brought with him to the conference product expo four sets of the high-end Propel's (\$385) and four sets of the mid-range Urraco's (\$255) which SOLD OUT within minutes of the opening of the expo. These are truly some excellent wheels at a great IPMBA price. For further info call Steve Dodson at Trek at 920-478-2191 Ext.2438. Credit Card orders only, no PO'S.

To the IPMBA members who have not yet been able to experience the IPMBA Conference and Product Expo, be sure to try to make it to Cincinnati which is sure to be an excellent show. We are in the planning stages to have one of the biggest expos yet, a perfect opportunity to accessorize 'til it hurts.

Thanks to all of our manufacturers for all your support over the years. It is not often said but your support and attendance at the conferences are truly appreciated—for without your support and efforts to the cause of "Police on Bikes" none of this would be possible. 

EMS

## EMS: On the Move (Again)

By Lt. Ed Brown  
Orange County Fire/Rescue (FL)

Emergency Medical Services Cyclists are on the move again within the organization of IPMBA. Since its inception in 1997 at the Nashville conference, several hundred EMS cyclists have been trained under IPMBA/EMSC standards. Both a student manual and an instructor manual has been established, and a transition course for Police Cyclist Instructors to become EMS Instructors has been implemented. This year's conference even had a separate category for EMS! The past three years EMS has had a representative on the education committee, but on top of all the other strides EMS has taken, this year an EMS-specific position was established for the governing board, to which I am proud and thankful to have been



elected.

In future issues of *IPMBA News*, I hope to introduce EMS units (one at a time, please!) from across the nation in order to continually build a bond between these two great public services we offer to the public and communities we serve. After all, we certainly do support each other out there on the streets and during special events, so why not support each other to make IPMBA the best public service cyclist organization we can? I certainly have noticed at the last three conventions that EMS cyclists are sought out when an injury occurs. If anyone is aware of any organizations that are thinking of starting up an EMSC program, contact any of the certified EMSCI's listed on the web site for information.

In the next issue I'd like to hear from someone who is carrying a single 20# item that lists for \$29,000. You think you paid a lot to spec out your bike? Just include the medical equipment that EMSCs carry!

### Butler County's First EMS Bicycle Patrol Deployed

(OH). The St. Clair Twp/New Miami Life Squad has formed the county's first EMS Bicycle Patrol. The team was deployed for the first time in April for the New Miami Village Easter Egg Hunt held at Veterans Field in New Miami. The EMS Bicycle Patrol is the first of its kind in Butler County, and is one of only a few in the southwest Ohio area. It is made up of a dozen volunteer members from the Life Squad, and is supported by department funding and private donations. Members of the patrol are currently operating on privately owned and maintained bicycles. A fundraiser is planned in the near future to help fund the purchase of department owned bicycles and additional equipment. The patrol will be used to provide first aid for participants in various community events in and around St. Clair Township. For more information on this EMS Bicycle Patrol contact the St. Clair Twp. / New Miami Life Squad Bicycle Patrol Coordinator at (513) 896-9058.

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By Officer Lou Ann Hamblin  
Van Buren Police Department (MI)

Most mountain bike officers have heightened levels of awareness due to the sensory input (sight, sound, smell) which is not often experienced while secluded in a patrol car. Although this creates quite a stealth advantage, it also puts police cyclists in the mix much sooner than by patrolling via motor vehicle. Because of this, police cyclists can sometimes be vulnerable in this same environment that they dominate. In a recent, nation-wide survey conducted by Officer Kathleen Vonk and the International Police Mountain Bike Association, there have been a number of incidents where officers, while patrolling, have had equipment removed from their person. Imagine the standard riding position. This position leaves most weapons on the gunbelt exposed, and the officer's hands occupied on the handle bars.

Officer Gary McGlaughlin (Sacramento PD, CA) has designed and implemented an exercise that illustrates just how vulnerable the mountain bike officer is. During these types of exercises, officers should consider wearing additional safety gear – ie partial Redman gear, elbow and knee pads, baseball style catcher's shin guards, etc. Sharp edges on the mountain bike can present a hazard. In addition, all handguns are made safe and are triple checked prior to the beginning of this exercise.

One by one the officers, at a slow, parade or pub crawl speed, ride through a channel of people which is referred to as "the gauntlet." Without intentional pushing, striking, or pulling the officer, members of the gauntlet proceed to remove items from the officer's gunbelt and bicycle as the officers offers no resistance.

General, level-1 holsters are defeated easily. Most baton holders have no retention device and open ended holders leave the handle completely exposed, especially when worn directly behind the handgun. After a number of officers have passed through the gauntlet, a brief discussion takes place as some officers evaluate their equipment positioning and holster selection. The option of positioning all weapons closer to the front of the torso is considered. Monadnock manufactures a swivel style holster with a retention device for a collapsible baton. It can be worn forward of the pant seam, and re-positioned at a 45 degree angle for better retention and quick deployment.

Next, various weapon retention techniques are reviewed and discussed. Most officers agree that while riding or straddling the bike they would respond to a weapon take-away attempt in the same fashion as if the bike were non-existent. Most techniques include first trapping the adversary's hand, and, or pushing the weapon aggressively into the holster while maintaining the security snap, or by pulling upwards on the bottom of the holster, thus forcing the butt towards the officers' torso.

## Weapon Retention

### Exercise, Training and Equipment Issues for Bike Patrol Officers

That fact that most officers are right handed leaves them with only their front brake for slowing and/or stopping. This may or may not be an issue for exiting the bike depending on the officer's momentum and skill level.

After a sight inspection is performed, we present the gauntlet again. This time only one selected member attempts a handgun or baton take away, or simply pushes or pulls the officer. All others are instructed to step away. Cyclists are instructed to exit the bike as soon as possible while maintaining their retention technique and move away from the bike, if possible. Although all are instructed to perform at approximately 50 percent, safety officers remain close at all times.

Partner drills can provide many repetitions as one officer straddles the bike and his/her partner attempts a take away. (Inert O.C. can be introduced in the drill as well.)

If gymnastic-style mats are available, they are ideal to use for those officers who have been properly trained in falling techniques. Six to eight baton/defensive tactics bags can also be utilized by placing a row flat on the ground and

stacking the second row half on the flat mat and half on the ground creating a bi-level cushion area. Officers are taught to stay with the bike allowing the handle bars and bar ends to receive the brunt of the impact when making contact with the ground. This technique has certain, realistic applications.

The drill can be enhanced by adding weapon retention from the ground up. Here, the bike is completely removed from the equation. Officers are required to begin from the "guard position," a.k.a. flat on their backs. Officers are required to either fight to their feet, maintain a "safe position," or apply a submission hold, if they are properly trained to do so. In any event, they must focus on maintaining their weapon. Officers are encouraged to perform the drill at

approximately 75%. As in any realistic weapon retention drill, officers learn a great deal about themselves and their anaerobic threshold.

Some additional notes in closing. Police Cyclists should be constantly aware of their 360 degree surroundings, points of cover, and should train to become very familiar with their equipment. Officers should practice clearing the bike quickly, and be mindful of riding through crowds, especially where alcohol is present. Officers may consider exiting the bike and walking through instead of riding. Lastly, holster selection is paramount. Most nylon-wearing mountain bike officers should not only consider nylon to leather holster capability, but also durability.



Please direct comments or questions to: [louannblackwidow@aol.com](mailto:louannblackwidow@aol.com) or  
c/o Lou Ann Hamblin, Van Buren Township Department of Public Safety  
46425 Tyler Rd., Belleville, MI 48111 (734) 699-8930



"The Gauntlet" as experienced at the 10<sup>th</sup> Annual Police on Bikes Conference.

Photo by Andrew Davis



**The Product Purchase Program** was created so that IPMBA could offer our members a selection\* of bike patrol related products at a reduced price. On this pull-out page are the companies that have kindly responded to our request to offer you, our IPMBA member, great discounts! You must be a current IPMBA member to participate—have your IPMBA member number ready. **Enjoy the discounts!**

*Abbreviations: AX=American Express; C=Cash; CH=Personal Check; DC=Department Check; D=Discover; MC=MasterCard; PO=Purchase Order; V=Visa*

<p><b>Company:</b> Berm Patrol Wear  <b>Contact name:</b> Jeremy Garment  <b>Address:</b> 2701 Alcott St. Suite 474            Denver, CO 80211  <b>Phone:</b> 800-383-8231  <b>Fax:</b> 303-825-2765  <b>E-mail:</b> jgarment@hyrax.com  <b>website:</b> hyrax.com/patrol.html  <b>Product:</b> Berm Patrol Shorts/ nepal Custom Patrol Jacket  <b>Regular cost:</b> \$59.99/shorts  <b>Cost to members:</b> \$49.99  <b>Form of payment:</b> C, D, DC, MC, PO, V  <b>Ordering options:</b> Phone, fax, e-mail</p>	<p><b>Company:</b> PYI Inc. Spokes Wear  <b>Contact name:</b> Fred Hutchinson  <b>Address:</b> PO Box 536            Edmonds, WA 98020  <b>Phone:</b> 425-670-8915  <b>Fax:</b> 425-670-8718  <b>E-mail:</b> pyi@pyiinc.com  <b>Website:</b> www.pyiinc/spokeswear.htm  <b>Product:</b> The Glove  <b>Regular cost:</b> \$30.00  <b>Cost to members:</b> \$15.00  <b>Form of payment:</b> C, DC, MC, V,  <b>Ordering options:</b> Phone, fax, e-mail</p>	<p><b>Company:</b> Lane Sunglasses  <b>Contact name:</b> Neal Dykstra  <b>Address:</b> 7640 N 400 W            Rensselaer IN 47978  <b>Phone:</b> 800-542-7850  <b>Fax:</b> 219-956-2112  <b>E-mail:</b> eyewear@netnitco.net  <b>Website:</b> www.lanesunglasses.com  <b>Product:</b> Protective eyewear and goggles  <b>Cost to members:</b> Wholesale  <b>Form of payment:</b> CH, DC, MC, V  <b>Ordering options:</b> Phone, Fax, e-mail, website, mail</p>
<p><b>Company:</b> Bike Control, Inc.  <b>Contact name:</b> Bob Laman  <b>Address:</b> 9640 SW Sunshine Court            Suite 700, Beaverton, OR 97005  <b>Phone:</b> 503-574-2500  <b>Fax:</b> 503-671-9185  <b>E-mail:</b> bob@bikecontrol.com  <b>website:</b> www.shockster.com  <b>Product:</b> Shockster: The add-on rear suspension for mountain bikes.  <b>Regular cost:</b> \$329.00  <b>Cost to members:</b> \$199.00  <b>Form of payment:</b> C, DC, MC, V  <b>Ordering options:</b> Phone, fax, e-mail</p>	<p><b>Company:</b> SportWorks NorthWest Inc  <b>Contact name:</b> Julie Gregg  <b>Address:</b> 15500 WoodRed            Road NE #C-600            Woodinville, WA 98072  <b>Phone:</b> 425-483-7000 or 888-661-0555  <b>Fax:</b> 425-488-9001  <b>E-mail:</b> julieg@swnw.com  <b>Website:</b> www.bicycleracks.com  <b>Product:</b> TranSport Quick-Load bicycle racks.  <b>Regular cost:</b> \$270 (2-bike); \$430 (4-bike)  <b>Cost to members:</b> \$216 (2-bike); \$344 (4-bike)  <b>Form of payment:</b> C, DC, MC, V  <b>Ordering options:</b> Phone, fax, e-mail, website</p>	<p><b>Company:</b> Terry Precision Cycling  <b>Contact name:</b> Jackie Marchand  <b>Address:</b> 1704 Wayneport Rd.            Macedon NY 14502  <b>Phone:</b> 800-289-8379  <b>Fax:</b> 315-986-2104  <b>E-mail:</b> jackie@terrybicycles.com  <b>Website:</b> www.terrybicycles.com  <b>Product:</b> Bicycles, apparel, accessories, seats  <b>Cost to members:</b> Wholesale prices on all goods  <b>Form of payment:</b> C, CH, DC, D, MC, V  <b>Ordering options:</b> Phone, fax, e-mail, mail</p>
<p><b>Company:</b> Maklite (An affiliate of Lhm Industries, Inc.)  <b>Contact name:</b> Scott Kwit  <b>Address:</b> 1823 W. Webster Ave.            Chicago, IL 60614  <b>Phone:</b> 800-888-5427  <b>Fax:</b> 773-276-3331  <b>E-mail:</b> n/a  <b>Website:</b> n/a  <b>Product:</b> Illuminated safety light products  <b>Regular cost:</b> \$12.95  <b>Cost to members:</b> \$9.00  <b>Form of payment:</b> AX, D, DC, MC, PO, V,  <b>Ordering options:</b> Phone, fax</p>	<p><b>Company:</b> ZAP Power Systems  <b>Contact name:</b> Brooks Van Holt  <b>Address:</b> One Zap Drive/117 Morris Street            Sebastopol, CA 65472  <b>Phone:</b> 707-824-4150  <b>Fax:</b> 707-824-4159  <b>E-mail:</b> zap@zapbikes.com  <b>Website:</b> www.zapbikes.com  <b>Product:</b> Electric power assist bikes, systems; ZAP Patrol Bikes  <b>Regular cost:</b> n/a  <b>Cost to members:</b> 5% off all ZAP products  <b>Form of payment:</b> AX, C, CH, D, DC, MC, PO, V,  <b>Ordering options:</b> Phone, fax, e-mail, website</p>	<p><b>Company:</b> Promark International, Inc.  <b>Contact name:</b> Kenneth Battcher  <b>Address:</b> 35 E. Willow Street            Massapequa, NY 11758  <b>Phone:</b> 516-795-6543  <b>Fax:</b> 516-795-4259  <b>E-mail:</b> promarkint@aol.com  <b>Product:</b> Full line of law enforcement equipment  <b>Member Specials:</b> Body Armor: \$499.00            Ultra Cool Shirts: 3 for \$99            Body Armor Carrier: \$99.95  <b>Ordering options:</b> Phone</p>
<p><b>Company:</b> Marwi Lights  <b>Contact name:</b> Buck Mitchell  <b>Phone:</b> 318-395-8471  <b>E-mail:</b> buckmtch@midwest.net  <b>Website:</b> www.marwi.com  <b>Product:</b> Lighting Systems  <b>Cost to members:</b> Sport: \$72.25; Expert \$96.50; Elite \$95.90            Torch \$109.30; Kamikaze \$142.50;            Pro Elite \$180.25</p>	<p><b>Company:</b> Nuke Proof Industries  <b>Contact name:</b> Jim Tremayne  <b>Address:</b> 443 Century St., SW            Grand Rapids, MI 49503  <b>Phone:</b> 616-493-9000  <b>Fax:</b> 616-493-4300  <b>E-mail:</b> nukeprf@nukeproof.com  <b>Website:</b> www.nukeproof.com  <b>Product:</b> Police edition warhead wheelsets, headsets &amp; race wheels  <b>Regular cost:</b> \$599, \$90, \$629  <b>Cost to members:</b> \$349, \$69, \$399  <b>Form of payment:</b> C, CH, DC, MC, PO, V,  <b>Ordering options:</b> Phone, fax, e-mail, website, mail</p>	<p><b>Company:</b> Original Footwear Co.  <b>Contact name:</b> Tedd Dunaway  <b>Address:</b> 3037 Sisk Rd., Suite B            Modesto, CA 95350  <b>Phone:</b> 888-476-7700  <b>Fax:</b> 209-492-9599  <b>E-mail:</b> todd@originalswat.com  <b>Website:</b> www.originalswat.com  <b>Product:</b> Original SWAT footwear-athletic fit, comfort and performance  <b>Regular cost:</b> \$49.99; \$47.99  <b>Cost to members:</b> Free shipping through Feb 1  <b>Form of payment:</b> C, CH, DC, MC, PO, V, D  <b>Ordering options:</b> Ph, fax, e-mail, website, mail</p>

Do you know anyone who would like to participate in the Product Purchase Program? Contact 410-685-2220!

\* A company's participation in the Product Purchase Program does not indicate product endorsement by IPMBA; nor does it indicate the individual company's sponsorship of IPMBA.

# PRODUCT PURCHASE PROGRAM

<p><b>Company:</b> ABS Sports Inc.  <b>Contact name:</b> Anton Van-Zevenbergen  <b>Address:</b> PO Box 11  Windsor, NJ 08561  <b>Phone:</b> 609-371-1554  <b>Fax:</b> 609-371-7133  <b>E-mail:</b> sales@abs-sports.com  <b>website:</b> www.abs-sports.com  <b>Product:</b> Super Saddle  <b>Regular cost:</b> \$99  <b>Cost to members:</b> \$89  <b>Form of payment:</b> DC, MC, PO, V  <b>Ordering options:</b> Phone, Fax, E-mail</p>	<p><b>Company:</b> Maxxis Tires  <b>Contact name:</b> Michael Kleinheinz  <b>Address:</b> 545 Old Peachtree Rd  Suwanee, GA 30024  <b>Phone:</b> 770-962-8229 ext 124  <b>Fax:</b> 770-962-7705  <b>E-mail:</b> n/a  <b>Website:</b> www.maxxistires.com  <b>Product:</b> MTB Tires and Tubes  <b>Regular cost:</b> \$20-\$50  <b>Cost to members:</b> \$8-\$20  <b>Form of payment:</b> AX, D, MC, V  <b>Ordering options:</b> Phone</p>	<p><b>Company:</b> Signal Measurement Corp.  <b>Contact name:</b> Ronnie Dowell  <b>Address:</b> 12519 Wanda Lane  Magnolia, TX 77354  <b>Phone:</b> 800-527-1079  <b>Fax:</b> 281-356-0099  <b>E-mail:</b> ronnie@smc-corp.com  <b>Website:</b> www.smc-corp.com  <b>Product:</b> Mounts for GPS &amp; hand held communications  <b>Regular cost:</b> \$56.19 and \$45.45  <b>Cost to members:</b> \$33.71 and \$27.27  <b>Form of payment:</b> C, D, DC, MC, PO, V  <b>Ordering options:</b> Phone, Fax</p>
<p><b>Company:</b> Bicycle Parts Pacific  <b>Contact name:</b> Darek Barefoot  <b>Address:</b> PO Box 4250  Grand Junction, CO 81502  <b>Phone:</b> 970-241-3518  <b>Fax:</b> 970-241-3529  <b>E-mail:</b> rossbarefoot@compuserve.com  <b>Website:</b> www.bppbike.com  <b>Product:</b> Grips with 'Police' imprint  <b>Regular cost:</b> \$19.95  <b>Cost to members:</b> \$14.95  <b>Form of payment:</b> C, CK, MC, V  <b>Ordering options:</b> Phone, Fax</p>	<p><b>Company:</b> Mocean  <b>Contact name:</b> Bill Levitt  <b>Address:</b> 1635 Monrovia Avenue  Costa Mesa, CA 92627  <b>Phone:</b> 949-646-1701  <b>Fax:</b> 949-646-1590  <b>E-mail:</b> moceankp@aol.com  <b>Website:</b> mocean.net  <b>Product:</b> Bike Patrol Uniforms  <b>Regular cost:</b> Regular retail  <b>Cost to members:</b> 10% to %30 off retail  <b>Form of payment:</b> C, CK, MC, V  <b>Ordering options:</b> Phone</p>	<p><b>Company:</b> SWAGMAN  <b>Contact name:</b> Ray  <b>Address:</b> 300-1880 Government St  Penticton BC V2A7J1 CANADA  <b>Phone:</b> 800-469-7924  <b>Fax:</b> 800-469-7893  <b>E-mail:</b> www.swagman.net  <b>Website:</b> www.swagman.net  <b>Product:</b> Bike Racks for hitch/ball mount  <b>Regular cost:</b> \$99 to \$250  <b>Cost to members:</b> 30% off retail  <b>Form of payment:</b> MC, V  <b>Ordering options:</b> Phone, Fax</p>
<p><b>Company:</b> Bushwhacker USA  <b>Contact name:</b> Jeff Sims  <b>Address:</b> PO Box 297 395 E. 300 N.  Morgan, UT 84050  <b>Phone:</b> 801-829-6801  <b>Fax:</b> 801-829-6104  <b>E-mail:</b> jss1205@aol.com  <b>Website:</b> n/a  <b>Product:</b> MESA Rear Rack Trunk  <b>Regular cost:</b> \$55  <b>Cost to members:</b> \$35  <b>Form of payment:</b> AX, C, CK, MC, V  <b>Ordering options:</b> Phone, Fax, E-mail</p>	<p><b>Company:</b> Model Rectifier Corporation  <b>Contact name:</b> Ed Joslin  <b>Address:</b> 80 Newfield Ave.  Edison, NJ 08837  <b>Phone:</b> 732-225-2100  <b>Fax:</b> 732-225-0091  <b>E-mail:</b> www.modelrec.com  <b>Website:</b> www.modelrec.com  <b>Product:</b> Helmet gear, cycle visor  <b>Regular cost:</b> \$13.98  <b>Cost to members:</b> \$6.91  <b>Form of payment:</b> C, CK, MC, PO, V  <b>Ordering options:</b> Phone, Fax</p>	<p><b>Company:</b> Tamer Bicycle Components  <b>Contact name:</b> Kevin Marey  <b>Address:</b> 4231 Progressive Ave #2  Lincoln, NE 68504  <b>Phone:</b> 800-297-4589  <b>Fax:</b> 402-465-4515  <b>E-mail:</b> tamerusa@aol.com  <b>Website:</b> www.tamerusa.com  <b>Product:</b> Suspension Seatposts  <b>Regular cost:</b> \$69-\$189  <b>Cost to members:</b> \$30-\$80  <b>Form of payment:</b> C, DC, MC, PO, V  <b>Ordering options:</b> Phone, Fax</p>
<p><b>Company:</b> Cascade Designs, Inc.  <b>Contact name:</b> Mark Clem  <b>Address:</b> 4000 First Ave S.  Seattle, WA 98136  <b>Phone:</b> 800-527-1527  <b>Fax:</b> 800-583-7583  <b>E-mail:</b> mark@cascaadedesigns.com  <b>Website:</b> cascaadedesigns.com  <b>Product:</b> Platypus Hydration Systems  <b>Regular cost:</b> SRP  <b>Cost to members:</b> Pro Deal Pricing  <b>Form of payment:</b> CK, Money Order  <b>Ordering options:</b> Phone, E-mail (catalog request)</p>	<p><b>Company:</b> Paloma Cycling  <b>Contact name:</b> Michael C. Jensen  <b>Address:</b> 62 Cherry Street  Bridgeport, CT 06605  <b>Phone:</b> 203-336-4901  <b>Fax:</b> 203-336-4901  <b>E-mail:</b> palomacycling@yahoo.com  <b>Website:</b> palomacycling.com  <b>Product:</b> Cycling and Running Socks  <b>Regular cost:</b> \$5.00  <b>Cost to members:</b> \$4.00  <b>Form of payment:</b> AX, C, CK, MC, PO, V  <b>Ordering options:</b> Phone, Fax, E-mail</p>	<p><b>Company:</b> Thudbuster Seatposts  <b>Contact name:</b> Ryan McFarland  <b>Address:</b> 38 Mt. Rushmore Rd #3  Custer, SD 57730  <b>Phone:</b> 605-673-3250  <b>Fax:</b> 605-673-3270  <b>E-mail:</b> ryan@thudbuster.com  <b>Website:</b> www.thudbuster.com  <b>Product:</b> Suspension Seatpost  <b>Regular cost:</b> \$159  <b>Cost to members:</b> \$89  <b>Form of payment:</b> DC  <b>Ordering options:</b> Phone, Fax, E-mail</p>
<p><b>Company:</b> De Soto Sport  <b>Contact name:</b> Emilio De Soto II  <b>Address:</b> 5262 Eastgate Mall  San Diego, CA 92121  <b>Phone:</b> 619-453-6672  <b>Fax:</b> 619-453-6783  <b>E-mail:</b> desotoinc@aol.com  <b>Website:</b> n/a  <b>Product:</b> All products  <b>Regular cost:</b> SRP  <b>Cost to members:</b> 40% off retail  <b>Form of payment:</b> AX, MC, V  <b>Ordering options:</b> Phone, Fax, E-mail, Website</p>	<p><b>Company:</b> Rudy Project  <b>Contact name:</b> Bob Kelly  <b>Address:</b> 971 Calle Amanecer  San Clemente, CA 92673  <b>Phone:</b> 888-860-7597  <b>Fax:</b> 800-316-8733  <b>E-mail:</b> rpna@aol.com  <b>Website:</b> rudyproject.it  <b>Product:</b> Sunglasses and sport eyewear  <b>Regular cost:</b> SRP  <b>Cost to members:</b> 10% over wholesale  <b>Form of payment:</b> MC, V  <b>Ordering options:</b> Phone</p>	<p><b>Company:</b> Wilderness Trail Bikes  <b>Contact name:</b> Tim Schurr  <b>Address:</b> 475 Miller Ave  Mill Valley, CA 94941  <b>Phone:</b> 415-389-5040  <b>Fax:</b> 415-389-5044  <b>E-mail:</b> www.wtbikes@pacbell.net  <b>Website:</b> www.wtb.com  <b>Product:</b> Bike frames, tires, saddles, parts,  and grease guard components  <b>Regular cost:</b> SRP  <b>Cost to members:</b> wholesale  <b>Form of payment:</b> CK, DC, MC, V,  <b>Ordering options:</b> Phone, Fax</p>

(Continued from page 5)

Within a few minutes of working beyond the AT, a condition called metabolic acidosis occurs and the muscles will stop working at that level. If a police cyclist were to sprint to a scene well beyond his AT, chances are pretty good that he will fall when he exits the bike because of this build-up of lactic acid in his leg muscles, along with the depletion of the immediate stores of energy in his legs. They just won't work when he steps off the bike! To prevent this from happening, police cyclists are trained to ease up while riding to a call, when they start to feel the "burn" of the lactic acid in their legs. This should assure them that the lactic acid will not be excessive, and that there will be enough fuel left for their legs to properly carry them when they dismount the bike.

A basic certification course should teach the officer about helmet and bicycle fit, a pre-flight equipment inspection and basic maintenance, high and low speed maneuvers, quick-mounts and

dismounts, how to safely and legally maneuver in traffic, how to fall to avoid or minimize injury,

nutrition and fitness, how to properly negotiate urban obstacles such as curbs, parking blocks, stairs (yes, riding *up and down* stairs!), safe and effective techniques to patrol at night, firearms training specific to police cyclists, legal issues, community policing, how to safely and tactically conduct traffic stops, suspect contacts, foot pursuit tactics, and take-downs after dismounting the bike. In some courses the officers must pull together all of the riding techniques learned during the week in a single-track, off-road ride where skill and confidence levels soar. Officers must then pass both practical

**T**he physiological effects of riding hard to a priority run are also important for the police cyclist to understand. Training is an issue. It should be given a high priority by administration and should be provided by certified instructors.


and written tests to successfully complete the course and obtain certification. Most certified courses require at least 32 hours to provide adequate instruction and time to learn these basic techniques.

**Refresher, re-certification, and advanced training:** The 1999 survey revealed that only 27% attended some type of refresher, re-certification, or advanced training. This is an alarming statistic. Riding and maneuvering a bicycle in a police capacity requires a skill level above that of just riding a bike, and these skills fall into the category of "use it or lose it." Just like anything else, police officers are held to a higher standard and are expected to be able to function at a higher level than that of civilians. They must be able to shoot with greater accuracy, have better defensive driving skills, have better communication skills, display more patience and restraint, and the list goes on.

According to the 1999 survey, the majority (64%) of

agencies across the United States operate during the months of April through October, while only 29% patrol throughout the entire year. For most of those 64%, they probably don't

ride throughout those winter months, so a refresher training day might be in order at the beginning of the season. The same holds true for those coming out of different assignments and returning to bike patrol. A re-certification each year may be a reasonable requirement, and may actually prevent unnecessary injury by identifying and correcting improper technique and improving skill level. Providing training days and offering advanced training can also be a source of rejuvenating enthusiasm for those mountain bike programs that seem to have "stalled."

**IS TRAINING AN ISSUE?** For thousands of police cyclists throughout the world, the bicycle has become a mode of transportation. Even though it is an extremely complex skill, merely **riding** the bike is not the only issue. Officers must understand how to effectively utilize the bike as a **tool** while performing various duties. They must be trained not only in basic and advanced riding skills, but also in unique issues relevant to mountain bike patrol: emergency response, use of force, traffic stops, vehicle and foot pursuits, etc.  The physiological effects of riding hard to a priority run are also important for the police cyclist to understand. Training is an issue. It should be given a high priority by administration and should be provided by certified instructors. The department policy should be comprehensive and should address specific issues, so that those who patrol on mountain bikes are able to use the policy as a guide for their actions. In addition, officers should be properly pre-screened to avoid any unnecessary injury. As the numbers of public safety cyclists continue to grow, agencies should continue to train their personnel properly so they can perform their tasks safely and effectively.

Please direct any questions or comments to author  
Officer Kathleen Vonk at [KVonk@ci.ann-arbor.mi.us](mailto:KVonk@ci.ann-arbor.mi.us)

## ipmba news

Newsletter of the  
**International Police Mountain Bike Association**  
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Membership in IPMBA is \$40.00 per year. See membership form in this issue.

**Submissions are welcomed and encouraged.**  
Call Jennifer (410-685-2220) for information.

## IPMBA's Instructor Course

For several years the *Police Cyclist Instructor Development Course*, (PCID), has served us well! Numerous instructors came to the course at the annual conferences and left with valuable information that helped them conduct a better, more professional Police Cyclist Course.

Almost 200 IPMBA instructors have attended this course and benefited from the content of the class, as well as the interaction with the other instructors from all around the country. In 1999, at the 9<sup>th</sup> Annual Police on Bikes Conference in Chicago, the IPMBA Board and Education Committee adopted this course as a mandate for all instructors—both new and seasoned alike. One of the primary reasons for this big and important change was the evidence that both myself and previous education directors had garnered by watching the mandatory instructor practice-teach videos. We noted repeatedly that there were too many differences in information being

disseminated where there should be very few. The gap in how information was being presented and *how* it should be presented was too big to ignore. In order to provide the very best instruction, and the very best instructors, IPMBA made the difficult decision to mandate that all instructors have to successfully complete this course.\*

We have changed the name, starting immediately from Police Cyclist Instructor Development Course to the IPMBA Instructor Course. There is a training week in New Orleans this fall (look for information in this newsletter as well as on the website) and new dates forming as I write. Look to the website ([www.ipmba.org](http://www.ipmba.org)) for information.

*\*As of April 2000, all qualified individuals – both police and EMS – desiring to become instructors must apply to headquarters then take this course (offered a minimum of twice a year throughout the U.S.); upon successfully passing the course, they then leave the course full-fledged instructors. By May, 2002, all current Police Cyclist Instructors and Candidates (who became so before April 2000) must have taken the course to maintain their status.*

## IPMBA E-Mail List

IPMBA has e-mail lists for its members and instructors. If you are a member of IPMBA and are not already a part of this list, please e-mail Lt. Stanley Cosper at [tinman@mailhost.tcs.tulane.edu](mailto:tinman@mailhost.tcs.tulane.edu).

# Hey PCIs!!

If you are a current PCI or PCIC, IPMBA currently has a new membership and certification application that you can hand out to your students. Have them mailed to you by calling 410-685-2220 today! The applications are pre-printed and pre-stuffed into return envelopes. These applications also correspond with a new membership incentive: anyone who takes your course and applies with this application will receive an "IPMBA Certified Member" tee-shirt! Call today to receive your envelopes!

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At the 2000 Police on Bikes Conference a Police Cyclist Instructor roundtable session was conducted. It was attended by nearly 40 PCIs and EMSCIs. It was a stimulating and healthy discussion that brought up and clarified some significant questions and perceptions that some members had about the organization. At times it was heated, but it addressed questions that needed to be answered.

One of the questions addressed the perception of a few that IPMBA bylaws were changed regularly and routinely to fit the needs of various board members. It was an important question and I want to address it here for all of the members.

The IPMBA bylaws are available through the IPMBA office for any member who wishes a copy. They will be on our website before long. The bylaws were written when IPMBA left the League of American Bicyclists (LAB) in 1998; before that LAB's bylaws governed IPMBA's operation. IPMBA was in effect a League program, and the IPMBA Governing Board had been nothing more than a committee within LAB. Our bylaws are the rules by which we operate our corporation, Police on Bikes, Inc. We do business under the name of the International Police Mountain Bike Association. Since we adopted our bylaws we have made only one change. That change clarified some ambiguous language on *when* people interested running for the Board have to submit their letter of interest. That is the only change we have made to our original bylaws in 2 years.

In addition to bylaws we have *policies* that we use to safely and efficiently operate our various training programs. These policies, like the policies within our own departments, are subject to change on a more regular basis. It was our policy changes that had some instructors concerned.

Two of the most major policy changes effected IPMBA Instructors. As most of you who have been IPMBA members for more than a year are probably aware, the board decided last

year to *mandate the IPMBA Instructor Course for ALL IPMBA Instructors who have never attended it*. We felt it was an important step to take to make sure that all PCIs and EMSCIs were teaching the same material the same way. We realized that it would inconvenience some long time PCIs. We knew that we might even lose some good PCIs as a result. It was an important step that had to be taken for the overall good of our programs. The decision was based upon risk reduction as well as quality control.

The second major policy change addressed our instructors status within their bike units. Originally when a PCI left their bike unit, for whatever reason, their IPMBA PCI certification was invalid after one year. Although a topic hotly debated each time it was discussed, the majority of the board in year's past felt that being a working bike officer was essential to establish and maintain credibility with students. They thought it was also important in order to maintain their bike skills.

The question came up again for the current board to discuss: What should happen to the status of a PCI when he or she leaves a bike unit?

**The discussion covered the multiple facets of the realities of policing and our Police Cyclist Instructors.** Many of us have received training from retired officers, or those no longer involved in their specialized units. My entire basic academy was taught by retired officers. Did the fact that these instructors were no longer involved in the day to day practice of policing mean that their basic skills and information was invalid? No. When you look at the majority of contractors doing specialized in-service training, most are no longer active duty officers. Bike patrol skills are often far more complicated than non-bike patrol

officers think and the training to acquire these skills is both important and beneficial, but the training in itself is not rocket science. The basic skills have changed little in the eight years the *Police Cyclist* course has been in existence. The best way to truly learn something is to teach it! Once the knowledge, combined with experience, is learned, an active instructor isn't about to lose it, especially if they continue to teach.

People leave their bike units for a variety of reasons, many of which are outside of their control. Some leave to accept promotional opportunities, while others leave because of mandatory time limits placed upon them. Having bike-knowledgeable and friendly people within an organization's administration is a good thing. Who is better than a knowledgeable instructor to provide

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Once the knowledge, combined with experience, is learned, an active instructor isn't about to lose it, especially if they continue to teach.

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accurate information to decision makers? If this new sergeant is also an effective instructor and experienced bike officer, why should their ability to teach be taken away simply because they are no longer on the bike unit? I think it is neither fair nor realistic to expect people to turn down career opportunities and promotions simply so they can continue teaching bike officers for IPMBA.

Other officers leave the bike unit because they are told to. Some, like Tucson PD, put time limits on bike officers. Tucson's is a three year-and-off policy. I have worked in a specialized Community Policing assignment for 6 years. I've had the freedom and flexibility to use a bike if I chose, and I chose to use it a lot. Three months ago I was told I was being returned to a regular patrol assignment. As I write this I have been back in a car for one month. I expect to see very little bike patrol duty

*(Continued on page 14)*

*(Continued from page 13)*

accept for special events. Does that mean I am no longer have the skills, knowledge, or credibility to teach basic Police Cyclists? I believe strongly that the answer is no, and I know that many of our IPMBA instructors feel the same way about their skills and experience. It is our intention that many of our members benefit from our decisions, and occasionally our board members (also members) benefit as well.

**So what does this mean?** The Board subsequently adopted a policy that *an IPMBA Instructor in good standing, who has at least two years of IPMBA teaching experience when they leave the bikes, may maintain their instructor status as long as they continue to teach (or assist with ) one full class per year, maintain their IPMBA membership and meet any and all requirements such as the mandatory Police Cyclist Instructor Course.*

**Other voiced concerns.** The bylaws regarding being a IPMBA board member are simple. They only require candidates to be an IPMBA Instructor. That means either a PCI, EMSCI, or both. The policy change listed above means that board members may not be currently active bike officers. I hope that this doesn't present a concern for our members. Right now three out of the nine board members are not active bike officers. These include Mike Goetz, Al Simpson and me.

Mike, a Seattle bike officer and state instructor since about 1988, has very recently taken an assignment with a drug dog. Al, a PCI who has trained nearly 1,000 PCs since 1995, retired in December after more than 20 years in law enforcement. Both these gentlemen have donated hundreds of hours of work to this organization. They are extremely knowledgeable and care greatly about IPMBA and its future. I believe that I can still be effective as a board member and President even though I was forced to give up the bike. I also believe that we are important and credible assets to

this organization, even though we are currently not active on bikes. My hope is that you agree.

**The last issue: Self-sustaining boards.** The last big issue that came up was that of board elections. Our bylaws say that the board will vote for board members. The general membership does not vote for board members. This is referred to as a self-sustaining board, and it is a model used by many professional and non-profit organizations. A self-sustaining board enables the board to be more selective based upon certain criteria. Does the board need a member from a certain geography region, or to possess certain skills or attributes? For example, the board may want to find someone with accounting or legal knowledge to help them operate more wisely. In order to expand into, or better serve, a particular area of the country someone from that region may be a desired choice. Regrettably, general elections do not always result in the creation of a professional board. Self-sustaining boards are more likely to have that result. In large, general elections most of the electorate know little about the candidates they are voting for. In self-sustaining board elections the candidates and their qualifications and strengths are much better known to the voters.

Self-sustaining boards run the risk of the being criticized for cronyism or being "Good ol' boys." Cronyism by definition means "favoritism shown to old friends without regard for their qualifications." Board members looking out for the interests of the organization are not going to elect members who are not qualified or have not proven to be hardworking, trusted people. The best qualified candidates have usually done things to stand out in the organization. In an organization of only 3,000 members it very likely that quality candidates will be known to the board members. That doesn't mean they are friends, but it means they are respected. I hope our members agree that a board of dedicated, trustworthy, and hard-working people is a good lineup to run

the organization.

**Members voting powers: Referendums.** IPMBA Bylaws do still allow members the right to vote. It is the most important vote: the right to vote in a referendum. If a board member or issue is so opposed by the general membership that members wish to override a board action, they can do so through a referendum. That vote is very powerful. More powerful than any vote for board members alone. This is part of the checks and balances that are in place to protect the organization. Your vote in that situation could be very important. I trust members will contact board members and address their concerns long before taking any actions toward a referendum.

These are the biggest issues that our members have had questions about in the past months. I hope that I've adequately responded. The board's goal is to serve you, the member, and to help IPMBA educate, grow, and thrive, while maintaining our credibility and reducing both our organizational and member's individual liability. I know that our members know this, and I hope that the outline above of the hot issues in question put to ease any concerns that our members have regarding our bylaws and our board's actions. Please don't hesitate to call or e-mail any of the board members (listed in this newsletter) with any of your questions, ideas, or comments.



**Editor's note:** *The issues presented in this policy article are very important to IPMBA. We will make as much room as possible in the next newsletter to allow members to respond via IPMBA News' "Letters to the Editor" section. Letters must be addressed to: IPMBA News, Letters to the Editor, 28 E. Ostend St., Baltimore, MD 21230 and postmarked no later than July 7th, 2000. We do reserve the right to edit for length and clarity.*



**IPMBA**

**Yes, I'd like to join IPMBA.  
Membership is \$40.00**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Department: \_\_\_\_\_

Department Address: \_\_\_\_\_

City, State, Zip Daytime Phone:

( ) \_\_\_\_\_

E-mail: \_\_\_\_\_

- My check is enclosed.
- Please charge my credit card (below)

\_\_\_\_\_  
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 Exp. \_\_\_/\_\_\_

**MAIL TO:**  
**IPMBA, 28 E Ostend St.**  
**Baltimore MD 21230**  
**If paying by credit card, you**  
**can fax this form to:**  
**410-685-2240**

**Benefits of membership include:**

- ⇒ Discounts to Annual Conferences
- ⇒ The informative and essential read: the quarterly *IPMBA News*
- ⇒ Access to the IPMBA's exclusive Product Purchase Program
- ⇒ Membership decals: one for your bike, one for your car
- ⇒ Knowledge that you're supporting Police on Bikes biggest advocate

**Who Needs the Fire Department?  
When water bottles will due...**

**Membership Form**

My partner Rob Schneider and I were on mountain bike patrol on a warm spring evening. Hanging out in the downtown area always brings many chances to sneak up on juveniles drinking, people smoking marijuana, fights in progress, and fires that need fighting. Wait... fighting fires?

So we get dispatched to a fire and we're only a few blocks away. While riding to the scene I'm thinking: "What are we going to be able to do besides watch the 10-foot-high concrete pillar full of paper fliers burn?" We don't mount fire extinguishers to our police bicycles. At least in my city we don't. As we approach I remind communications that they should probably send a car with an extinguisher as we were on bikes. No sooner did I say this over the air when Rob jumps off his bike, grabs his water bottle, and starts squirting his water onto the fire! So, I joined in with him, and together we put the fire out. Now that's something you don't see every-day. We don't need no stinkin' fire department! (Just kidding, of course!!!)

Just another example that bikes cops are more versatile than people think!  
- Submitted by Kathleen Vonk of Ann Arbor PD (MI).

**ELECTRIC BICYCLE ZAPS TO FINISH LINE**

There is a new spin on law enforcement bicycle patrols. Electric power-assisted bicycles are quietly finding their way into active duty across the nation.

Recently, the bikes were put to the test in a race staged by police in Santa Rosa, California. A ZAP PATROLBIKE™ bike ridden by officer Ken Kimari went up against his most athletic bike patrol officer and another officer in a patrol car. The three were dispatched simultaneously to a report of "suspicious activity" about one mile across the downtown at the top of a parking structure.



While the patrol car had to wait in traffic, the bikes were able to ride almost directly to the call, remaining fairly even through the one-way streets and parking lots. With its faster acceleration, the ZAP showed a slight lead starting into the climb up the parking structure. From there Kimari quickly pulled away, arriving at the top 14 seconds ahead of his breathless fellow cyclist. The patrol car arrived almost four minutes later.

"It doesn't take the place of pedaling," said Kimari, "but when you're climbing a hill you feel like you're on flat ground."

Two of the seven electric bikes used by Santa Rosa have been well received by their parking enforcement division. "I really enjoy my ZAP," said parking enforcement officer Ken Reese. "I am

able to cover more ground, and I've lost eight pounds!" ZAP's PATROLBIKE sales manager Brooks Van Holt said that the bikes are maneuverable enough to get into tight places, or agile enough to jump down stairs.

For more information about ZAP PATROLBIKES, call 707-824-4150, or visit [www.zapbikes.com](http://www.zapbikes.com).



**Z E R O   A I R   P O L L U T I O N**

# The 10th Annual Police on Bikes Conference: Great Weather, Great Host, Great Success



1

1 – Watch your back; 2 – “These stairs are nothing!”; 3 – “Where did the class go? How long do I have to stay like this?” (*Landing Techniques Course*); 4 – Out at the cone course.



3



2

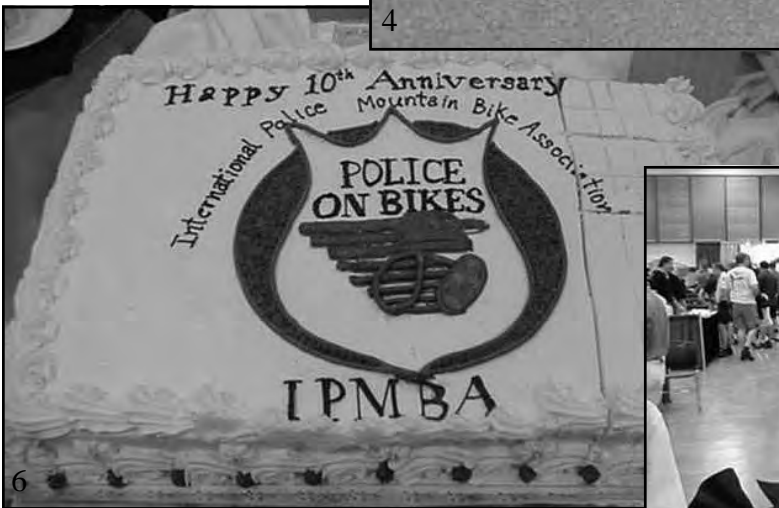


4

5 – Lt. Clay Kidd, the Tucson PD’s coordinator for the conference, at a rare (and funny) moment of relaxation with a Zappy scooter; 6 – IPMBA celebrated its 10<sup>th</sup> Anniversary at the city where it all began: Tucson!; 7 – A snapshot into the vendor area.



5



6



7



8 & 9 – The *Police Cyclist Advanced Course* suited up for a series of intense training exercises; 10 – Lunch is an important activity and a welcomed break at the conference; 11 – The *Maintenance Course* is always a popular class; 12 – Chief Richard Miranda receives heartfelt thanks and a plaque of appreciation from IPMBA President Kirby Beck; 13 – The ups and downs of EMS training.



IPMBA would like to thank the following vendors who displayed at the 10th Annual Police on Bikes Conference:

- ALPINE JOE SPORTSWEAR
- BELL SPORTS
- BRATWEAR
- CHIBA GLOVES
- DATAMAXX APPLIED TECHNOLOGY
- EARHUGGER
- LOUIS GARNEAU USA
- MBI
- MICHAELS OF OREGON
- MOCEAN
- NITERIDER
- NITESUN
- OLYMPIC UNIFORM/J MARCEL
- PATROL BIKE SYSTEMS
- POLICEONE.COM
- RALEIGH/DERBY CYCLING
- SETCOM
- SMITH & WESSON
- TREK BICYCLES
- UNITED UNIFORM
- WERNER WORKS
- WILDERNESS TRAIL BIKES
- WOODLAND INDUSTRIES
- ZAP
- ZIEGLER LAM CYCLING

All Photos by Andrew Davis



# Cincinnati

## The Site of IPMBA's 11<sup>th</sup> Annual Police on Bikes Conference & Product Exhibition



May 3 – 5, 2001 (Pre-conference training begins April 29)

Registration Materials Available Fall 2000

IPMBA: The best and most comprehensive training

### Don't miss it!

**UPCOMING TRAINING: New Orleans, October 16 – 19, 2000. Courses scheduled to be available: IPMBA's Instructor Course and the Police Cyclist Advanced Course. Check out [www.ipmba.org](http://www.ipmba.org) for details.**

- Product Purchase Program
- 2000 Tucson: Police on Bikes Conference Photos
- Wheel Product Review Revisited
- Weapon Retention Training
- EMS Corner
- And more . . .

**Inside:**

International Police Mountain Bike Association  
 28 E. Ostend Street  
 Baltimore MD 21230

