

Summer 1999

ipmba news



Newsletter of the International Police Mountain Bike Association

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

Vol. 8, No. 2

Keeping Your Weapon Where it Belongs

The variety of settings where bike cops do their job, combined with their riding position, requires the officers to have an extra-added dose of weapon and gear awareness.

By Officer Kathleen Vonk
Ann Arbor Police Department (MI)

The mountain bike is utilized by police agencies across the country, and advancements are made continuously in the areas of equipment and training. Mountain bike officers fill many different roles in the field of law enforcement, including housing projects, business contact officers, community policing, night shift bar districts, park patrol, and road patrol, to name a few. For some departments, the bikes are used for special events where traffic congestion and large crowds hinder motorized patrol: carnivals, art fairs, outdoor basketball tournaments, festivals, parades, etc. Even though there are numerous advantages to riding a bike in these settings, there are some weapon retention concerns which should be addressed. With the proper equipment, training, and mind set, these concerns can be minimized.



Photo # 1 — Weapon and gear are exposed.

THE ROAD PATROL POSITION. When the road patrol officer is in his/her vehicle, there is not really a concern for weapon retention. When he is standing outside his vehicle, he is in an upright position, and when in close proximity to many people, (such as when he is working a festival), he can "index" his weapon with his elbow or his arm as he moves through the crowd. This allows the officer to continuously monitor the

status of his sidearm, and puts a physical and psychological barrier between the weapon and a potential attacker.

THE BIKE PATROL POSITION. An officer on a mountain bike is bent at the waste with his arms extended to the handlebars, exposing his weapon and all other gear on his belt (see photo #1 above). He cannot "index" any of his equipment unless he rides one-handed. It is clear that in a situation where the officer patrols in a crowded area that everything carried on his belt is exposed and more accessible.

SECURITY HOLSTER. A holster with at least two locking mechanisms can reduce the chances of an emotionally disturbed person or some drunken idiot from taking the officer's weapon out of his holster. It's not the "cure-all" that will magically solve all

of our problems, and it doesn't mean that we never have to worry about, or train for, our weapon being taken away. It will, however, buy us some time to secure the weapon in the holster and continue with the weapon retention techniques that we have been trained to do. In a training exercise that is conducted in the IPMBA Police Cyclist Advanced Class, the officer rides through a group of officers simulating a crowd. A pre-designated officer attempts to take the officer's weapon from the holster. (This exercise is done only after a proper warm-up and review of weapon retention is completed.) Those officers who ride through the crowd with a security holster are consistently able to react to the **unsuccessful tug** on the weapon by the suspect. Those without the security holster can only react to the **successful tug** of the weapon being cleared from their holsters by the suspect (see Photo #2 on page 4).

HOLSTER SELECTION. Many officers wear nylon gear while riding a bike. Many of these officers alternate between their road patrol uniform and their mountain bike uniform, and most road patrol uniforms include leather gear rather than nylon. Last year, 47% of officers polled in Officer Hamblin's "Tactical Survey" said that they carried different retention systems on their leather and nylon gear. It is important to have a consistent "draw" when

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1999 Conference — Heros, Friends, and "Phenoms"

The 1999 Police on Bikes conference in Chicago is now history. What a fabulous time we had. Chicago PD proved to be a marvelous host, and Lt. Tom Northfell and Officer Ray Ranne were nothing short of Supermen in dealing with all that conferences entail. The officers of the Chicago Lakefront bike team, along with their Sgt. Joe Andruzzi, were great support staff who hopefully found a little time to enjoy the conference themselves. Finally, the conference wouldn't have happened at all without the tremendous work and energy of IPMBA Executive Director Jennifer Horan and Program Manager Andrew Davis. Great job guys! My thanks to all of them for a job well done.

But two things really stand out in my mind as highlights of the conference. The first was IPMBA's awarding of Certificates of Valor to three Tempe Arizona bike officers who survived an ambush from a suicidal assassin on March 19th of this year. The first two awards went to Officers Chuck Bridges and Steve Smith. Chuck was shot in the vest and survived with minimal injury. Steve was tied up with an arrestee, who he had to move out of the way and protect, before he could join Steve and return fire to end the man's murderous rampage. The third award went to Sgt John Shaffer. Everyone, including me, had tears in their eyes in that tremendously emotional moment.

John, you see, had been shot and so severely wounded that doctors still can't explain why he is alive today. People who have their superior vena cava nicked in three places usually die within a few moments. Yet here was John — with his beaming wife at his side — hurting, but able to stand to receive his special award. It was one of the more memorable moments of my life to be able to shake his hand and give him that award. John's will to live is extraordinary, and something we all should have the courage to emulate. All three of these officers were genuinely great people and it was a pleasure to get to meet them and share a little bit of their lives. I hope I have what they all have if fate ever catches up to me as it did to them that night. They did

our profession proud.

The second highlight of the conference had to be the inimitable Hans "No Way" Rey. I have seen his shows before, and I even have one of his videos. Yet I always have to convince my brain that what my eyes are seeing is really happening. People aren't suppose to be able to do THAT with a bike! Somehow gravity doesn't seem to work the same with Hans. Besides being a bike "phenom," he is also a bona fide nice guy. He made himself available for autographs and for two

very well attended workshops where he shared some of his techniques and secrets.

It was one of those workshops where one of the funnier moments of the conference happened. Hans was effortlessly jumping a 2-3 foot concrete wall at the lot where the students had gathered. A Chicago bike messenger had stopped a moment to check out what was going on. He

turned to one of the officers and said rather sarcastically, "Who does he think HE is...Hans Rey?" The officer looked at him for an instant and said, "That IS Hans Rey!" The messenger looked at Hans' logo covered jersey and decided it

really *was* the man himself. He promptly got on his portable radio to notify his fellow messengers. It wasn't long before they were the second largest group of cyclists.

We made

Hans an honorary member of IPMBA at the bar Friday night, and he said he hopes to be able to come to future conferences. We're going to work hard at making that happen.

The next impression I have of the conference was how great it was to see so many old friends again, and how many great new people I had a chance to meet. I can only hope that their experiences at the conference were as wonderful as mine. The conference did had some small glitches — I don't want to pretend those didn't exist — but hopefully those in attendance didn't notice them too much.

Finally, speaking of glitches. If anyone has video tape of the crash at the front of the group ride to the competition site at Grant Park, the one where I turned right and Al Simpson (fellow board member from Florida) didn't, it will be worth *several* beers in Tucson to you. It is a perfect example of diversion crash! Fortunately my leg didn't hurt nearly as much as my pride did. Thank goodness I know that falling is part of cycling. It also seems that the ground magnet won that round. *Until next time, ride safe. —*

Kirby Beck



L-R: Steve, John, and Chuck

John had been shot and so severely wounded that doctors still can't explain why he is alive today.



Hans Rey doing his stuff in front of Navy Pier.

"Who does he think *he* is...Hans Rey?"

The officer looked at the messenger for an instant and said, "That *is* Hans Rey!"

Photo by Lt. Stanley Cospier, Tulane University PD (LA)

Photo by Lt. Stanley Cospier, Tulane University PD (LA)

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switching from your leather to nylon, and vice versa. For example, you don't want to have to unsnap and rock back to draw from your leather gear, then twist inward and pull up to draw from your nylon gear. Under stress, you won't have the time to think: "Which holster am I wearing today, my nylon or leather?" Take the time and effort to research the available selections, and choose a quality holster that is available in both leather and nylon (or nylon-looking material). Before purchasing in bulk for many officers, ask the company to send a demo

holster first. Try it out thoroughly, on and off the bike, male and female officers, and try some weapon retention drills dynamically. Some holsters have been ripped completely off the duty belt, some have broken off at the base where the holster connects to the duty belt, and some have been literally ripped apart during dynamic retention drills. Find out during the trial phase rather than when it happens on the street.

TRAINING WITH THE RETENTION HOLSTER: When you get your new retention holster(s), several drawing and reholstering repetitions should be done before you put it on your duty belt. You should have a **minimum** of 300 reps before it goes into service. This will ensure that the holster is properly broken in, and that your muscle memory has been programmed with the draw. Even after practicing the draw many times, you still may experience difficulty clearing the weapon from the holster the first time there is a significant degree of stress involved. Let this stressful situation occur during training rather than out on the street. Also remember that a retention holster should not take the place of weapon retention training. Don't think "Now that I have a retention holster, I don't have to worry about anyone getting my gun out." You must still exercise weapon awareness, "indexing," and weapon retention training.

Training for an attack where someone is trying to take your weapon from you should not change just because you are on a bicycle. The technique should not change, and should remain consistent with your department-provided training. The only difference is the fact that now, when the suspect tries to take your sidearm, you are straddling or riding a bike. The **primary** concern remains the same: keep the weapon in the holster. The **sec-**



Photo # 2 — "Suspect" successfully tugs weapon from holster.

ondary concern becomes that of disengaging from and getting away from the bike, so that follow-up techniques can be forcefully and effectively applied. For example, if you are trained to clamp down on the suspect's hands and on your gun, then perform knee strikes to the groin (or twist back and forth, or execute forearms strikes, etc.), you want to be able to perform those without a bike between your legs. So get off and away from the bike. (See photos #3 and #4).

Some officers will be able to pull the suspect across and over the bike. Some may not, and can "go with" or forcefully move into the suspect until the bike is cleared, and continue with follow up measures. Try several different methods and continue to train frequently. These skills are perishable and will be lost over time if not reinforced on a regular basis.

When you conduct this training, give utmost importance to safety. Do not allow live ammunition anywhere near the training location. If using actual weapons, safely clear and triple check each weapon prior to re-holstering. Do not allow any live chemical spray on the belt or in the room. Train with duty gear including helmet, duty belt and keepers. Wear long sleeves, full-fingered gloves,

protective cup, mouth-guard, and any other pads that may apply: elbow, forearm, knee, shin). The "suspect" should be properly equipped with protective gear as well. Pay attention to temperature, humidity, and time of day that the training will be conducted. Plan accordingly based on the environment you will be training in. Closely examine the ground where you will be training, rid the area of all debris: glass, rocks, etc. Have first aid on site and readily available.

Try to make the training as realistic as possible if you work your way up to dynamic training and scenario-based training. Run the drills all the way to handcuffing, you might find it much more difficult to handcuff a violent person with your gloves on. Again, find these things out in training and decide what changes you need (train more, or lose the gloves on patrol?).

MINDSET. Always be aware that when we are in the riding position, we are a little bit more vulnerable to some kind of attack. When it is possible, avoid having to ride too close to large numbers of people. However, we all know that this is not a perfect world and there will be times when our position is not always ideal. Consider the possibility of walking the bike through a congested crowd, depending on the type of gathering it is. You may



Photos #s 3 & 4 —Exiting the bike.

be comfortable riding one-handed slowly through a crowd while indexing your weapon with your other arm. Be aware of your other equipment that is vulnerable and exposed as well.

Have a plan, and have a back-up plan. Know what you are going to do if the suspect **does** get your gun. **Do not do nothing!!!** Don't be a part of the large percentage of officers who freeze

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Promotion: A Vital Step

Bike patrol is such a great assignment, officers find themselves hesitant to seek promotion.

By Deputy Chief S. Michael Murphy
Upper Dublin Township Police
Montgomery County (PA)

Having just returned from the 9th Annual Police on Bikes Conference in Chicago, I would first like to thank our hosts, Chicago PD, especially Lt. Tom Northfell, Sgt. Joe Andruzzi and Officer Ray Ranne for inviting us to their fine city. Having never been to Chicago before, I found their city quite interesting especially the lakefront area. I look forward to Tucson next year. I would also like to thank the Board of Directors of IPMBA for providing outstanding instruction, materials, and training. Mike Goetz deserves kudos for a job well done.

On a more personal note I owe a debt of gratitude to Sgt. Al Simpson, Pompano Beach PD (FL). I happened to attend and video his class on falling techniques, and by osmosis I apparently assimilated enough information to prevent me from killing myself. I was involved in an accident at the corner of Wells and Grand Friday night and ended up doing a diversion crash over the handlebars. I only wish I had that one on video—it was a thing of beauty. Not a scratch, bruise or cut due to proper landing technique. The only damage was a muscle injury and my pride.


In speaking with the many officers attending the conference and pre-conference training, I am amazed how far police on bikes has progressed, in the few short years I have been involved in bike policing. One point that I hear over and over however, is the reluctance of dedicated police officers assigned to bike patrol or bike units, to take promotional exams. Judging from the conversations that I have had or been privy to, many agencies do not retain bike officers in their current assignments, once promoted to Sergeant, Lieutenant, etc.

Although I represent a rather small agency (current strength, 37 sworn), I cannot stress enough the importance of promotion in marketing the value of police bike officers, bike units and programs to our bosses. The best example I can give are SWAT teams. Twenty years ago there were few if any SWAT teams in existence. Over the last ten years these spe-

cially trained units have emerged in almost every size agency. These teams have been created individually within larger agencies and on regional levels amongst smaller agencies. This rapid expansion has occurred because the members of these elite units have advanced through the ranks of their organizations, touting the skill and capabilities of SWAT cops. I truly believe bike officers are just as elite and if Policing on Bicycles is to enjoy parallel success, then we as bike officers need to evaluate in what capacity we can do the most good and make personal sacrifices.

By taking promotions, even if the promotion limits our individual ability to remain active bike cops, we can express the needs and expectations of our units and champion the same skill and capability SWAT cops have, to our police administrators and city managers. Without the strong advocacy of police commanders and administrators on the behalf of our Police on Bikes programs, we will remain the poor stepchildren, scrambling for funding and scrounging materials and


I cannot stress enough the importance of promotion in marketing the value of police bike officers, bike units and programs

moneys to keep our units equipped and trained. We need look no further than this year's pre-conference training and conference to see the overwhelming number of attendees who paid out of their own pockets all their expenses to attend. This is the type of dedication and commitment that we as police administrators look for in the people we want to promote. With this in mind, I challenge everyone to look at the greater good when you consider taking a promotional exam because, in the long run, it may be the best thing that will ever happen to your unit. 

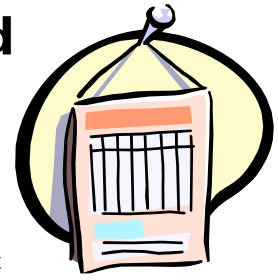
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and do nothing but stand there and watch their own death. Believe that you have time to react. Believe that if someone gets your gun or pulls a gun on you, you have time to react before he pulls the trigger (if he does). Believe that when he pulls the trigger, he's going to miss. Believe that if he hits you, it's just a superficial wound and you can still fight back or move to cover. So react **immediately**, do **something**, and don't ever give up. "Train often, train hard, train realistically," and always have a plan. This builds confidence and profi-

ciency in your own physical and mental survival skills. If your department does not provide this type of training, take it upon yourself to draft a detailed and well-organized proposal to do so. Avoid the all-too-common attitude that "If my department doesn't pay for it or provide it, then forget it." Yes, it should be your department's responsibility, but we all know that in real life this doesn't happen everywhere (or anywhere?). Don't let this mentality get in the way of quality training and equipment — which would be hard to explain to your wife, husband, kids, parents — if you didn't survive an

encounter because you were too stubborn to put yourself through an officer survival school, or you wouldn't pay \$110 out of your own pocket for a retention holster. 

All photos by Kathleen Vonk.



Well, my first conference as Education Director is now a fond memory. I worked very hard trying to make *everyone* happy and hope I made at least most of you so. I have to say that without my friends in the Chicago Police Department it would have been an impossible task. **Thank you Chicago PD!**

During the pre-conference and conference I spent almost every night (OK, the early part of each night) in a meeting.

Four of those nights the Education Committee met. We met to discuss changes to the PCI certification process, re-certification of PCI's that let their certification lapse, new rules governing PCI requirements and a host of other procedural questions. We are trying to develop written policy guidelines for these type of questions. There was a lot of discussion (aka "arguments") in these meetings, but some good decisions were made and now implemented. (See Andrew's article on page 19 to learn a little more.)

I also started planning the *Fall Training Week* and the Tucson Police on Bikes Conference.

THE TRAINING WEEK. The training week will be in a warm climate, probably in the southeast part of the country, and we're shooting for early- to mid-November.

The PCID course will be offered as well as some of the other pre-conference courses. Logistical questions need to be answered before we choose which additional classes are offered. Please look at our web site (www.ipmba.org) in mid-August for a notice about this training opportunity. These classes will fill on a first come, first serve basis, so as soon as

you see it on the web, sign up!

THE TUCSON 2000 CONFERENCE. I started making plans for the Tucson classes while still in Chicago. I talked to a lot of people and I took a lot of notes about what worked and what did not, and what was in demand and what was not. I am reviewing those written evaluations and my notes trying to come up with a good mix of classes for IPMBA 2000.

If you have a comment on what we should or should not offer or any other comment about past or future classes, please drop me a line c/o Mike Goetz, 3744 SW Austin St, Seattle, Washington 98126-3238 or e-mail me at mgt1998@msn.com

Do it soon, because I hope to have the Tucson classes scheduled by September 1, 1999.

I will also be selecting instructors for the pre-conference and conference classes April 2-8, 2000, so please send me an e-mail or letter if you are interested. Please enclose a current resume, a list of what you are qualified to teach, and what you would like to teach. **Note:** This includes instructors that taught this year in Chicago.

That's all for now, email or call me if you need me. Be safe! - Mike

Product Review

Kenda Police Knite Glo Tires

By Officer Ray Ranne
Chicago Police Department (IL)

I would like to take this opportunity in my first official product review as your newly elected Industry Liaison to review a product that I have been using for the past two years. The Kenda Police Knite Glo tire has given me hundreds of care-free miles. The smooth center tread design of this specifically designed "Police" tire allows for quiet rolling on the streets where the stealth factor has a huge advantage. It also allows for faster acceleration and higher speed potential than the standard knobby tires. The other feature this tire has is side knobs that help provide traction and cornering in off-road uses. I've used this tire numerous times when off-road riding and hill climbing and have only experienced minor slippage on wet grass. Surprisingly, the side knobs gave me good traction in slippery, muddy conditions.

This tire is specifically intended for use by police bike patrols. The word "Police" appears twice on each side of the tire. Additionally, for night time patrol safety and awareness, the tire has two reflective hot patches

per side and two phosphorescent hot patches per side. "Hot patches" are the curved oval shapes that are applied to the **sidewall** of the tire. The hot patches will not rub or scratch off the tire. The phosphorescent hot patches will glow in the dark for a period of up to 45 minutes. The actual glow time will vary depending upon the length and intensity of light absorbed. The greater the time and brighter the light, the stronger the glow. The Police Knite Glo feature was designed to give us more visibility during twilight and night operations that makes us more visible to motorists, cyclists and pedestrians. They are also a great attention-getter at bike rodeos and other city functions.

The Kenda Police Knite Glo tire has a manufacturer's suggested retail price of \$25.00 per tire. For additional information you can contact the following:

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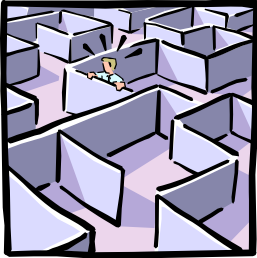
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Starting a Bike Patrol — Getting Back to Basics

Working through the maze of questions, necessary components and policies while setting up a bike patrol is daunting. Below is an outline that will help.

By Lt. Tom Northfell
Chicago Police Department (IL)

I am often called upon for advice regarding starting up a public safety bike patrol. The following are some issues to consider, based upon the trials and errors that I have experienced as a bike patrol supervisor:

OFFICER SELECTION

How the bike patrol officers will be utilized is of primary consideration. This will vary by department, but must be formulated before issues such as personnel selection, training, uniform and equipment needs are addressed.

Issues to consider:

1. Will the officers be utilized full or part-time? Assigning officers to patrol on bike only when there is an excess of manpower, sends the impression that bike patrol is relatively unimportant in the eyes of the administration. NOTE! The amount of commitment on the part of bike officers is often relative to the amount of commitment they receive from their administration.
2. What is the operational function of the bike patrol?
 - a. Patrol (performing the function of a beat car)
 - b. Specialized Patrol (lakefront, parks, business district)
 - c. Tactical Operations (narcotics, burglaries, etc.)
 - d. Events (parades, community events, bike safety rodeos)
3. Will the officers be riding at night?
4. Will the officers be expected to operate in inclement weather?

5. If your department does not have a bike unit policy statement, in the form of General Orders, S.O.P's and/or Training Bulletins, consider writing one. This will establish, and document, procedures and guidelines, for the officers to follow. This will also allow for disciplinary actions to be taken against officers that deviate from department policy (i.e. failure to wear a helmet), and protect the department from civil liability.

OPERATIONS

The selection of qualified personnel is a key component for a successful bike patrol program. Issues to consider:

1. Selected officers must have the physical fitness and stamina to perform their required duties. A complete physical exam (including a stress test) is recommended BEFORE training and selection.
2. The best bike rider IS NOT necessarily the best personnel selection for a public safety bike patrol. I would rather select an experienced, aggressive, street-wise cop that is willing to learn bike handling skills, than an experienced NORBA racer that is inexperienced or un-motivated in the area of law enforcement. The ideal candidate is one that possesses both prior bike handling skills, and a positive work record in law enforcement.

TRAINING

For the safety of the officers and the public, as well as department liability, training is essential. IPMBA certified training is a nationally-recognized standard within the law

enforcement community, providing bike officers with the knowledge and skills necessary to perform their duties skillfully and safely. Failure to train (or train adequately) is a liability nightmare for any department, especially when it can be shown in a civil trial that training was available and accessible.

BICYCLES

For bike cops, bicycles ARE department vehicles. More efficient than foot patrols, effective as a community policing tool, and less expensive than the purchase and maintenance of a patrol car, patrolling on bikes is a wise departmental choice. However, the following issues should be considered before purchasing bikes:

1. Ideally, a bike should be fitted for, and issued to, one officer only. Sharing bikes among officers working different watches:
 - a. Creates sizing/fitting problems
 - b. Reduces officer accountability for maintenance, repair, and/or damage of "their" department-issued bike.
2. Frame considerations
 - a. Aluminum is lighter, but less durable and repairable
 - b. Cro-moly is heavier, but more durable and repairable.

3. Cost

Considering the cost, and maintenance, of a fully-equipped squad car or EMS vehicle, providing officers with a quality bike pales in comparison. Departments can purchase a fully-equipped "police model" bike for under \$1,000.

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However, regarding the acquisition of bikes, the following issues should be considered.

- a. If possible, do not use bikes acquired from your recovered property inventory, especially if you are going to repair your own bikes. The parts inventory logistics makes this both ineffective, and in the long-run, inordinately costly.
- b. Acquiring bikes through community donations, can be seen as an attractive alternative to utilizing monies from your department's budget. However, the donors will almost always want to dictate how, and when, the bikes are utilized.
- c. Budgeting for the acquisition of bikes is only half of the financial equation. Maintenance and repair of the bikes, is the other half. Yearly maintenance costs per bike varies depending on whether or not the bikes are serviced by a bike shop or police personnel. Departments can avoid bike shop labor charges (averaging \$25.00 per hour), and unnecessary officer down-time, by having in-house bike mechanics, tools, and an inventory of bike parts. The IPMBA Maintenance Officers Certification Course provides officers with the skills necessary to perform this function, as well as affording their department the opportunity to purchase bikes at a reduced cost, direct from certain manufacturers.

EQUIPMENT

Standard equipment for the bicycles include:

- 1. Bar ends
- 2. A pedal retention system
- 3. Rear stabilizer (kickstand)
- 4. Bike rack
- 5. Water bottle cages
- 6. Rack pack, with the following:
 - a. Basic bike tools
 - (1) A set of allen wrenches
 - (2) A set of screwdriver
 - (3) Socket wrench kit

- (4) Chain tool
- (5) Extra pins (for Hyperglide chains)
- (6) Needle-nosed pliers
- b. Inner tubes (2)
- c. Tire levers
- d. Tire pump & guage
- e. Basic first-aid kit
- 7. Tires suitable for your terrain
- 8. Bike lock

Optional equipment includes:

- 1. A lighting system (for night patrols)
- 2. Suspension (front and/or rear)
- 3. Bike carrier (for the squad car)
- 4. Horn or siren
- 5. Fenders
- 6. Composite wheels (eliminates the time and expense of replacing broken spokes and truing wheels)

UNIFORMS

What the officer wears, should not only readily identify him/her as a public safety officer from your jurisdiction, but should also provide safety and comfort. Clothing made from CoolMax, Thermstat and GoreTex, will provide comfort in a variety of weather conditions. Other items for consideration include:

- 1. Helmets

The mandatory wearing of bike helmets is a must. Helmets should have either a ANSI, Snell or ASTM certification. In cold weather conditions, consider the use of a Lycra helmet cover to retain heat.
- 2. Eyewear

Protects the eyes from UV rays, wind, dust and bugs.
- 3. Equipment belts and holsters


With the moisture incurred in riding (sweat and rain), leather duty-gear just doesn't hold up. Consider using belts and holsters made of Codura nylon. Because of the increased vulnerability inherent to bike officers, the use of double or triple retention holsters is strongly recommended.

- 4. Hand Protection

For protection, control, comfort, and to avoid Carpal Tunnel Syndrome, finger-less gloves in the summer and mittens in the winter, should be a standard uniform item.

- 5. Shoes

There are several brands of shoes on the market designed for the bike patrol officer, for use with toe clips and/or clipless pedal systems. This is, by no means, a complete and exhaustive list of information and considerations concerning starting a bike patrol. Hopefully, it will point you, as a public safety administrator, in the right direction for making your bike patrol a success.

I have purposely not recommended, or endorsed, any specific companies, brands or models. However, as IPMBA members, many of these items are available at a reduced cost through IPMBA's Product Purchase Program. In addition, product reviews are available from past, and future, issues of the IPMBA News. 

ipmba news

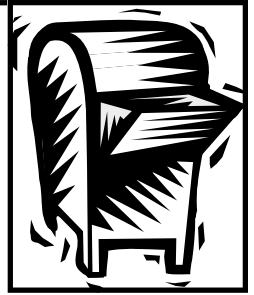
Newsletter of the International Police Mountain Bike Association
28 East Ostend Street
Baltimore MD 21230
PH: 410-685-2220 • FX: 410-685-2240
E-mail: ipmba@aol.com
Web site: www.ipmba.org

Officer Kirby Beck, IPMBA President
Jennifer Horan, Executive Director
Andrew Davis, Program Manager

Design, Layout, Editing: Jennifer Horan
Editing: Andrew Davis

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



Dear IPMBA,

[The Police on Bikes Conference] was my first experience with IPMBA and it was a very positive one. I look forward to taking more classes and learning more from a very professional group of people. I was impressed enough that I am interested in becoming an instructor, too! I firmly believe in the philosophy that the organization represents and look forward to sharing it with others in this part of the country.

Please accept my sincerest thanks for putting on such a great conference.

Mark Blake

Westport Emergency Medical Service
Westport, CT (A division of Westport PD)

Dear IPMBA,

A little more than two years ago I was approached by a mid-level command officer of a well-to-do suburban Philadelphia police department. The Lieutenant was inquiring about starting a bike patrol unit within his municipality and sought me out as a respected instructor in the region. Impressed that an officer with his rank was seeking the information, and believing if anyone could sell the need for a bike unit it was a command officer, I gladly provided him with scores of information, including that of our organization, IPMBA.

The Lieutenant took the information and in a very short period of time actually began a bike patrol unit in his community. Along with his officers, the Lieutenant attended, and completed, an IPMBA Police Cyclist certification course. Not wanting to stop there, the Lieutenant embraced IPMBA and in 1998 attended the Advanced Police Cyclist Course offered at the annual conference in Tacoma. He also began down the road to obtain his IPMBA Instructor Candidate authorization.

At the 1999 Chicago Conference, the Lieutenant was again in attendance, this time taking the Police Cyclist Instructor Development program. While this in itself may not be significant, what happened during the conference was. During attendance at the conference, the Lieutenant was promoted in his hometown to the rank of Deputy Chief, second in command of patrol functions for this 35 officer department.

While many of us would have relished attending a formal promotional ceremony in front of family, friends, and peers, Deputy Chief Mike Murphy (Upper Dublin Township PD (PA)) decided that attending the IPMBA conference was more beneficial. His interest in police bike patrols, his dedication to the efforts of communicating the needs for training and organizations such as IPMBA should be commended. How many senior command officers are there in departments across this country that speak for us and the need for police on bikes? Probably too few. Supervising 23 officers assigned to a bike unit, I wish I had one like him.

To Deputy Chief Mike Murphy, a close friend, I offer my sincere *congratulations*. To the other members of IPMBA: if you have not had the opportunity to meet Mike, please introduce yourself, after he picks himself up and brushes off the dirt!

Sgt. John F. Washington, Jr.
Supervisor, Bike Patrol Unity
University of Pennsylvania PD

Please see related article by Deputy Chief S. Michael Murphy on page 5 - Editor.

Attention Members!

How's it going?

We want to serve you better. Please fill out the survey on page 14 and fax it to us at 410-685-2240 today!

Also, please don't hesitate to call us and tell us what we can do for you. - IPMBA

The Capital Region Law Enforcement Mountain Bike Challenge

Date: Sunday, August 28th, 1999
Location: Hartford, Connecticut
For information: 860-713-3131

The Challenge is a two part team and individual event. This event will identify the outstanding individual, department and team riders in the North East and beyond. The competition will consist of two separate challenges around and within the riverfront park system of Hartford. The first challenge is a 16 mile on and off road race. The second is a multiple challenge obstacle course.

The day will be complete with cookouts, refreshments, and other activities and awards. All proceeds will be donated to Hartford and East Hartford police explorer programs and to the Brian Aselton scholarship fund. Brian Aselton, an East Hartford Police Officer, was shot in the face and died in the line of duty a few months ago.

For more info call the number above or write Riverfront Recapture, 1 Hartford Sq. West, Hartford, CT 06106.

EMS Course Announcement

What : IPMBA EMS Bicycle Operations Course
Date : October 25 – 29, 1999
Location : Central Florida Emergency Services Institute
Times : M, T, W, F: 0800 – 1700
F: 1300 – 2200
Cost : \$176 (non-consortium members)
\$62 (consortium members)
Call : 407-855-3281 or 800-578-1752 for details

The Product Purchase Program was created so that IPMBA could offer its 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>Company: Berm Patrol Wear Contact name: Jeremy Garment Address: 2701 Alcott St. Suite 474 Denver, CO 80211 Phone: 800-383-8231 Fax: 303-825-2765 E-mail: jgarment@hyrax.com website: hyrax.com/patrol.html Product: Berm Batu Patrol Shorts/ nepal Custom Patrol Jacket Regular cost: \$59.99/shorts Cost to members: \$49.99 Form of payment: C, D, DC, MC, PO, V Ordering options: Phone, fax, e-mail</p>	<p>Company: PY1 Inc. Spokes Wear Contact name: Fred Hutchinson Address: PO Box 536 Edmonds, WA 98020 Phone: 425-670-8915 Fax: 425-670-8718 E-mail: pyi@pyiinc.com Website: www.pyiinc/spokeswear.htm Product: The Glove Regular cost: \$30.00 Cost to members: \$15.00 Form of payment: C, DC, MC, V, Ordering options: Phone, fax, e-mail</p>
<p>Company: Bike Control, Inc. Contact name: Bob Laman Address: 9640 SW Sunshine Court Suite 700, Beaverton, OR 97005 Phone: 503-574-2500 Fax: 503-671-9185 E-mail: bob@bikecontrol.com website: www.shockster.com Product: Shockster- add-on rear suspension for mountain bikes. Regular cost: \$329.00 Cost to members: \$199.00 Form of payment: C, DC, MC, V Ordering options: Phone, fax, e-mail</p>	<p>Company: SportWorks NorthWest Inc Contact name: Julie Gregg Address: 15500 WoodRed Road NE #C-600, Woodinville, WA 98072 Phone: 425-483-7000 or 888-661-0555 Fax: 425-488-9001 E-mail: julieg@swnw.com Website: www.bicycleracks.com Product: TranSport Quick-Load bicycle racks. Regular cost: \$270 (2-bike); \$430 (4-bike) Cost to members: \$216 (2-bike); \$344 (4-bike) Form of payment: C, DC, MC, V Ordering options: Phone, fax, e-mail, website</p>
<p>Company: Maklite (An affiliate of Libra Industries, Inc.) Contact name: Scott Kwit Address: 1823 W. Webster Ave. Chicago, IL 60614 Phone: 800-888-5427 Fax: 773-276-3331 E-mail: n/a Website: n/a Product: Illuminated safety light products Regular cost: \$12.95 Cost to members: \$9.00 Form of payment: AX, D, DC, MC, PO, V, Ordering options: Phone, fax</p>	<p>Company: ZAP Power Systems Contact name: Brooks Van Holt Address: One Zap Drive/117 Morris Street Sebastopol, CA 65472 Phone: 707-824-4150 Fax: 707-824-4159 E-mail: zap@zapbikes.com Website: www.zapbikes.com Product: Electric power assist bikes, systems; ZAP Patrol Bikes Regular cost: n/a Cost to members: 5% off all ZAP products Form of payment: AX, C, CH, D, DC, MC, PO, V, Ordering options: Phone, fax, e-mail, website</p>
<p>Company: Cratoni Contact name: Mark Burgener (National Sales Manager) Phone: 800-507-6444 Website: www.cratoni.com Product: Helmets Regular cost: Retail Cost to members: Pro deal Form of payment: MC, V Ordering options: Phone</p>	<p>Company: Lane Sunglasses Contact name: Neal Dykstra Phone: 800-542-7850 Fax: 219-956-2112 E-mail: eyewear@netnitco.net Website: www.lanesunglasses.com Product: Sunglasses & goggles Regular cost: n/a Cost to members: wholesale Form of payment: CH, DC, MC, PO, V Ordering options: Phone, fax, e-mail, website, mail</p>

* 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>Company: ABS Sports Inc. Contact name: Anton Van-Zevenbergen Address: PO Box 11 Windsor, NJ 08561 Phone: 609-371-1554 Fax: 609-371-7133 E-mail: sales@abs-sports.com Website: www.abs-sports.com Product: Super Saddle Regular cost: \$99 Cost to members: \$89 Form of payment: DC, MC, PO, V Ordering options: Phone, Fax, E-mail</p>	<p>Company: Maxxis Tires Contact name: Michael Kleinheinz Address: 545 Old Peachtree Rd Suwanee, GA 30024 Phone: 770-962-8229 ext 124 Fax: 770-962-7705 E-mail: n/a Website: www.maxxistires.com Product: MTB Tires and Tubes Regular cost: \$20-\$50 Cost to members: \$8-\$20 Form of payment: AX, D, MC, V Ordering options: Phone</p>	<p>Company: Signal Measurement Corp. Contact name: Ronnie Dowell Address: 12519 Wanda Lane Magnolia, TX 77354 Phone: 800-527-1079 Fax: 281-356-0099 E-mail: ronnie@smc-corp.com Website: www.smc-corp.com Product: Meters for GPS & hand held communications Regular cost: \$56.19 and \$45.45 Cost to members: \$33.71 and \$27.27 Form of payment: C, D, DC, MC, PO, V Ordering options: Phone, Fax</p>
<p>Company: Bicycle Parts Pacific Contact name: Derek Barefoot Address: PO Box 4250 Grand Junction, CO 81502 Phone: 970-241-3518 Fax: 970-241-3529 E-mail: rossbarefoot@compuserve.com Website: www.bppbike.com Product: Grips with 'Police' imprint Regular cost: \$19.95 Cost to members: \$14.95 Form of payment: C, CK, MC, V Ordering options: Phone, Fax</p>	<p>Company: Moccasin Contact name: Bill Levitt Address: 1635 Monrovia Avenue Costa Mesa, CA 92627 Phone: 949-646-1701 Fax: 949-646-1590 E-mail: moccasin@aol.com Website: moccasin.net Product: Bike Patrol Uniforms Regular cost: Regular retail Cost to members: 10% to %30 off retail Form of payment: C, CK, MC, V Ordering options: Phone</p>	<p>Company: SWAGMAN Contact name: Ray Address: 300-1880 Government St Penticton BC V2A7J1 CANADA Phone: 800-469-7924 Fax: 800-469-7893 E-mail: Website: www.swagman.net Product: Bike Racks for hitch/ball mount Regular cost: \$99 to \$250 Cost to members: 30% off retail Form of payment: MC, V Ordering options: Phone, Fax</p>
<p>Company: Bushwhacker USA Contact name: Jeff Sims Address: PO Box 297 395 E. 300 N. Morgan, UT 84050 Phone: 801-829-6801 Fax: 801-829-6104 E-mail: js1205@aol.com Website: n/a Product: MESA Rear Rack Trunk Regular cost: \$55 Cost to members: \$35 Form of payment: AX, C, CK, MC, V Ordering options: Phone, Fax, E-mail</p>	<p>Company: Model Rectifier Corporation Contact name: Ed Joslin Address: 80 Newfield Ave Edison, NJ 08837 Phone: 732-225-2100 Fax: 732-225-0091 E-mail: Website: www.modelrec.com Product: Helmet gear, cycle visor Regular cost: \$13.98 Cost to members: \$6.91 Form of payment: C, CK, MC, PO, V Ordering options: Phone, Fax</p>	<p>Company: Tamer Bicycle Components Contact name: Kevin Marey Address: 4231 Progressive Ave #2 Lincoln, NE 68504 Phone: 800-297-4589 Fax: 402-465-4515 E-mail: tamerusa@aol.com Website: www.tamerusa.com Product: Suspension Seatposts Regular cost: \$69-\$189 Cost to members: \$30-\$80 Form of payment: C, DC, MC, PO, V Ordering options: Phone, Fax</p>
<p>Company: Cascade Designs, Inc. Contact name: Mark Clem Address: 4000 First Ave S. Seattle, WA 98136 Phone: 800-527-1527 Fax: 800-583-7583 E-mail: mark@casadedesigns.com Website: casadedesigns.com Product: Platypus Hydration Systems Regular cost: SRP Cost to members: Pro Deal Pricing Form of payment: CK, Money Order Ordering options: Phone, E-mail (catalog request)</p>	<p>Company: Paloma Cycling Contact name: Michael C. Jensen Address: 62 Cherry Street Bridgeport, CT 06605 Phone: 203-336-4901 Fax: E-mail: palomacycling@yahoo.com Website: Product: Cycling and Running Socks Regular cost: \$5.00 Cost to members: \$4.00 Form of payment: AX, C, CK, MC, PO, V Ordering options: Phone, Fax, E-mail</p>	<p>Company: Thudbuster Seatposts Contact name: Ryan McFarland Address: 38 Mt. Rushmore Rd #3 Custer, SD 57730 Phone: 605-673-3250 Fax: 605-673-3270 E-mail: ryan@thudbuster.com Website: www.thudbuster.com Product: Suspension Seatpost Regular cost: \$159 Cost to members: \$89 Form of payment: DC Ordering options: Phone, Fax, E-mail</p>
<p>Company: De Soto Sport Contact name: Emilio De Soto II Address: 5262 Eastgate Mall San Diego, CA 92121 Phone: 619-453-6672 Fax: 619-453-6783 E-mail: desotoinc@aol.com Website: n/a Product: All products Regular cost: SRP Cost to members: 40% off retail Form of payment: AX, MC, V Ordering options: Phone, Fax, E-mail, Website</p>	<p>Company: Rudy Project Contact name: Bob Kelly Address: 971 Calle Amanecer San Clemente, CA 92673 Phone: 888-860-7597 Fax: 800-316-8733 E-mail: rpn@aol.com Website: rudyproject.it Product: Sunglasses and sport eyewear Regular cost: Cost to members: 10% over wholesale Form of payment: MC, V Ordering options: Phone</p>	<p>Company: Wilderwest Trail Bikes Contact name: Tim Schurr Address: 475 Miller Ave Mill Valley, CA 94941 Phone: 415-389-5040 Fax: 415-389-5044 E-mail: www.wtbikes@pacbell.net Website: www.wtb.com Product: Bike frames, tires, saddles, parts, and grease guard components Regular cost: Cost to members: wholesale Form of payment: CK, DC, MC, V, Ordering options: Phone, Fax</p>

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(Law Enforcement Bicycle
Association)
(802)434-7077 or
www.leba.org

Sgt. John Birch
Springfield Police Dept., MA



1999 IPMBA Membership Survey

Please take the time to completely and thoughtfully fill out the following survey. This survey will assist IPMBA to continue to develop as a service-oriented police training organization, to make the necessary changes to stay current and on-track, to continue to improve the quality of education and training, and to provide the highest quality of service to our most important customers – YOU! Please continue your comments and answers on another piece of paper if necessary. **Thank you in advance for filling this out and faxing it back to us at 410-685-2240.** (We'll be doing another survey to obtain statistics on bike patrol in an upcoming issue of *IPMBA News*; Police Cyclist & EMS Instructors will receive a separate survey directly related to their role in the upcoming *Instructor Update*.)

Name _____ Dept/City/State _____

1. Did you join IPMBA to obtain PC Certification? Yes No
2. How easy did you find the PC application process? *Please rate 1 – 5 (1 being Very Easy, 5 being Very Difficult)* _____
3. Who pays for your membership? I pay My department pays
4. Are you going to renew your membership when it is due? Yes No
5. If no, why not? _____
6. If yes, why? _____
7. Have you read IPMBA's book *The Complete Guide to Police Cycling*? Yes No
8. If yes, please give us any comments or recommended changes. _____

9. We're exploring offering merchandise. Would you be interested? Yes No
10. If so, please put an "x" in the square next to what you'd be interested in buying.
 IPMBA Polo Shirts IPMBA T-Shirts Instructor Polo Shirts IPMBA Mugs
 IPMBA Ball Caps IPMBA Patches Other _____
11. What issues do you feel are important that IPMBA has not addressed? _____

12. What more can IPMBA do for you and for your department? _____

13. What changes, if any, would you like to see in the PC process? _____

15. What changes/additions/suggestions would you recommend to IPMBA News? _____

16. What TWO things would you have IPMBA focusing on in the future? _____

17. Write any specific complaints or compliments on an additional sheet of paper. _____

18. If you have attended the Police on Bikes Conference (any year), please use this time to comment/suggest/complain, compliment the conference and/or the annual Bicycle Officers Competition. _____

19. Would you be interested in writing for IPMBA News? Yes No

Fax your survey to 410-685-2240 or send it by mail to IPMBA, 28 E. Ostend St., Baltimore MD 21230

THE IPMBA GOVERNING BOARD

The IPMBA Governing board added five new members this past May. The entire board was asked to submit a brief biography so the membership could get to know them a little better. Below is what they submitted. (All board members have instructed at the Police on Bikes Conference, some more years than others; all board members are Police Cyclist Instructors.) Their basic contact information is also given at the end of their bio.

Officer Kirby Beck, Coon Rapids PD (MN)

President, IPMBA Governing Board (Term expires '01)
24 years in law enforcement

9 years on bike patrol (helped create, equip and train the patrol)
IPMBA board member since 1993. PCI, PCIT. Goals within IPMBA revolve around interest in proper training of police and EMS cyclists, and related issues in officer safety.

Other: Has been involved in cycling since 1979. Rides various charity and metric century rides in Minnesota each year. Certified Effective Cyclist and Effective Cyclist Instructor. Has served on MN Bicycle Advisory Board for several years. Strong believer in riding legally and in police enforcing bicycle laws. Outside interests include travelling and vacationing with his wife and two children, his computer, hunting, and working as a trainer in community policing and problem solving.

Contact info:

PH: 612-767-6482 § e-mail: kirbyp42@aol.com

Lt. Thomas Northfell, Chicago PD (IL)

Vice-President, IPMBA Governing Board (Term expires '01)
Commanding Officer, Summer Mobile Force Unit

Responsible for the initiation, supervision, development and training of the Chicago Police Bike Patrol Unit since it's inception in 1992.

Coordinator for 1999 POB Conference

IPMBA member since 1994; IPMBA board member since 1995; previously held the board position of Conference Liaison. PCI, PCIT & MOCC Instructor.

Other: Has a Sport Coach certification, and a road/track racing license (Cat. 4), issued by the United States Cycling Federation. Outside interests include camping with the family, astronomy, and reading (World War II history).

Contact info:

PH: 312-747-3994 § e-mail: bikecop@compuserve.com

Patrol Officer Artie Gonzales, Topeka PD (KS)

Treasurer, IPMBA Governing Board (Term expires '02)

6 years on bike patrol

IPMBA member since 1993. IPMBA board member since May 1999. PCI. Became involved in the IPMBA board to help in the development of more courses for the conference and pre-conference. And, to make sure everyone is heard.

Has attended the last six conferences.

Other: Has been a avid long distance runner for 33 years, cyclist for 30 years and overall health nut.

Contact info:

PH: 785-368-9075 § e-mail: artieobo@aol.com

Officer Thomas Jefferson (T.J.) Richardson, San Antonio PD (TX)

Secretary, IPMBA Governing Board (Term expires '00)

15 year veteran of the San Antonio PD

7 years as a full time bike officer on the Downtown Foot/Bike Patrol (this unit is responsible for entire bike program, which consist of a fleet of 230 bicycles and 400 bike trained officers).

Coordinator for 1994 POB Conference and has been involved with IPMBA ever since.

IPMBA board member since May 1999. PCI. He joined the board to help IPMBA grow into the best support organization for all public safety personnel who must perform on bikes.

Other: Coordinates all bike related purchases, training, maintenance, equipment issues, and special projects for the department. His outside interests include mountain biking, scuba diving, boating/sailing, photography and carpentry.

Contact info:

PH: 210-271-9601 § e-mail: tjrichardson@hotmail.com

Officer Mike Goetz, Seattle PD (WA)

Education Chair, IPMBA Governing Board (Term expires '01)

Has been an active part of the education committee for the past several years. PCI, PCIT, EMSI, MOCC Instructor.

Contact info:

PH: 206-386-1850 § e-mail: mgt1998@msn.com

Sergeant Al Simpson, Pompano Beach PD (FL) (Soon to be Broward Sheriff's Office)

Conference Coordinator, IPMBA Governing Board ('02)

24 years as a police officer; sergeant for the last 13 of those years

5 years on bike patrol (Supervisor and coordinator of his bike patrol shortly after its inception)

IPMBA member since 1995. IPMBA board member since May 1999. PCI & PCIT. Became involved in the IPMBA board to be a part of the core group of people who directs this great organization into the future.

Other: Learns something new from the students in each Police Cyclist class he instructs. Feels that the PCID course was instrumental in helping him achieve a level of instruction that he had always striven to attain. "I am also fortunate to have a hobby that falls in line with my work. I enjoy, no... I love, no... I must have off-road bike riding on a regular basis."

Contact info:

PH: 954-786-4221 § e-mail: mtbike@gate.net

Officer Raimond Ranne, Chicago PD (IL)

Industry Liaison, IPMBA Governing Board (Term expires '02)

8 years in law enforcement.

7 years on bike patrol.

Coordinator for 1999 POB Conference

IPMBA board member since May 1999. PCI, MOCC Instructor. Pledges to membership to work diligently in gaining sponsorships for IPMBA and expanding the IPMBA Product Purchase Program through attendance to both law enforcement trade shows and bicycling trade shows.

Contact info:

PG: 312-979-7542 § e-mail: fuzzycop@compuserve.com

Officer Donald Hudson, Los Angeles PD (CA)

Member, IPMBA Governing Board (Term expires '02)

Rank: P-3 Training Officer

18.5 years in law enforcement

7 years on bike patrol

IPMBA member since 1993. IPMBA board member since May 1999. PCI. Became involved in the IPMBA board to try and bring new ideas to the table to make IPMBA a stronger and better organization.

Other: Interests outside of policing include mountain bike and road bike racing. Quote: "Always wear a helmet and keep the rubber side down."

Contact info:

PH: 213-485-3294 § e-mail: mtbdh@webtv.net

Officer Kathleen Vonk, Ann Arbor PD (MI)

Member, IPMBA Governing Board (Term expires '01)

12 years in law enforcement

8 years on bike patrol

IPMBA member since 1992. IPMBA board member since 1998. PCI, PCIT. IPMBA Education committee member '97 - '98.

Other: BS in Exercise Physiology, BA in Criminal Justice. Road Patrol/Special Problems Unit, Field Training Officer, Firearms Instructor, Personal Trainer. Outside interests include shooting and training, off-road mountain biking, fast pitch softball and volleyball.

Contact info:

PH: 734-994-2911 § e-mail: kvonk@ci.ann-arbor.mi.us

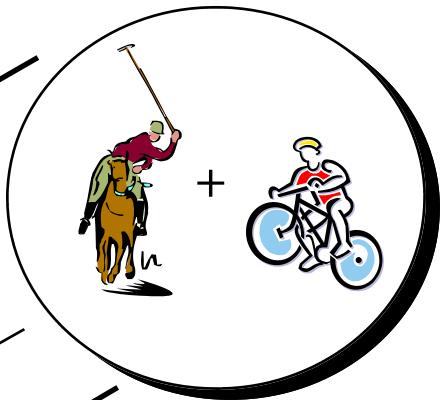
Bicycle Polo

The Sport of Horseless Kings and Queens

By Officer Barry Bazan

Pima Community College Department of Public Safety (AZ)

bbazan@pimacc.pima.edu



This “common man’s” version of the sport of kings allegedly originated in Ireland as the brainchild of one Richard Mecredi in 1891 where they played outside of Dublin. The sport quickly spread to England and then to the United States where the first club began in 1897. The sport was then included in the Olympic Games at Shepherds Bush, London in 1908.

During the First World War the sport all but disappeared only to emerge again in the 1930’s. But now, the Cycle Polo Federation of India has a membership of 10,000 members, and the Army National Equestrian Polo Team sidelines their horses for bicycles to practice new strategies and improve their conditioning.

Bicycle polo is very similar to pony polo without the horse and a few rule changes. Each player must respect the other’s “right of way.” This means that to engage the ball one must have positioned his or her bicycle parallel to the sidelines for at least three bike lengths. This maintains a high level of safety for the players and keeps the game moving at a brisk pace. If a rider foot dabs they must exit the field first before engaging the ball.

Each chukkar begins with a “joust” where one member of each team sprints from his goal to the ball placed in the center of the field.

I began playing this game with a few friends from a bicycle shop in Tucson. A group of us would get together and play at the city parks or schools. The USBPA official field size is 100 x 60 yards but any grass area any will suffice. Each game consists of four chukkars with a ten-minute halftime break. Recommended team size is four.

Last year I managed to borrow a set of mallets from a friend who suggested that I try this game at one of my next “Police Cyclist” classes. On day three of the class I broke out the mallets and a wiffle ball and told the class that we were going to play bike polo and discussed some of the rules (which at the time were few) because we didn’t even know their were formal associations for bicycle polo.

I heard one disgruntled voice in the back say, “BIKE POLO” (in a reluctant

tone) “Do we have to play?” At this point I threw the ball onto the playing field, handed him a mallet and said, “O.K., go and hit that ball 20 feet!” Eager to save face in front of the other students, he then promptly mounted his bicycle with mallet in hand and the look of *raw unbridled determination*. He approached with great vigor, wound up his mallet and swung with such an incredible amount of force that he lost control of the bike and endoed in a most awkward manner.

The proverbial “OOOOHHHH” echoed from the group and the game was on. As I said before we didn’t play by many rules so crashes were plentiful. The most common crash was the endo over the handlebars because we were locking up the front brake with our weight forward in an attempt to strike at the ball. After each crash, we assessed damage, laughed heartedly if we weren’t already, and continued. After 20 minutes of trial and error we finally scored a goal. After an hour and a half we called, “next goal wins,” and ended the game following that goal.

The game was incredibly popular with the students and also a phenomenal aerobic workout. Like tag, basketball, and frisbee which we have tried in the past, polo challenged even the most advanced riders. More importantly, it

made them work together while the whole time honing their braking, shifting, and balancing skills on the bike. United States Bicycle Polo Association’s Director of Operations John Kennedy of Sacramento, California indicated that one rides about 10 to 15 miles during one bicycle polo match, which comforted us later as we recalled how tired we were.

Recently, our training division just purchased a bicycle polo starter kit from the USBPA for our department and community college sports and fitness division. We plan on continuing to use bike polo as an integral part of our

He approached with great vigor, wound up his mallet and swung with such an incredible amount of force that he lost control of the bike and endoed in a most awkward manner.

“Police Cyclist” courses and in developing a local bicycle polo league for our community as well.

If you would like to find out more about this sport please feel free to contact me or visit the USBPS

website at www.bikepolo.com. The Director of Operations, John Kennedy, will be more than happy to assist you in setting up your own league or just getting you started. Who knows maybe one day we will have national championship matches at the annual IPMBA Conferences or even police bike polo leagues! With IPMBA’s support we’re hoping to introduce the sport to IPMBA members at the Tucson 2000 conference.



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Emergency Medical Services: On the Move



By Deputy Sheriff Ed Brown
Osceola Sheriff's Office (FL)

As many of you are aware, IPMBA not only certifies law enforcement officers through their PC program, but now offers an Emergency Medical Services Cyclist (EMSC) Certification also. This course teaches EMS personnel how to become effective cyclists so they can perform the emergency medical skills needed in a crowded or congested environment.

EMS on bikes came about through the interest of fire/rescue departments, private ambulance companies, and hospital run EMS units looking for a better way to serve the public for medical needs at large events. Prior to the EMS course curriculum being established, the EMS cyclist could only find a PC course available in order to become a certified IPMBA cyclist. Though IPMBA's EMSC course curriculum mimics 80% of the PC curriculum, 20% of the course is designed specifically for EMS and leaves out the pursuit, takedown, and other modes of law enforcement maneuvers. The EMS program does, however, instruct methods of defensive tactics for self protection only.

The EMSC certification course was first offered at the '97 P.O.B. conference as a pre-conference certification course. Since then it has been offered as a pre-conference certification course at both the 1998 and 1999 conferences and taught conventionally by our cadre of certified Emergency Medical Services Cycling Instructors (EMSCI). Various EMS workshops covering such topics as scene safety and special equipment have also been offered at the '98 and '99 conferences.

Those of you who attended any of the last three P.O.B. conferences probably noticed the EMS uniforms among the attendees. You also may have seen them attending the workshops, the PCI to EMSCI transition course, and competing in the finals. And any of those injured at the conference has managed to find a medic close by. Isn't it nice to know they're around?

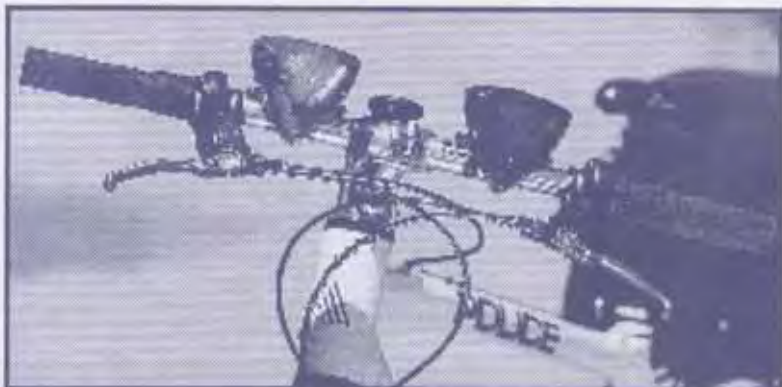
I wish to thank IPMBA for meeting the needs of a special interest group and accepting them into the organization. IPMBA has met the needs of a new operation in the field of EMS and we look forward to the steady expansion of the program. We have a widely accepted curriculum in place and membership that is steadily growing. So if you know of any EMS personnel that may be interested in an EMSC program, please let them know that IPMBA has the best curriculum, instructors, and EMSC training program available.

Thanks to the IPMBA board, the organization, and the membership for helping meet the needs of other emergency service organizations.



Ed Brown is PCI #178 and EMSCI #002 and sits on the education committee as a representative for Emergency Medical Services.

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Benefits of membership include:

- ⇒ Discounts to Annual Conferences
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- ⇒ 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

PROGRAM NOTE

IPMBA's PC and EMSC Programs continue to grow by leaps and bounds. We have acquired dozens of newly approved Instructor Candidates and Instructors since our independence in January, faster than ever before! We are currently in the process of updating our Instructor database to reflect these new additions and removing those who are no longer active. The updated list will also contain our international instructors and our new EMSCI cadre. Our goal is to update our instructor list by the end of July and update it thereafter on a monthly basis. **Instructors: look for an Instructor Update and remittance request in the mail shortly.** - Andrew Davis, IPMBA Program Manager

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.

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- And more . . .

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