

Fall 2007

ipmba news

Newsletter of the International Police Mountain Bike Association



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

Vol. 16, No. 4

An Eventful Year

by Maureen Becker
Executive Director

It has been an eventful year for IPMBA. The big event, of course, was the 17th Annual IPMBA Conference. While it is nothing unusual for IPMBA to hold a conference, this was the first to be hosted by an EMS agency – East Baton Rouge EMS. The conference was a success, not only in its implementation, but also as demonstration of the important and integral role of EMS cyclists within the organization.

Also eventful was the release of IPMBA's guidelines for international relations. After exploring a number of options, IPMBA came to the conclusion that the most effective way of pursuing its mission in the international venue was to adopt an affiliation model. Using this model, IPMBA will affiliate with like-minded public safety cycling organizations throughout the world. These organizations will be responsible for developing their own country-specific training materials and operational guidelines, but they must be aligned with IPMBA standards in order to be considered for affiliation. IPMBA will continue to welcome international public safety cyclists as members, presenters, authors, and conference attendees, and will to support the efforts of its friends and affiliates overseas. The guidelines were debuted at the fifth annual Emergency Services Cycling Seminar in London, where the nascent Public Safety Cycling organization hopes to become among the first IPMBA affiliates. The affiliation guidelines are available from the IPMBA office.

...the crowning achievement of the year was the release of the *Complete Guide to Public Safety Cycling*, 2nd Edition.

Another eventful occurrence was the introduction of a new merchandise supplier. Starbright Creations has been offering IPMBA logo merchandise since June, and their products are garnering rave reviews. Favorite items include the mock turtleneck shirt and the pullover fleece, both of which are perfect antidotes to the onset of cooler temperatures, and the Mocean Metro Pique short-sleeved polo shirt, available with or without the Instructor embroidery. With the holiday season fast approaching, be sure to leave this copy of *IPMBA News* lying around, open to page 25, or bookmark your favorite logo item at <http://www.companycasuals.com/IPMBA/start.jsp>. A little hint can go a long way.

Finally, the crowning achievement of the year was the release of the *Complete Guide to Public Safety Cycling*, 2nd Edition. Released in late August, this book represents a collaborative effort between IPMBA and Jones & Bartlett Publishers. More than just an update of the *Complete Guide to Police Cycling*, this book is an up-to-the-minute resource for all public safety cyclists. Drawing on the expertise of more than 70 contributors, the new *Complete Guide* has immediately become the definitive work on the subject and is being enthusiastically adopted by IPMBA instructors and their training facilities. If you do not already have a copy, add it to your holiday wish list – more information can be found on page 27!

Even though summer is over, the public safety cycling season shows no signs of coming to an end. Holiday events like parades, shopping sprees, festivals, visits from Santa, and first night festivities will keep police, EMS, and security cyclists busy well into 2008, and before you know it, it will be time for the 18th Annual IPMBA Conference, April 19-26, 2008, in Indianapolis, Indiana. Keeping you up to Speed!

Bike Patrol Officers: The First Line of Defense

by Mike Woida
Indianapolis Metropolitan Police Dept. (IN)

Ed's Note: Mike Woida will conduct a workshop entitled State and Local Anti-Terrorist Training for the Patrol Officer during the 18th Annual IPMBA Conference, April 24-26, 2008, in Indianapolis. This 4.25 hour workshop is designed to help bike patrol officers maximize their unique relationship with the community in order to prevent terrorist activity. For more information or to register, visit www.ipmba.org, or request a conference registration packet via mail or e-mail.

As we are all aware, the utilization of bike patrol officers by a police department enhances the agency's overall effectiveness in combating crime and developing a strong bond with the community. The bikes serve as a supplement to the marked patrol cars and foot patrols in use by the department. Their versatile mobility on the streets, over the sidewalks, and through alleyways, coupled with the use of

(Continued on page 31)

inside



Board List.....	30
Instructor Corner	27-30
IPMBA Corporate Members.....	14
Issue Focus: Events.....	5-12
EMS Bike Team Deployment	10
Races and Rides	5
Relying More on Bike Patrol.....	5
You Look Sick.....	11
Member News	23-26
News from the UK	21-22
President's Column	2
Product Purchase Program	15-18
Product Reviews	
Dynamik Trail Bike by RANS	20
Teaching an Old Bag New Tricks.....	19

2007: Another Good Year



Another summer has come and gone and many departments are putting their bike patrol equipment away for the season. I hope that this past year has been a successful one for your bike unit. In my community, the police department re-established their bike unit to be used on a daily patrol basis after a several year hiatus. They have already logged many outstanding arrests and are quickly re-establishing positive

community relations in the downtown business area. These are things that all of us have known for years, but as budgets are cut, so are bike units. Without a city councilman who as a police officer started the bike patrol almost 20 years ago, this revival may not have happened.

Of course, many of you are still out there riding – some parts of the country are still experiencing bicycle-friendly weather and in the Southern Hemisphere, spring is just arriving. No matter where you live, keep riding as long as you can. Your bike is one of the best tools for public safety work and with the advances in clothing materials, you can stay warm and dry year-round. Remember to layer properly. And remember that frostbite can come on quickly, so keep yourself protected.

Many of us have been on bike patrol for several years. It is easy to become complacent and conduct our patrol the same way day in and day out. We establish a routine and don't deviate much from it. This is just human nature. Now is the time to start researching new uses for bikes for the upcoming year. Think outside the box and look for ways to do your job better.

Think outside the box and look for ways to do your job better.

Talk to others, explore ideas, and develop new strategies for how your department uses their bikes. The bottom line is: don't rest on your laurels, strive to make your bike patrol better each year. One of the best ways to achieve this is to attend the annual IPMBA conference, which will be held April 19-26, 2008, in Indianapolis. You should have already received your conference registration packet in the mail. If not, you can find it on the conference page at www.ipmba.org or contact the office to request one via mail, fax, or email.

In closing, I would like to thank all of the IPMBA members and staff for the hard work that went into developing the new *Complete Guide to Public Safety Cycling*. This was just a vision when I was IPMBA's Education Director, and it has finally come to fruition. I'm very proud of how we as an organization came together and developed the new manual, and how we established a partnership with Jones and Bartlett Publishers that will last for years to come. I hope you enjoy reading the new material and find the updated information useful. With the new manual, IPMBA shows why we are truly the leader in public safety cycling.

Jim Powell

18th Annual IPMBA Conference: Keeping you up to Speed!
April 19-26, 2008, Indianapolis, Indiana

BE AN IPMBA INSTRUCTOR!

Want to become an IPMBA-Certified Instructor?

Call 410-744-2400 or email info@ipmba.org to obtain an instructor application packet. In the simplest of terms, to become an Instructor, you must meet the criteria outlined in the packet, apply to IPMBA headquarters, be approved, then register for and attend one of the Instructor Courses.

Check out www.ipmba.org for information on the upcoming instructor courses!

Next course:

April 19-23, 2008 ~ Indianapolis, Indiana

ipmba news

Newsletter of the
INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION
583 Frederick Road, Suite 5B
Baltimore, MD 21228
PH: 410-744-2400 ~ FX: 410-744-5504
E-mail: info@ipmba.org
Web site: www.ipmba.org

Jim Powell
IPMBA President

Maureen Becker
Executive Director; Managing Editor

Jennifer Horan
Design and Layout

Copyright 2007 © International Police Mountain Bike Association (IPMBA). Reproduction without permission is prohibited.

The International Police Mountain Bike Association is a non-profit educational organization providing resources, networking opportunities, and training for public safety bicyclists.

Interested in submitting an article?
Interested in advertising in *IPMBA News*?
Call Maureen (410-744-2400) for information.



**DON'T SETTLE FOR LESS THAN
"THE TOUGHEST PATROL BIKES ON EARTH!"**

VOLCANIC ALPHA APB/ APPROACH PATROL BICYCLE



"To Protect and Serve everyday, a Patrol bike must be designed specifically for the demanding pursuits of your daily patrol. A mass market bike with a Police sticker just doesn't cut it anymore."

The Volcanic Alpha APB/Approach Patrol Bicycle a bicycle designed to withstand the rigorous activities in the patrol industry.

Along with its unique design comes a unique approach. We give you options!

- Frame color
- Stickers (department name)
- Components
- Frame geometry

These options allow the Alpha to be customized to meet the specific needs of the department and rider.

Volcanic Manufacturing LLC

PMB 2644

2103 Harrison Ave. NW

Olympia, Washington 98502

Ph#-360-943-8613; E-mail info@volcanicbikes.com



Smith & Wesson

Bringing Public Safety Professionals Closer to the Community

2007

PUBLIC SAFETY



BIKES

START NOW!

BIKE PATROL STARTER PACKAGE

includes *Perimeter bike, helmet, bag, and dual strobe lights*



SAVE **\$50**

See the difference a bike patrol can make by taking advantage of this special offer



PERIMETER



TACTICAL



CUSTOM

Smith&Wesson builds bicycles to meet the needs of **POLICE AND PUBLIC SAFETY PROFESSIONALS**, people who spend their entire shift on a bicycle. Smith&Wesson bicycles are designed to provide a smooth, dependable, and silent ride with a more **COMFORTABLE "HEADS UP" RIDING POSITION** that reduces strain on the wrists and shoulders.

Smith&Wesson bicycles feature an **OVERSIZED ALUMINUM FRAME WITH A LIFETIME WARRANTY**, heavy duty name brand components, strong downhill grade wheels, adjustable front suspension, rear rack, rear mounted kickstand, roadworthy tire tread and a comfortable saddle. In addition, Smith&Wesson offers a **FULL LINE OF ACCESSORIES** such as lights, bags, and more to meet the needs of any agency.



For more information on pricing and features call toll free 1-877-533-7245

2105 SE 5th Street Ames, IA 50010 Tele: 515-232-0277 Toll Free: 1-877-533-7245 Fax: 515-232-0279

e-mail: info@cyclesg.com website: www.swbikes.com



A Natural Fit: Bikes and Events

Slow speed skills, precision braking, and the ability to go up and down stairs and curbs are just a few examples of the skills essential to public safety cyclists who work events. Whether providing medical support, crowd management, or overall safety, EMS, police, and security cyclists impact events in ways their four-wheeled counterparts cannot. Come to the 18th Annual IPMBA Conference for more theory and practice on how to ensure the smooth implementation of events in *your* community. *Pages 5-12.*

Relying More on Bike Patrol

How a fire department beefs up to gear up

by Carol Sowers
The Arizona Republic

The Scottsdale Fire Department is beefing up its bike patrol to gear up for ever-larger events, including Super Bowl-related events in February.

What? You didn't know the Fire Department had a bike patrol? The bike patrollers speed medical help at many public events, including the packed crowds at 10 of Scottsdale's annual mega events. Among those are the wildly popular Barrett-Jackson Collector Car Auction in January and the FBR Open golf tournament in late January and early February. This year could be worrisome because the FBR ends Feb. 3, the same day Super Bowl XLII roars into University of Phoenix Stadium in Glendale.

Those dovetailed events are expected to bring fans of both to Scottsdale at the same time, potentially upping demand for emergency services. "That will draw huge crowds," said Battalion Chief Chris Schibi. The bike patrol, which includes paramedics and emergency medical technicians, is vital in huge crowds, Schibi said. "They are a rapid reaction force," he said. "It's difficult to drive an ambulance to the 16th tee box at the FBR Open."

Four new bikes at \$1,000 each

The Fire Department hopes to get four new \$1,000 Fusion mountain bikes in October, bringing the number to 12. That means the department

(Continued on page 9)

Races and Rides

Bike escorts make a difference

by John Brandt, PCI #205/EMSCI #055
University of Maryland Police Department

A request for information through the IPMBA Listserve prompted me to write an article about police or public safety cyclists escorting foot races, bike rides, and parades. IPMBA has often helped me avoid re-inventing the wheel, so I'd like to share my experiences riding escort for these special events.

The first thing to understand is that parades, rides, races, and runs have historically been handled by motorcycle officers, with traffic-cop and citizen-volunteer assistance. Your agency may not even realize how effective you can be on bicycles. Just because public safety cyclists have been around for a while doesn't mean that our commanders have figured out how to utilize us. It is up to you to educate them.

Many years ago, on my first ride down to the U. S. Capitol on Police Memorial Day, I joined almost 100 police cyclists from 25+ departments for a leisurely 22-mile ride into Washington D.C. The first half was 11 miles, all downhill. The involved agencies provided two motorcycles and two traffic officers in police cars to escort our "parade." We'd pick them up as we entered Rock Creek Park and they'd block intersections for us all the way downtown. The plan was nice, but it didn't work.

They did not anticipate our ability to travel at an average speed of 22 mph and ride four abreast, blocking a full lane for more 400 feet! On a winding two-lane road, through a heavily forested park, it was impossible for the police cars to get back in front of us. They blocked the first two intersections and then, trapped in the rear, followed us all the way into the city. Not even the motorcycles wanted to try to work their way back to the front; there was no room and we were too fast. We immediately improvised and, at each intersection needing traffic control, we dropped the front 2-4 cyclists to handle traffic until the whole group had passed. The dropped cyclists just jumped back onto our parade as the last cyclists passed, and then slowly rotated back to the front. After about 25-30 intersections, the first dropped riders were back at the front!

The best way to demonstrate how effective bikes can be is to get involved in the planning and operation of those events that we're ideally suited to handle. These include parades, recreational group rides, fun and charity runs, foot races, and any other event needing escort service that moves at a speed that bike officers and medics can maintain. Obviously, anything that has a "foot" or "bicycle" component can be escorted by public safety cyclists, but you have to plan ahead!

There are two equally important aspects of preparing to escort a special event: **pre-event planning** and **event day operations**.

The best way to demonstrate how effective bikes can be is to get involved in the planning and operation of those events that we're ideally suited to handle

(Continued on page 6)

Races and Rides

(Continued from page 5)

Pre-event planning, if done properly, will minimize the inevitable “sudden emergency” needs of the event organizers and make your job a lot easier. Make sure that you’re included in pre-event planning with the event sponsors and organizers. Get a simple event check-list from your Special Events Unit or go online and take a look at this detailed check list: <http://twincitytc.org/Resources/RaceCheckList/tabid/113/Default.aspx>.

You need to be included in what the event sponsors and managers do, and you need to be there when they meet. If it is a small event, you may be their only exposure to the realities of road conditions, traffic flow, detours, parking, crowd control, restroom access, security, etc. Don’t forget that you bring expertise and local knowledge to the table and don’t be afraid to ask questions. You may see potential problems sooner and a lot more clearly than they do, especially after you work a few events.



Bethesda Chevy Chase Rescue Squad working the Cherry Blossom 10K.

There are also two basic types of events: those you control and those that move at time and speed dictated by the event. If you’re escorting a parade through town on closed roads or leading a recreational bike ride, you can often control the exact starting time, the speed, the rest stops, and the length to which you allow can allow the group to stretch. If you’re escorting a footrace or working traffic for a bike race, you will have to adjust to the speed and duration of the event and the fact that it could stretch out over miles. For example, the “Bike D.C.” bike ride has over 10,000 cyclists, spreads out over

20 miles, and has staggered start times throughout the morning, but is still heavily assisted by cyclists serving as marshals.

ESCORTING FOOT RACES

There are many factors involved with using bike escorts for foot races. This section describes a few of them.

Make sure the race has medical support. When we work foot races, we have an ambulance follow the slowest runners through the course. If you’re an EMS cyclist or have access to EMS cyclists, you can provide a service that an ambulance will never be able to provide; you can move through the runners to reach an injury without disrupting the race.

Nothing wrecks an organized run more quickly than vehicles on the course. Secure your course from uncontrolled vehicles.

Most courses are loops, with the start and finish lines fairly close together. This allows you to use bike officers to dismount and direct traffic at more than one place during the race, which can be an excellent staffing multiplier. If you choose to do this, time each bike officer’s route to their second traffic post very carefully. They may not be able to leave their first post until most of the slower runners have passed, and they need to know exactly when to leave their first traffic post in order to beat the lead runners to their second one.

Your lead runners will be able to finish a 10K in about 30 minutes. The organizers should be able to tell you the fastest times of the best runners so you can be prepared. Normally, that’s around 13 mph (21 kph) of sustained speed. That speed is significant in two important ways.

First, runners don’t have gears to use on the uphill and they don’t slow down much. If your escort riders gear down to spin as they climb, they’ll slow down, which can be a problem for a bike officer whose job is to lead the race. Lead escort riders have to be fit enough to use their big gears on the hills or they have to get a head-start; if they don’t maintain their speed on the hills, the runners will overtake them. This causes problems and

looks bad. Second, once the race starts, don’t expect that any riders that start in the rear will be able to “sprint” to the front. On a flat road, you can probably hold 22 mph (35 kph) for awhile, but at that rate you are only about 8.5 mph (14 kph) faster than the lead runners. Since you are only about 50% faster than the runners, by the time you “sprint” to the front, the race is more than half over and you’re exhausted.

Your lead rider/vehicle needs to have the course memorized and stay alert. If they go off the course, the run is ruined and a lot of people want refunds. Flag-people, chalk markings in the road, signs, and barricades are all helpful, but if the leader goes off course, the runners will probably follow. They’re honed in on the run leader and the slower runners follow the runners in front of them. I prefer that the run organizers provide a lead vehicle. We ride with it, but they carry the burden of remaining on the course. And I always make sure all the runners at the starting line know what they’re following.

We usually use a motorized vehicle as the “rabbit.” The runners are briefed to follow that vehicle through the course and we give the driver of that vehicle a spotter, who never takes their eyes off the lead runner. Their job is to never allow that runner to get within 30-50 feet of the back bumper of the vehicle.

If cyclists are leading the racers, they need to have their heads on swivels. They can’t be too far ahead, but if they slow down at all, the lead runners will overtake them in mere seconds. Lead runners aren’t there for fun; they’re competing, often for prize money, prestige, or times that get them entry into more prestigious races; they can get quite upset if you impede them. They’ll bang on the trunk lid of any lead vehicle that doesn’t stay far enough ahead of them or slap the door as they go past. They’ll pass your escort riders without a second thought. Imagine the problem that will occur if they start to pass your lead escort rider just as that rider swerves to miss a pothole!

(Continued on page 7)



(Continued from page 6)

Most runs or walks are over before you have a need for extra supplies, or even extra hydration. By the time you fix a flat or a mechanical problem, the race is over or out of your reach. Make sure your equipment is ready to go; the race won't stop for you. The only extra preparation you can have for this is redundancy. A couple of extra riders can be ready to fill in if you have a mechanical failure or if an officer needs to leave the course to take police action. Of course, your extra riders have to start (and stay) in the front of the race. If your lead rider gets a mechanical, it is impossible for riders at the rear to pull up and sub for them.

If you are working a distance run, you will need to ensure adequate hydration and energy. You can calculate your needs by knowing the speed of the runners. Figure out how long the race will take and remember that if you're escorting from a moving bike, you'll be moving 10-15 mph (15-21 kph) for the duration of the race. If you're working from stationary posts, a short sprint between posts might be all the officer needs to do, but be realistic about officer fitness when you select your riders and escorts. If you have a couple of less-fit riders, they might not be able to keep up with elite runners.

In the same vein, make sure your riders are warmed up before the race starts. There's no time to warm up after the start. You'll be sprinting if you're working more than one traffic post and using big gears to climb if you're the ride leader or riding escort. Make sure your riders have taken a bathroom break before the race starts. Once you're involved in managing a race, there's no time for that either.

If you can get good communications with the managers of the race and with the EMS team, you'll be able to tell each other how things are going and where the problems are. We have our leader's spotter call out the location of the front-runners every 30-45 seconds. This helps the other participants know what's happening and it tells your other cyclists when they have to move to their next post if they have multiple posts to staff. It

sounds like a lot of radio-time, but you'll be amazed at how fast the front of a footrace moves.

Remind your officers that they can do their jobs and still be verbally supportive of the runners. Surly officers don't make a good impression. The lead runners won't care, but many of the slower runners are actually out there for the charity or to have a good time. They appreciate your support and aren't afraid to say thank you.

Lastly, the organizers will love you when you do your job well. They'll feed you, hydrate you, give your officers t-shirts, be vocal with their thanks, and send thank you letters or plaques. It can be a sweet feeling of a job well-done!

ESCORTING RECREATIONAL RIDES, WALKS, AND PARADES

Escorting a recreational group of riders or a group of walkers can be much more relaxing than a race or run, but the bigger the group and the fewer public safety cyclists you have as escorts, the more challenging it can be. Walks and parades are a lot easier to handle than bike rides, so most of these suggestions will relate to rides, but they can be applied to walks and parades as well. Here are a few things to consider.

Encourage your ride organizers to start and end their ride at the same location. Most recreational riders will transport their bikes on their cars and they aren't interested in a one-way ride that leaves them stranded, miles from their cars, at the end of the ride. The organizers should pick a place with adequate parking for the participants' vehicles and room to line the riders up at the start of the ride.

Bike maintenance must be offered on-site. Recreational riders often don't maintain their bikes as well as competitive or professional riders. Be sure that your public safety riders have spare tubes and know how to change tires. The lead riders can slow the pace or take a longer rest break to allow the rider whose bike broke down to catch up.

If it was you who changed their tube, they should have a new appreciation for the myriad skills of the public safety cyclist.

Make sure the organizers plan for bathroom access at the beginning, middle, and end of the ride. The organizers should also supply water at the ride site and



UMBC Bike Officers assist with the Fourth of July Parade, Catonsville MD.

at each rest stop (energy food is good, too). Encourage people to eat and drink, and make sure they have water bottles. If you're escorting a 20-mile bike ride, riders who lack any method of hydration may be problematic. Encourage them to remedy the situation before starting the ride or you may be dealing with their health issues later.

Recreational group rides tend to spread out. That will be one of your biggest challenges, or headaches, if you don't manage it well. There will usually be a group of highly motivated riders at the front and groups of social riders and unfit riders at the rear. If you don't control the speed of the riders at the front, your "parade" will stretch out for miles. If you're expected to handle traffic control at intersections, you'll have to kill yourselves to meet their expectations. If your group spreads out over half a mile and is going 10 miles per hour, you'll need to sprint at 20 miles per hour for a minute and a half to get from the rear to the front; over and over. Of course, that's made more difficult by the fact that you're passing all the riders at double their speed; not exactly an ideal situation around novice riders. You'll need a strong-willed officer at the front. That officer needs to rein in the speed demons or make it clear to them that they're on

(Continued on page 8)



events

Races and Rides

(Continued from page 7)

their own if they speed ahead of the group. Be sure to control the “spread” of the group. Getting back to the front of a group ride that spreads over a mile can be a daunting task for even the most fit public safety cyclist.

If you will be stopping traffic at intersections (particularly against the light patterns), wear traffic vests over your uniforms. Depending on the size

an intersection, it can take 1-4 officers to fully stop traffic and clear your group. Ride the route ahead of time, at roughly the same time of day, and pay attention to which intersections will need officers to control them. Measure the distance between them and decide how many officers each intersection will need. Officers can control intersections as they arrive at them.

Once the group passes through, those officers can slowly overtake the group’s riders. When they arrive back at the front, they handle the next intersection. If the intersections are close together, you’ll need to keep your group close together or have a lot of escort riders. It takes time to safely return to the front after you’ve been dropped at an intersection.

If the organizer hasn’t already done so, involve EMS cyclists. Most recreational rides won’t have ambulance support and it pays to have someone on your team who can drop back to handle minor medical problems or stabilize bike crash victims until an ambulance arrives. If you don’t have EMS riding with you, carry a substantial first aid kit and enough first-aid trained escort riders to leave one or two behind if necessary.

If you’d like to tow an equipment trailer for energy foods, hydration supplies, tools, etc., try a single-wheel trailer, like the B.O.B. These tow and track directly behind the bike so you won’t bang into things like the passenger trailers usually do.

If the organizer hasn’t already done so, involve EMS cyclists

ON BEING THE WATER BEARER

I’ve been asked to supply water on a number of speed-controlled events, like the Law Enforcement Torch Run for Special Olympics. I’ve tried saddlebags, bolting on plastic milk crates, a combination of duct tape and a bread rack, and a few others. Each had substantial drawbacks; most got me wet, some left my saddlebags full of spilled water, and most left a trail of used cups

or plastic bottles strewn along the route, which needed to be cleaned up. I finally found a method that worked better than all the others. I bought a B.O.B. trailer. They tow straight behind a bike and are simple and quick to install and remove. The trailer attaches to a replacement skewer that they provide with the trailer, so all you have to do to switch towing bikes is exchange rear skewers. A quick ten-second switch-over and you can move the trailer

from one bike to another. This is a huge advantage if your “water” bike gets a mechanical or a flat.

I equip the trailer by using bungee cords to tie two 18” inch tall trash cans down on the deck. The front trash can holds the full water bottles. I can get it quickly refilled by pulling up next to the SAG vehicle and pacing them as people in the back throw more bottles into the front trash can. The rear trash can is used for empty water bottles. I line the rear trash can with 3-5 trash bags and pull out each successive bag as it fills with empty water bottles. I toss the full bags into the SAG vehicle for post-race recycling. Before each run, I take a moment to address the assembled runners and tell them how they will be supplied with water and how they can return their empties. We hand (or toss) water bottles to them, and they can throw their bottles back when they’re empty.

I start with a front can full of water bottles and an empty rear can for trash. I start handing out water about a half-mile into the run. At that point, I pull to the

side of the runner’s column and dismount. I usually have one or two other cyclists dismount with me and we each grab 5-6 water bottles and start yelling, “WATER ... WATER ... WATER” as the runners pass us. We then hand (or toss) bottles to every taker until the last runner passes. At that point I pedal like crazy until I’m back in front and then I stop on the other side of the column and hand out more water. When I need to be refilled with more water bottles, I pull up alongside the lead SAG vehicle for a supply. When I’m full again, I drop off and keep repeating until the run ends. It means doing repeated sprints with a loaded trailer, so you better be in decent shape, but the runners stay hydrated and don’t leave a trail of trash. I ask the runners to toss their empty bottles in the direction of my parked bike, but they usually get a contest going on how many of them can actually land their bottles right in the trash can. The more accurate they are, the fewer bottles there are to pick up each time. If you have a few other cyclists assist you, you can get back to the front more quickly.

Well, that’s the “short” version. If you benefit from anything I’ve written, I’ve met my goal of keeping IPMBA members from having to re-invent the wheel.

Good luck favors the prepared. Stay safe.

John has served as safety advisor for the College Park Area Bike Coalition, escorted dozens of recreational bike rides on roads and trails, escorted parades, and functioned as escort, leader, and traffic manager for many 5- and 10K runs, including the Special Olympics Torch Run. He has had the pleasure of riding with, and helping to escort, groups of 50-100 police cyclists as they ride to the Police Memorial in Washington D.C. He can be reached at jbrandt@umpd.umd.edu.

Relying More on Bike Patrol



Scottsdale Fire Department Adopts IPMBA

by Ray Morris, EMSCI #029
Scottsdale (AZ) Fire Department

The Scottsdale Fire Department, following the lead of the Scottsdale Police Department (SPD), has adopted the IPMBA EMS Cyclist program as the standard of training for its bike team members. SPD has used the IPMBA material to lay the groundwork with the City's risk management team regarding training, personal safety equipment and operational procedures. SFD has also embraced SPD's philosophy of continuing education. Each bike team member will be required to complete an established number of training hours to maintain certification and stay on the team.

As of January 10, 2008, the SFD bike team will be staffed with 24 IPMBA-certified EMS cyclists (all of whom will be IPMBA members), have a fleet of 14 bikes and own six sets of ALS equipment. During the week of the FBR golf tournament and Super Bowl weekend, SFD will simultaneously deploy all 14 bikes as ALS. Crews will work in the city's downtown entertainment district (an area enjoyed by many during the 2005 IPMBA Conference), the FBR tournament and the Super Bowl functions. The plan is to have one set of crews to work from 6am until 6pm, while others work 3pm until 3am. These crews will supplement the regular on-duty engine companies.

Discussions are underway between SFD and neighboring fire departments about involving those other departments' bike teams, but there are concerns about training, procedures and safety differences as not all area teams have adopted IPMBA as their standard.

(Continued from page 5)

could field as many as six bike teams. The department will spend another \$19,000 for defibrillators, IVs, intubation tubes, and array of other equipment and medication.

Scottsdale's bike patrol can manage the city's trademark car auctions, art and culinary festivals, and golf tournaments without asking for help from other Valley emergency-service agencies. But with Super Bowl-related events in Scottsdale and the PGA's best-attended golf crowd in Scottsdale at the same time, Schibi said Scottsdale may need to ask for help. Scottsdale's bike patrol has lent a hand to other cities holding big events, including the 1996 Super Bowl in Tempe. But this year, Scottsdale bike patrols won't be in Glendale. Instead they will be providing medical care at Super Bowl-related events in Scottsdale, Schibi said.



Photo courtesy Ray Morris.

50 pounds of medical equipment

Loaded with medical supplies, the mountain bikes weigh about 50 pounds. Still, says Scottsdale's Fire Captain Brian Read, the bikes and riders have to be nimble enough to thread through crowds. "You have to be strong," Read said, "but unlike police bike teams, you don't have to take it down stairs." Read is a veteran bike patroller. He was a member of the team when the private Rural/Metro Corp. provided fire service in Scottsdale. Rural/Metro backed out two years ago, making way for Scottsdale's municipal Fire Department.

How the bike patrols help

Bike patrols respond to a variety of emergencies: diabetic crises, difficulty breathing, falls, heart problems and simple scrapes. But sometimes patients are in "dire circumstances," Read said. In that case, firefighters can summon golf carts fitted with a stretcher to carry a critical patient out of the crowd and into an ambulance. "We get the ambulances in as close as we can," Read said. Firefighters aren't the only rapid response team at major events. Scottsdale's bike patrol also turns up to monitor crowds. But the public often confuses firefighters with police officers. "We get used to being called officer," Read said.

© 2007 The Arizona Republic.

This article appeared on AZCentral.com on July 27, 2007.



events

EMS Bike Team Deployment: One Size Doesn't Fit All

An inquiry was posted to the IPMBA member listserve from an EMS Cyclist who was curious how other agencies determined the ratio of EMSCs to participants and what kind of supplies to pack. The responses yielded a number of responses that pointed overwhelmingly to the answer, "it depends." This article contains some of the words of wisdom offered in response to the query.

Orange County (FL) Fire Rescue

The Orange County Fire Rescue Bike Team operates in an area with an extremely high concentration of tourists. The current budget (as of spring 2007) allows a two-person bike team to be scheduled to patrol the convention center district during conventions with an attendance of 10,000 or more. The number of teams is increased to two (four bike medics) when more than 40,000 people are attending a convention. In addition, one two-person team is deployed to a local mall on heavy holiday shopping days because the high traffic volume prevents a timely response by the regular units. Starting in 2007, the department began staffing the newly constructed University of Central Florida Football Stadium with two two-person teams during their home games and other large-scale special events.

Michael Creel, EMSCI #124, is a Lieutenant with Orange County Fire Rescue and is responsible for scheduling the EMS Bike Team. He can be reached at ffp mikee@aol.com.

Bethesda-Chevy Chase (MD) Rescue Squad

The Bethesda-Chevy Chase (located just outside of Washington, DC) Bicycle Emergency Response Team (BERT) handles about a dozen road races a year. Staffing levels and supplies are dictated by time of year, weather, route, nature of the event, etc.

Races that occur in March, April, October and November run a chance of extreme weather; therefore, the bike team stocks up on Mylar blankets, and when temperatures are expected to exceed 55°, they carry extra IV bags and AEDs. In colder weather, they carry heavy blankets to place under runners to help keep them warm and dry while waiting for transport. They also carry extra ankle wraps as many people tend to trip on potholes, especially when they start to get tired, and band-aids for blisters (especially in 10Ks).

They ride in teams of two spread out over a 2-3 mile span. One team plays sweeper, and once the last group of runners passes a point covered by another team, that team joins in the sweep until the end. Their experience shows that most injuries are sustained by "newbies" and/or slower runners, so some of the team members slow down and stay with them in case something happens.

If a team is stationary, they will be positioned at a turnaround point so they can see runners coming and going.

Steve is the coordinator of the BCCRS Bicycle Emergency Response Team, which is deployed for a wide variety of events, including the Marine Corps Marathon and a wide array of community events hosted by the Rotary and the Bethesda Urban District. He can be reached at shf918@comcast.net.

Alpharetta (GA) Fire Department

In the early days of the Alpharetta Fire Department's Special Events Team, there was an attempt at defining a ratio that could be used to maximize the effectiveness of the team. Upon discovering that the "cookie-cutter" approach did not always work, the team has shifted its focus to performance standards. The Special Events Team, aka the Bike Team, is designed to meet the department's goal of reaching a patient within five minutes. Special events tend to render standard response vehicles incapable of meeting the established goals due to crowds, traffic, limited access, and other factors. The accessibility of the event, then, dictates the number of bike teams. For instance, they have an event that attracts 70,000 to 100,000 people to a relatively small area and is notorious for crowds so thick that it is hard to respond. In past years, this has been done with six bikes and a Cub Cadet. With the addition of alcohol a couple of years ago, the event is now staffed by eight bikes, the Cub, and a highly visible First Aid station right in the middle of the event. All events are backed up by transport units (part of the 911 system) that have an eight-minute response to an extraction point. The Special Events Team usually gets the patient to the edge of the event at about the same time the ambulance is ready to transport them to the hospital.

In good weather, the Special Events Team works charity runs nearly every weekend. They allow race organizers to use only designated routes. One in particular uses a 5K course that the 10K runners do twice. This is usually handled with four bikes (two teams). Another course is a 10K route with no laps which requires six bikes due to the terrain. The number of runners, along with the weather, can magnify the need for bike teams.

Jim Cheatham, EMSCI #150, is the coordinator of the Alpharetta (GA) Fire Department Special Events Team. He can be reached at jcheatham@alpharetta.ga.us.

Editor's Note: The newly released *Complete Guide to Public Safety Cycling* features three chapters dedicated to EMS Bike Operations. Topics covered include special events and EMS bike patrol; equipment, load placement, and carrying methods; and scene management and safety. The new *Complete Guide* is available from Jones & Bartlett Publishers, www.jbpub.com.

You Look Sick

Rolling patient assessment for EMS bike teams at foot races



by Hans Erdman, WEMT, NMBP Instructor/Trainer
Backcountry Trail Patrol, Isanti, MN

Trip, slip, stagger or stumble? If you know what you are looking for, the slightest misstep can tell you volumes about how a runner is feeling. So it was at the unseasonably warm Medtronic Twin Cities Marathon (TCM) in October 2006, when the young woman running next to me *staggered* at the 14-mile point. I rolled up next to her and asked how she was doing. She insisted that she was fine, just a bit tired, and could continue. My partner and I monitored her for a while, until we were needed to assist with a heat illness patient. We resumed riding, and a mile later, we discovered the object of our previous concern flat on her back with her feet elevated at the next aid station, where the doctors diagnosed her as being more than “just tired.”

Minnesota’s volunteer National Mountain Bike Patrol (NMBP) units have been assisting at special events since 1996, when the newly-created North-Central Mountain Bike Patrol helped save the life of an asthmatic woman who collapsed at the very first mountain bike event the patrol worked. In 2003, the North-Central patrol split into two separate units, the MORC (Minnesota Off-Road Cyclists) Mountain Bike Patrol, and the Backcountry Trail Patrol. The patrols have been part of the TCM medical team since 1998, riding the 26.2-mile course with AEDs and basic first aid equipment. We also work three triathlons, a duathlon, mountain bike races and charity/social bike rides. We have assisted with everything from blisters and sunburn to bee-sting anaphylaxis and a cardiac arrest, and we have developed a “sixth-sense” when it comes to figuring out who is tired, who is exhausted, and who could potentially have more serious problems.

Each year we deploy 10 to 14 NMBP patrollers on the TCM course in teams of two, consisting of a First Responder, OEC (National Ski Patrol Outdoor Emergency Care), or EMT paired with a first aider (or better). Most of the teams enter the course from the five-mile point every five minutes, after the elite-class runners pass that location, while one team does a sweep from the starting

line. The teams ride along with the 10,000-plus runners, watching for medical problems and providing assistance. Runners in the 2006 TCM faced much warmer than normal temperatures – 83°F rather than 45-60° — and as a result, we faced more heat-related illnesses than usual. There were two cardiac arrests, one of which was successfully resuscitated, and many heat cramping and

heat exhaustion cases, including several who needed to be transported.

It can be difficult to prepare first-time patrollers for some of the things they will see on the course, but we make them aware of some common behaviors and symptoms. Runners prepare for marathons in different ways, and the amount of effort they put into training shows up in sometimes alarming ways. In the last few miles of the course, it is not uncommon to see a runner with salt crystals caked on the sides of their face, pale and diaphoretic, but they will wave off offers of assistance, because they are accustomed to running long distances. They have been hydrating adequately with sports beverages, so their

electrolytes are good (hence the salt build-up on their face) and their pace is sound, so you just make a mental note and continue. A patroller may also see participants with bladder and bowel incontinence, and vomiting water (symptomatic of early stages of hyponatremia), food, or bile. In the proper context, each of these problems may or may not indicate an emergent situation. The key to knowing what may be an emergency harkens back to the very first thing we learn as medical responders...good patient assessment system (PAS) techniques.

Obviously, the runner is up and running, so the ABCs are covered, but you can’t jump to conclusions. As you ride up behind a runner, observe their behavior. What is your first impression? What do their pace and their gait look like? You can tell a lot about a runner’s overall condition just by observing their movements. Are they lifting their feet with each step? Is their pace even? Are they moving

(Continued on page 12)



Photo Courtesy Tony Scudiero Sports Photography



events

You Look Sick

(Continued from page 11)

forward at a steady pace, or is it varying, and by how much? If they are shuffling, is the leg movement steady or erratic? Often amateur runners, particularly those new to marathons, will slow to a shuffling gait in the last five to ten miles, but their progress is steady and, other than looking tired, they look OK. Are they limping, or is their gait uneven or irregular? Some runners may, for benign reasons, favor one leg, but their favoring (or limp) will be consistent, whereas somebody with blisters, cramping or musculo-skeletal problems will instinctively attempt to run normally, which results in an erratic limping action. Are they stumbling or staggering? Stumbling is often indicative of exhaustion, but can also be caused by irregularities in the running surface, failure to lift the foot high enough for the sole or toe of the shoe to clear the ground, or other mechanical reasons. Staggering, on the other hand, may also indicate the onset of a more serious medical problem,

... put those IPMBA slow speed riding skills to the test

as was the case with the abovementioned woman. When a person staggers while running, their whole countenance changes, and this is pretty obvious from the rear. Their feet stumble, and it may be mistaken for just that, but along with the stumble, the runner seems to drop or shrink perceptively. Their shoulder posture sags, the head may tilt forward, almost to the chest, and the arms lower or drop completely. Usually, the runner recovers and presses on, but this is a person worth watching. If the staggering repeats, the runner may actually fall and sustain traumatic injuries. Staggering may also be a symptom of a serious medical issues, such as hyponatremia, cardiogenic or hypovolemic shock, or heat-related illness.

How are they carrying their shoulders and arms? Normally, a runner will hold their arms bent 90 degrees at the elbow, with normal, natural movement from the shoulder as the runner strides. Arms down at the sides may or may not be much of a concern, but if they are stationary while the rest of the body is in motion, or the fists are clenched, with the arms either up or down, the runner may be responding to pain, cramping or other physical discomfort. Arms flopping loosely at the sides and/or slumping shoulders may signify exhaustion. An abnormally high shoulder position, with the neck tight and head drawn down, may indicate muscle spasms in the back or shoulders.

Facial appearance and interviewing are the last two parts of assessing a runner while on the roll. If any of the previously mentioned indicators has given you cause for concern, pull alongside the person for a look. Since these symptoms usually manifest themselves around the midway point, where the runners are pretty well spread out, riding next to the runner is usually not a problem, but remember to keep a

wary eye out for other runners, spectators, your partner, etc., and put those IPMBA slow speed riding skills to the test. What is their facial appearance? Are they sweating freely? Pale or red-faced? Is there salt along the sides of the face or in the hair? Are they bleeding from the nose or mouth?

You really only have a second or two to determine these things. Then, without interrupting their pace, simply ask a non-threatening question, such as "How're you doing?" or "Are you okay, runner?" Listen to their response very carefully, noting its *quality* as well as the words. Are they breathless beyond what should be normally expected? Runners in good condition, even non-elite classes, often carry on conversations with their co-runners right up to the finish line. Does their pace alter perceptively while they answer you? This may indicate all their effort is going into making progress. Do they just nod, or fail to answer or acknowledge you? These are runners to be concerned about. Does the runner "look sick"?

As first responders at the TCM, we cannot pull racers off the course except in a bona-fide emergency, but if the overall condition of a runner concerns us, we note their bib number and pass it on to the next couple aid stations, so they can be watching for the person. Often, our concerns are valid, and the runner will stop at an aid station because they don't "feel right". However, if you are ever confronted with a set of symptoms that indicate the runner should be a patient, don't hesitate to either pull them over if you can, or at least shadow them to the next aid station.

The Medtronic Twin Cities Marathon has an excellent reputation for providing the highest quality medical support to its 10,500 runners. Under the direction of Dr. Bill Roberts, one of the most highly regarded marathon medical experts in the country, the event staff of doctors, nurses, physical therapists, paramedics, EMTs, Ski Patrol OEC Techs, First Responders and first aiders has historically provided one of the safest marathon events in the world. The volunteers of the National Mountain Bike Patrol have been part of that response for nine years. Once again, on the first Sunday in October in 2007 the red jerseys of the NMBP were seen working their way through the runners on the course of "the most beautiful urban marathon in America."

Hans Erdman has been part of the National Mountain Bike Patrol (NMBP) since it started in 1995, and was one of the original Instructor-Trainers named by NORBA to build the program in 1996. He is patrol director of the Backcountry Trail Patrol in Minnesota and western Wisconsin, IMBA-NMBP Regional Representative for MN, ND, SD and WI, and a past member of NMBP's National Advisory Committee. Hans has been an EMT since 1973, Wilderness EMT certified since 1979, and is a former paramedic. He also uses a bike at his job as a State Park Ranger at Sand Dunes State Forest Recreation Area, in Orrock, MN. He can be reached at erdman@trailpatrol.org.

POLICE BIKE STORE

www.PoliceBikeStore.com

PoliceBikeStore.com – Our name says it all. We are in business to fulfill all of your Police Bike Patrol needs. Whether you need to outfit one bike, or your entire department, we can fulfill all of your biking needs – from bikes, lights and tools, to eyewear, helmets and gloves plus much more.



Introducing the New Fuji 2008 Police Bikes

The bikes that have been long anticipated are now available for immediate shipment, ranging in size from 15" to 22" Frames complete with Fuji's state-of-the-art Altair frame technology.

The Fuji Special features 27 Speeds with Shimano Deore, a Remote-Push Button Lock Out Rock Shox Fork, and too much more to mention here – take a look at it today at policebikestore.com and be sure to view the new Fuji Patrol – which is taking a mid-level priced bike to a whole new level.



impactx

Just Added

If it's strong enough for Apache Helicopter windshields, imagine how well it performs as sunglass lenses – Experience the blend of Protective and Functional Eyewear at an entirely new level with Rudy Project ImpactX Technology.

Recent Customer Comment

“I credit you and your company for exceptional Customer Service and professionalism!”

Mary L., Defense Supply Center



**Bicycles – Lights – Tools – Pumps
Vehicle Racks – Helmets – Eyewear – Computers
Bags – Sirens – and Growing Every Day**

We are proud to be a Corporate Member of IPMBA and are partnered with the leading brands in the Bike Patrol Business.

We ship Nationwide and have been supplying Police Departments, Military, EMS, & Security Departments throughout the United States.



Smith & Wesson



Safe, Easy and Secure Online ordering, Plus, we accept Purchase Orders, PO's and can invoice your department.

Order Online at www.PoliceBikeStore.com or by phone at 309-797-9028

Tele: 309.797.9028

Fax: 309.797.9490

Website: www.policebikestore.com

Email: info@policebikestore.com

Police Equipment Supplier Launches New Online Community

Moline, IL - Spring, 2007 – PoliceBikeStore.com is no longer just a place to buy the best Police Bicycle Equipment available. It is also a place to converse with fellow patrol officers, EMS and Security agents in an online community. Learn about new techniques, success stories through the use of patrol bikes. Share ideas, ask questions, learn from each other and communicate across the globe. Stay tuned for industry representative blog spots and our e-newsletter full of great tips, resources, ideas and news. This is an interactive program where we will add your stories to the newsletter and post them to the website. A place to teach, learn, share ideas or just say hello to fellow riders – new from PoliceBikeStore.com

Corporate Members



IPMBA proudly recognizes the following organizations for their continued support and assistance to IPMBA and the profession of public safety cycling. They have helped to ensure that we can continue our mission of providing education, training, and resources for public safety cyclists worldwide. To become a corporate member, contact Maureen at maureen@ipmba.org or 410-744-2400.

Cycle-Force UK

Charles Beral
++44(0)1344 862550
Info@www.cycle-force.co.uk
www.cycle-force.co.uk



Rapid Response Bike

Ed Collins
330-283-0062
info@rrbike.com
www.rrbike.com



Cycle Source Group

Peter Carey
515-232-0277
peterc@cyclesg.com
www.swbikes.com



R & B Fabrications

David Belton
419-594-2743/800-553-1911
info@rbfab.com
www.rbfab.com



Mocean

Bill Levitt
949-646-1701
moceanbl@aol.com
www.mocean.net



Trek Bicycle Corporation

Stefan Downing
800-313-8735 x 4911
police@trekbike.com
www.trekbikes.com



Police Bike Store

Michael Espejo
309-797-9028
info@policebikestore.com
www.policebikestore.com



Volcanic Bicycles

Eric Kackley
360-943-8613
eric@volcanicbikes.com
www.volcanicbikes.com

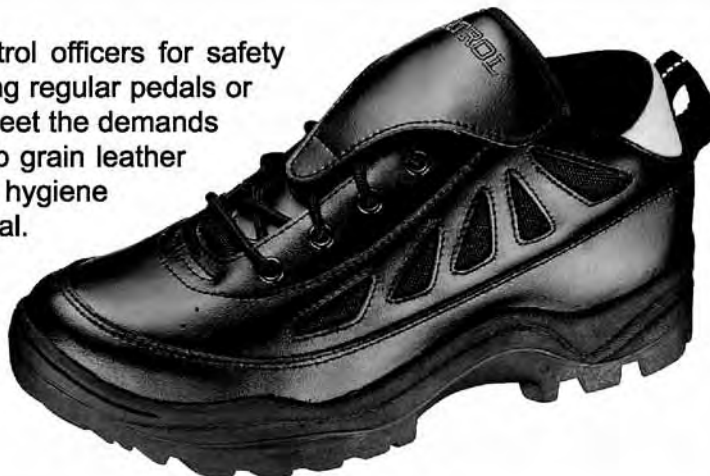


No express or implied endorsements are being made by IPMBA for any product, service, program, or organization.

COMFORT SAFETY DURABILITY

To prevent injury when cycling a stiffened sole is essential. Properly designed cycling footwear has a rigid mid-sole extending from the ball of the foot to the heel to guard against the crippling effects of Plantar Fasciitis and Metatarsalgia. The mid-sole also adds to comfort and efficiency by transferring the pedal pressure over the whole sole area, no localized soreness or pressure points caused by the pedals.

Patrol shoes were designed by IPMBA bike patrol officers for safety and comfort on and off your bike. Clipped in, using regular pedals or in pursuit off the bike Patrol shoes are made to meet the demands of public safety professionals. Made from soft top grain leather Patrol shoes breathe naturally for comfort and hygiene and can be polished to look smart and professional. The SPD compatible mid sole accepts all popular MTB cleat systems.



SPECIAL IPMBA DISCOUNT

79.95 REGULAR RETAIL 109.95
SHIPPING AND HANDLING
WITHIN USA \$8.90/PR

ORDER www.patrolcycle.com
freecall USA, 800 208 2032

USA DISTRIBUTION
PATROL BIKE SYSTEMS
P.O. BOX 9306
ST PAUL, MN 55109-0306
TEL: 651 773 8763

UK DISTRIBUTION
CYCLE FORCE UK LTD
10 MARKET STREET
BRACKNELL RG12 1JG
TEL: (0)1344 862560



Product Purchase Program

Welcome to the IPMBA Product Purchase Program! Since its humble beginnings in 1997 with just four members, the Product Purchase Program has grown to include 80 fine companies, including several from beyond the U.S. borders.

These companies provide a wide variety of goods and services, but they share a commitment to IPMBA members. By taking advantage of these discounts, you can pay for your membership with just a few purchases! These listings have been abbreviated somewhat in order to accommodate more participants, however, the full listings can be found in the Industry & Resources section at www.ipmba.org. *Pages 15-18.*

ABS SPORTS

Product: Super Saddle
Regular Cost: \$99
Cost to Members: \$89
Contact Name: Van Zevenbergen
Phone: 609-371-1554/**Fax:** 609-371-1554
Website: www.abs-sports.com
Email: sales@abs-sports.com

ALERTE SYSTEMS INT'L

Product: "Trail-Blazer" Bike Light Kit
Regular Cost: Contact for Product List
Cost to Members: 10% off 1-10 units; 15% off 11-20 units
Contact Name: Bill Phillips
Phone: 800-728-1536/**Fax:** 800-635-1536
Website: www.alertesystems.com
Email: sales@alertesystems.com

ALL WEB MAIL ORDER

Product: Electric Police Bike
Regular Cost: \$2500 & \$1900
Cost to Members: \$1999 & \$1600
Contact Name: Robert Grippo
Phone: 877-570-6963/**Fax:** 570-504-8518
Website: www.allwebscooters.com
Email: gand@epix.net



ANDUSA & Co.

Product: Montague Paratrooper Folding Bike
Regular Cost: £550 + Delivery
Cost to Members: £475 + Delivery
Contact Name: Chulan Weeresinghe
Phone: ++(0)2082419826/**Fax:** ++(0)2082410999
Website: www.montaguebikes.co.uk
Email: sales@montaguebikes.co.uk

Available to UK forces. Supply valid IPMBA membership number with order.

BIKE TAC DESIGNS

Product: Siren, Earphone for Helmet
Regular Cost: Siren: \$32.95; Earphones: \$21.95
Cost to Members: Siren: \$28.95; Earphones: \$18.25
Contact Name: Shelley Gale
Phone: 541-892-5344/**Fax:** 541-273-6624
Website: www.biketac.com
Email: lt.gale@biketac.com
Send email with IPMBA membership.

BIKE WORLD

Product: Bicycles and bike accessories.
Regular Cost: Competitive Internet Sale Prices
Cost to Members: Wholesale + 35%
Contact Name: Mike Beatty
Phone: 800-928-5558/**Fax:** 210-828-3299
Website: www.bikeworld.com
Email: mike.beatty@bikeworld.com
Contact Mike Beatty at 1-800-928-5558.

BRAKE DIRECTOR

Product: Brake Director: One-Hand Power Braking System for Bicycles
Regular Cost: \$150

Cost to Members: \$100
Contact Name: David Krafchick
Phone: 206-285-6518/**Fax:** 206-285-6518
Website: www.brakedirector.com
Email: davidk@brakedirector.com
Contact with member number for directions to a special purchase page.

BRATWEAR

Product: Bike Uniforms
Regular Cost: Contact for Product List
Cost to Members: 10% off Standard Price List
Contact Name: Sara or Sally
Phone: 253-517-4000/**Fax:** 253-517-4004
Website: www.bratwear.com
Email: sara@bratwear.com or sally@bratwear.com

BRAVE SOLDIER

Product: Ointments, Shave Gels, Lip Balms, etc.
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Contact Name: IPMBA Coordinator
Phone: 888-711-BRAVE/**Fax:** 323-852-6604
Website: www.bravesoldier.com
Email: contact@bravesoldier.com

BROFORM.COM PRO-PURCHASE MARKETPLACE

Product: Outdoor-Bike-Action Sports Gear
Regular Cost: Promotional Pricing for Industry Insiders/Pros
Cost to Members: Promotional Prices on Gear; Free Membership
Contact Name: John Shelly
Phone: 877-420-2766/**Fax:** 604-608-9279
Website: www.broform.com
Email: js@broform.com or info@broform.com
Email full name, department name, email address, IPMBA membership number & expiration date to BroForm contact.

BUDBRAKE INT'L, LLC

Product: Automatic Brake System Modulator
Regular Cost: \$49.95 full kit; \$29.95 modulator only.
Cost to Members: 40% off MSRP
Contact Name: Bud Nilsson
Phone: 209-712-6980
Website: www.budbrake.com
Email: bud@budbrake.com

BUSHWHACKER USA

Product: MESA Rear Rack Trunk
Regular Cost: \$55
Cost to Members: \$35
Contact Name: Jeff Sims
Phone: 800-344-1256/**Fax:** 801-829-6104
Website: www.bushwhackerbags.com
Email: jss1205@aol.com

BYCYCLE, INC.

Product: Bicycle Saddle
Regular Cost: Contact or Visit Website for Pricing
Cost to Members: 20% off Retail on any Product
Contact Name: Jim Bombardier
Phone: 877-397-2165/**Fax:** 503-892-3544
Website: www.bycycleinc.com
Email: bycycleinc@qwest.net

CANE CREEK CYCLING COMPONENTS

Product: Suspension Seatpost
Regular Cost: \$149
Cost to Members: \$88
Contact Name: Lena Warren
Phone: 800-234-2725/**Fax:** 828-684-1057
Website: www.canecreek.com
Email: lena@canecreek.com

CASCADE DESIGN

Product: Platypus Hydration Systems
Regular Cost: Contact for Pro-Form Pricing
Cost to Members: Wholesale Pricing
Contact Name: Jonathan Shapas
Phone: 800-527-1527/**Fax:** 800-583-7583
Website: www.cascadedesigns.com
Email: jonathan.shapas@cascadedesigns.com

CATEYE ELECTRONICS

Product: Computers, Heart Rate Monitors, Lighting Systems
Regular Cost: See Website for Products & Pricing
Cost to Members: Pro-Deal Pricing
Contact Name: Ellen Hall
Phone: 800-522-8393/**Fax:** 303-473-0006
Website: www.cateye.com
Email: ellen@cateye.com

Contact Ellen for Pro-Deal form, pricing, and availability. Group and bulk orders preferred; one contact per agency/order.

CHRISTINI TECHNOLOGIES

Product: All Wheel Drive Mountain Bikes
Regular Cost: \$3100-\$4500+
Cost to Members: \$1800 +; quantity discounts
Contact Name: Justin Kline
Phone: 215-351-9895/**Fax:** 215-351-9896
Website: www.christini.com
Email: sales@christini.com

CYCLE SIREN

Product: Cyclesiren Trooper, Patrol & EMS mini-sirens
Regular Cost: Visit www.cyclesiren.com.
Cost to Members: 10% off Retail
Contact Name: Greg Bohning
Phone: 877-477-4736/**Fax:** 714-415-2006
Website: www.cyclesiren.com
Email: sales@cyclesiren.com

E-mail or call with your name and IPMBA membership number.



CYCLE SOURCE GROUP

Product: Bikes & Accessories
Regular Cost: Contact for Product List
Cost to Members: 20-35% off Retail
Contact Name: Peter Carey
Phone: 877-533-7245/**Fax:** 515-232-0279
Website: www.swbikes.com
Email: peterc@cyclesg.com

CYCLOPS

Product: Equipment & Accessories
Regular Cost: Contact for Product List
Cost to Members: 10-30% off Retail
Contact Name: Ashley Foster
Phone: 843-259-8368
Email: cyclopstact@yahoo.com

DANALCO

Product: Sealskinz & Chillblocker Waterproof Socks & Gloves
Regular Cost: Contact for product list
Cost to Members: Net Price
Contact Name: Sam Matthews
Phone: 800-868-2629/**Fax:** 800-216-9938
Website: www.danalco.com
Email: sam@danalco.com

DE SOTO SPORT

Product: Triathlon Clothing and Wet Suits
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Contact Name: Emilio De Soto II
Phone: 800-453-6673/**Fax:** 858-578-6021
Website: www.desotosport.com
Email: contact@desotosport.com



DEMAND TECHNOLOGY, LTD.

Product: Lightrider Cycle Light
Regular Cost: £27.50
Cost to Members: £23.70; Case of 16: £18 each
Contact Name: Gill Hawkins
Phone: (01252) 612661/**Fax:** (01252) 612662
Website: www.lightrider.co.uk
Email: gill@demandtechnology.com

DESERT SUN

Product: Bike First Aid Kits
Regular Cost: \$20 plain; \$22 printed
Cost to Members: 1-9 units: 10% off; 10+ units: 15% off
Contact Name: Bertie Anderson
Phone: 760-468-1800
Email: bertiea@hotmail.com

DO WRAP PERFORMANCE

HEADWEAR

Product: Under Helmet Headbands & Bandanas
Regular Cost: \$9.95-\$24.95
Cost to Members: 25% off Retail
Contact Name: John Okon, Joseph Mach
Phone: 800-359-2514/**Fax:** 773-770-4201
Website: www.dowrap.com; www.sweatvac.com
Email: john@dowrap.com

Online orders: type IPMBA in coupon code to receive discount. Custom orders available.

DYNAMIC BICYCLES

Product: Chainless Police Bikes
Regular Cost: Contact for Product List.
Cost to Members: Contact for Special Pricing.
Contact Name: Patrick Perugini
Phone: 800-935-9553/**Fax:** 508-429-9119
Website: www.dynamicbicycles.com
Email: info@dynamicbicycles.com

ELECTRIC TRANSPORTATION SOLUTIONS

Product: Bikes & Accessories for LE and EMS
Regular Cost: See website for product list.
Cost to Members: Contact for special pricing
Contact Name: Seth Leitman
Phone: 866-895-2238/**Fax:** 914-220-8396
Website: www.electrictransport.net
Email: ets@electrictransport.net

A portion of all proceeds will be donated to IPMBA.

ELECTRIK MOTION

Product: Electric Mountain Bicycle
Regular Cost: \$949
Cost to Members: 10% off
Contact Name: Andy Koblick
Phone: 866-372-6687/**Fax:** 845-215-6054
Website: www.electrikmotion.com
Email: electrikmotion@aol.com
IPMBA membership number required.

ELHN BADGE & EMBLEM DESIGN

Product: Police Badges, Emblems, Pins, Coins
Regular Cost: Varies
Cost to Members: 25% off
Contact Name: ELHN Rep
Phone: 203-364-8644/**Fax:** 860-256-4499
Website: www.elhnbadge.com
Email: elhnbadgedesign@aol.com
Call or email design/quantity for price quote.

ERGO, LLC

Product: "The Seat" Ergonomic Bike Seat
Regular Cost: \$40 lycra/gel; \$29 vinyl; \$20 faux leather
Cost to Members: \$30 lycra/gel; \$23 vinyl; \$15 faux leather
Contact Name: Thomas White
Phone: 425-333-6161/**Fax:** 425-333-6355
Website: www.thecomfortseat.com
Email: daedalus@nwlink.com

EV TECH

Product: Bikes & Accessories for LE and EMS
Regular Cost: See website for product list.
Cost to Members: Contact for special pricing
Contact Name: Doug Canfield
Phone: 972-851-9990/**Fax:** 972-851-9993
Website: www.texaselectricbikes.com
Email: dcanfield@evtech.us
A portion of all proceeds will be donated to IPMBA.

EXPOSURE/USE (ULTIMATE SPORTS ENGINEERING)

Product: Lighting Systems
Regular Cost: Contact for Product Information.
Cost to Members: Contact for Discount Details
Contact Name: Jonathan Sharpe
Phone: ++ (0) 1798 344477/**Fax:** ++1798 34499
Website: www.use1.com
Email: info@exposurelights.com

EYE SAFETY SYSTEMS, INC.

Product: Protective Eyewear - Military, LE, Tactical
Regular Cost: Contact for List Prices
Cost to Members: 30-40% off List Price
Contact Name: Willy Breen
Phone: 208-726-4072/**Fax:** 208-726-4563
Website: www.essgoggles.com
Email: wgreen@essgoggles.com

FINISH LINE

Product: Bicycle Care Products
Regular Cost: MSRP
Cost to Members: 50% off MSRP & Free Shipping
Contact Name: David Clopton
Phone: 631-666-7300/**Fax:** 631-666-7391
Website: www.finishlineusa.com
Email: davidclopton@finishlineusa.com

Enter IPMBA Member number and "Apply 50% discount/free shipping" in the Comments field.

FOSTER GRANT SUNGLASSES

Product: Ironman Sunglasses
Regular Cost: \$24.99-\$100 MSRP
Cost to Members: 40% off MSRP
Contact Name: Bill Paine

Phone: 215-335-9218/**Fax:** 215-708-1096
Email: painews@aol.com

FUJI AMERICA

Product: Bikes & Accessories
Regular Cost: Contact for Product List
Cost to Members: Special Prices on Selected Models
Contact Name: Steve Harad
Phone: 215-824-3854 x1111/**Fax:** 215-824-1051
Website: www.fujibikes.com
Email: sharad@fujibikes.com

GATORZ EYEWEAR

Product: Eyewear
Regular Cost: \$139-\$159
Cost to Members: 25% off published retail rates
Contact Name: Tom Harwood
Phone: 800-767-4287 x104/**Fax:** 858-748-5544
Website: www.gatorz.com
Email: tom@gatorz.com
Must contact Tom directly.

GITA SPORTING GOODS

Product: Giordana Apparel
Regular Cost: Contact for Product List
Cost to Members: 10% off Giordana
Contact Name: Nelson Frazier
Phone: 800-FON-GITA x 319
Fax: 704-588-4322
Website: www.gitabike.com
Email: info@gitabike.com

On website, enter "IPMBA" in promotion code box.

GROVE TOOLS, INC.

Product: Seat Locks
Regular Cost: \$29.95
Cost to Members: \$19.95
Contact Name: Rob Smith
Phone: 563-588-0536/**Fax:** 563-588-0302
Website: www.saveyourseatlock.com
Email: rob@saveyourseatlock.com

IMBA

Product: IMBA Membership
Regular Cost: Varies; see website
Cost to Members: \$10 off National Mountain Bike Patrol Membership
Contact Name: Spencer Powlison
Phone: 888-442-IMBA x101/**Fax:** 303-545-9026
Website: www.imba.com
Email: membership@imba.com

Submit copy of IPMBA membership card with NMBP membership application or renewal notice.

IOSSO PRODUCTS

Product: Cleaners & Lubes for Guns & Bikes
Regular Cost: Contact for Product List
Cost to Members: 20% off Retail
Contact Name: Marianne Iosso
Phone: 888-747-4332/**Fax:** 847-437-8478
Website: www.ioosso.com
Email: iossoproducts@ioosso.com

KENDA USA

Product: Premium Bicycle Tires & Tubes
Regular Cost: MSRP
Cost to Members: 60% off MSRP
Contact Name: Karen or Cindy
Phone: 614-866-9803/**Fax:** 614-866-9805
Website: www.kendausa.com
Email: bicycle@kendausa.com
Contact for Order Form.

KUJI SPORTS CO. LTD.

Product: Helmets; Public Safety Helmets
Regular Cost: \$39.99-\$159.99
Cost to Members: \$17-\$50; Public Safety: \$25
Contact Name: Bill Paine
Phone: 215-335-9218/**Fax:** 479-254-0289
Website: www.ironmanhelmets.us
Email: painews@aol.com
Public safety: available in black or white & with choice of stickers: police/EMS/Sheriff/Fire Dept/Security.

LANE SUNGLASSES INC

Product: Protective Eyewear & Goggles
Regular Cost: Contact for Product List
Cost to Members: 30% off Retail for Quantity Purchases
Contact Name: Neal Dykstra
Phone: 800-542-7850/**Fax:** 219-956-2112
Website: www.lanesunglasses.com
Email: eyewear@netnitco.net

LEONARD CONSULTING GROUP

Product: S&W and Fuji Bikes, Lightman Strobes, Duty Gear
Regular Cost: See Website
Cost to Members: 10% off Regular Prices
Contact Name: Mark Leonard
Phone: 501-517-5338/**Fax:** 501-653-2969
Website: www.themaskedmerchant.com, www.4bike-police.com
Email: LCGInc@sbcglobal.net

When ordering online, use coupon code IPMBA 10 for 10% discount.

LIFT & STORAGE SYSTEMS, INC.

Product: Automatic Bike Lift Storage Systems
Regular Cost: \$4,295 (30 bikes); \$6,590 (60 bikes)
Cost to Members: \$4,000 (30 bikes); \$6,000 (60 bikes)
Contact Name: Shawn Jones
Phone: 800-825-4777/**Fax:** 651-777-1535
Website: www.liftstore.com
Email: sjones@liftstore.com

LIGHTCYCLES

Product: Bicycle Parts & Accessories
Regular Cost: Contact for Product List
Cost to Members: 20-25% off Retail
Contact Name: Bob Light
Phone: 518-420-4666
Email: lightrj@plattsburgh.edu
Email for details/availability/shipping charges.

LOUKA TACTICAL TRAINING LLC

Product: Video: Firearms & Training Issues
Regular Cost: \$25, incl. shipping
Cost to Members: \$23, incl. shipping
Contact Name: Lou Ann Hamblin
Phone: 734-697-6342
Website: http://home.comcast.net/~kdvonk/LouKaLLC.html
Email: louannblackwidow@aol.com

MADISON BICYCLE SHOP

Product: Bikes, Uniforms, and Accessories
Regular Cost: See Website for Product List
Cost to Members: Up to 15% off; up to 12 months financing same as cash
Contact Name: Sal Piccolo
Phone: 973-377-6616/**Fax:** 973-822-3551
Website: www.madisonbicycleshop.com
Email: contact@madisonbicycleshop.com
Complete police application. Call to demo police mountain bike.

MAKLITE

Product: Illuminated Safety Light Products
Regular Cost: \$10.95 (9" Strips With Velcro)

Cost to Members: \$7.00
Contact Name: William Maki
Phone: 800-888-5427/**Fax:** 773-276-3331
Website: www.librasafety.com
Email: libre.safety@prodigy.net

MARWI USA, INC.

Product: Lighting Systems
Regular Cost: \$99-\$399
Cost to Members: Contact for Discount
Contact Name: Austin Hallam
Phone: 800-448-3876/**Fax:** 618-395-4711
Website: www.marwiusa.com
Email: austin@magaurausa.com

MAXIT DESIGNS

Product: Headgator™/Hothead™/Thermal Beanie™
Regular Cost: \$17.50 Headgator™/Hothead™/\$15.40 (Beanie)
Cost to Members: \$10.50 Headgator™/Hothead™/\$9.40 (Beanie)
Contact Name: Liz

Phone: 800-556-2948/**Fax:** 916-489-7031
Website: www.maxit-inc.com, www.headgator.com
Email: info@maxit-inc.com

35% off other in-stock items. Visit website for information and call for availability. Have IPMBA membership number handy.

MAXXIS TIRES

Product: Bike Tires & Tubes
Regular Cost: Contact for Product List
Cost to Members: 50% off Retail (Pro-form)
Contact Name: Ben Burgis
Phone: 800-4MAXXIS/**Fax:** 770-962-7705
Website: www.maxxis.com
Email: bikeorders@maxxis.com



MOCEAN

Product: Bike Patrol Uniforms
Regular Cost: Contact for Product List
Cost to Members: 25% off Retail
Contact Name: Bill Levitt

Phone: 877-662-3680/**Fax:** 949-646-1590
Website: www.mocean.net
Email: moceanbl@aol.com

MONTAGUE BIKES

Product: Paratrooper Tactical Folding Mountain Bike
Regular Cost: \$645
Cost to Members: Free Folding Pedals & Kickstand with Purchase
Contact Name: Dave Winding
Phone: 800-736-5348/**Fax:** 617-491-7207
Website: www.montagueusa.com
Email: dwinding@montagueusa.com

MOUNTAIN RACING PRODUCTS

Product: Power Grips, White Brothers Forks, Kreidler Rollers
Regular Cost: Contact for Product List
Cost to Members: 20% off Retail
Contact Name: Paul Aeita
Phone: 800-999-8277/**Fax:** 970-241-3529
Website: www.mrpbike.com
Email: paeita@mrpbike.com

NUGO NUTRITION

Product: Nutrition/Energy Bars
Regular Cost: \$1.59/bar; \$23.85/box
Cost to Members: \$1.02/bar; \$15.25/box
Contact Name: Keith Rohrluck
Phone: 888-421-2032/**Fax:** 412-781-4120
Website: www.nugonutrition.com
Email: krohrlick@nugonutrition.com

Call 888-421-2032 to order, and have your IPMBA membership number & expiration date handy.

OLYMPIC UNIFORMS/J. MARCEL

Product: Bike Patrol Uniforms
Regular Cost: Contact for Product List
Cost to Members: 10% off Retail Prices
Contact Name: Julie Cruise/Rachel Peterson
Phone: 888-722-9222/**Fax:** 206-722-1521
Website: www.olyuniforms.com
Email: reps@olyuniforms.com

OPENHOUSE PRODUCTS

 **Product:** Panniers, Cycle Bags, Lyteline High-Viz Products
Regular Cost: £10 - £500
Cost to Members: 15% off Regular Prices
Contact Name: Bruce Burns
Phone: 0422 824777/**Fax:** 0422 824666
Website: www.openhouseproducts.com
Email: bruce@openhouseproducts.com
Provide IPMBA membership number when ordering.

PARADIGM TACTICAL PRODUCTS

Product: FRISKER PRO Hand Worn Metal Detector
Regular Cost: \$194.95 + S&H
Cost to Members: \$155 + S&H
Contact Name: Camilla Cutler
Phone: 978-352-6633/**Fax:** 978-352-7799
Website: www.frisker.com
Email: sales@paradigm tactical.com

PATROL CYCLE LLC

Product: Patrol Cycle Shoe
Regular Cost: \$89.95
Cost to Members: \$79.95
Contact Name: Mark Eumurian
Phone: 800-208-2032/**Fax:** 651-773-8762
Website: www.patrolcycle.com
Email: patrolbike@earthlink.net; bgorton@patrolcycle.com

POLARPAK

Product: PolarPak Reservoir 2-2.25 L
Regular Cost: \$29.95
Cost to Members: \$14.98
Contact Name: Jeff Skillern
Phone: 208-426-9058/**Fax:** 208-424-8687
Website: www.polarpak.com
Email: jeff@polarpak.com
Discount not available via online ordering.



POLICE BIKE STORE

Product: Fuji, S&W, Lights, Sirens, Bags, Accessories
Regular Cost: Contact or Check

Website for Product List
Cost to Members: 10-35% off Retail
Contact Name: Michael Espejo
Phone: 309-797-9028/**Fax:** 309-797-9028
Website: www.policebikestore.com
Email: info@policebikestore.com

PROGOLD LUBRICANTS

Product: ProLink Chain Lube, ProGold Lubes, EPX
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Contact Name: Doug or Van
Phone: 800-421-5823/**Fax:** 404-766-3977
Website: www.progoldmfr.com
Email: progoldmfr@aol.com

PROMARK INT'L INC.

Product: Full Line Law Enforcement Equipment
Regular Cost: Contact for Product List
Cost to Members: 40% off Most Products
Contact Name: Kenneth Batcher
Phone: 800-645-4443/**Fax:** 516-795-4259
Website: www.publicsafetymall.com
Email: promarkint@aol.com

PUBLIC SAFETY LOGOS

Product: Badges/Badge Cases/Jewelry/Patches/Etc.
Regular Cost: \$40-\$115
Cost to Members: 10% off + drop ship free on \$150 or more
Contact Name: Michael Carrizales
Phone: 800-276-0706/**Fax:** 281-251-4786
Website: www.publicsafetylogos.com
Email: sales@publicsafetylogos.com

Code: 20PMBA04 and IPMBA membership number must accompany order.



R & B FABRICATIONS

Product: Panniers & Safety Vests
Regular Cost: Contact for Product List
Cost to Members: 15% off Retail

Contact Name: Tina Lime
Phone: 800-553-1911/**Fax:** 419-594-2250
Website: www.rbfab.com
Email: info@rbfab.com

REDMAN TRAINING GEAR

Product: Defensive Tactics Training Gear
Regular Cost: Contact for Product List
Cost to Members: 10% off Retail
Contact Name: Bob Brothers
Phone: 800-865-7840/**Fax:** 800-459-2598
Website: www.redmangear.com
Email: bob.brothers@redmangear.com

RUBEL BIKEMAPS

Product: Bicycling Street Smarts: 48-page booklet
Regular Cost: See website for price schedule.
Cost to Members: Free shipping on any size order.
Contact Name: Andy Rubel
Phone: 617-776-6567/**Fax:** 617-623-1523
Website: www.bikemaps.com
Email: info@bikemaps.com

Contact for free sample; see full text at www.bikemaps.com.

RUDY PROJECT

Product: Sunglasses, Sport Eyewear, Helmets, Goggles
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Contact Name: Craig Mintzloff
Phone: 949-272-2458/**Fax:** 949-221-3826
Website: www.rudyprojectusa.com
Email: craig@rudyprojectusa.com

At www.rudyprojectusa.com, click on OTHER INFO, then BATMAN. Enter activation code: services.

SEVEN STAR SPORTS

Product: Cycling Helmets, Multi-Sport Helmets, Protective Wear
Regular Cost: Bike Helmet: \$6; Visor Helmet: \$7; ABS Helmet: \$7; HOG ABS Helmet: \$9
Cost to Members: Bike Helmet: \$5; Visor Helmet: \$6; ABS Helmet: \$6; HOG ABS Helmet: \$8
Contact Name: Purvis Mirza
Phone: 888-527-7827/**Fax:** 905-574-7082
Website: www.sevenstarsports.com
Email: purvis@sevenstarsports.com

Freight Charge: \$1 per unit.

SIGMA SPORT

Product: Lighting Systems, Bike Computers, Heart Rate Monitors
Regular Cost: Retail
Cost to Members: 40% off Retail
Contact Name: James Keller
Phone: 888-744-6277/**Fax:** 630-761-1107
Website: www.sigmasport.com
Email: keller@sigmasport.com

SIGNAL MEASUREMENT CO.

Product: GPS & Communication Mounts
Regular Cost: Contact for Product List
Cost to Members: 30% off Retail
Contact Name: Tom Polcyn
Phone: 800-527-1079/**Fax:** 281-356-0099
Website: www.smc-amp.com
Email: tpolcyn@smc-amp.com

SUPERIOR GEAR

Product: Chain Stain Away Pant Protector
Regular Cost: Base/Standard Model: \$17.99
Cost to Members: 10% off Regular Price; quantity discount for 10 or more.
Contact Name: Frank Pollari
Phone: 888-519-2250/**Fax:** 807-473-4597
Website: www.chainstainaway.com
Email: sales@superior-gear.com

For online ordering, enter IPMBA5 in the coupon box.

SWAGMAN

Product: Bicycle Carriers (Roof/Hitch/Trunk)
Regular Cost: Contact for Product List
Cost to Members: 15% off Retail
Contact Name: Debbie
Phone: 800-469-7924/**Fax:** 800-469-7893
Website: www.swagman.net
Email: debbie@swagman.net

All Shipments Made from Orville, WA.

TERRY PRECISION CYCLING

Product: Bikes, Accessories, Seats, Apparel
Regular Cost: Contact for Product List
Cost to Members: Terry Apparel -- wholesale; see notes for more.
Contact Name: Ginny Weisel
Phone: 800-289-8379 x 13/**Fax:** 315-986-2104
Website: www.terrybicycles.com
Email: ginny@terrybicycles.com

10% off wholesale on Terry saddles. Contact Ginny via email for pro deal order form.

TIMEX WATCH CORPORATION

Product: All Timex Products
Regular Cost: Contact for Product List
Cost to Members: 33% off MSRP
Contact Name: Bill Paine
Phone: 215-335-9218/**Fax:** 215-708-1096
Website: www.timex.com
Email: painews@aol.com

TUFFRHINO SAFETY SUPPLY

Product: Safety Gear, Hi-Viz Apparel, Cooling Products
Regular Cost: Contact for Product List
Cost to Members: 10% off
Contact Name: Jennifer Reich/Lori Liszner
Phone: 866-922-4488/**Fax:** 201-438-4555
Website: www.tuffrhino.com
Email: customerservice@tuffrhino.com

Use Coupon Code IPMBA at checkout.

UNITED BICYCLE SUPPLY

Product: Bicycle Tools and Parts
Regular Cost: Wholesale Pricing
Cost to Members: Wholesale Pricing to Departments

Contact Name: Pete

Phone: 541-482-1750/**Fax:** 541-482-1132
Call to establish an account for your department to be eligible for wholesale pricing on all products.



VISION 2000 LEEDS LTD.

Product: Mobile Surveillance Systems for Push Bikes
Regular Cost: £1500 + VAT
Cost to Members: 10% discount
Contact Name: Alex Hayes
Phone: 01132 370293/**Fax:** 0113 2370294
Website: www.v2k.co.uk
Email: alex@vision-2000.co.uk

Email contact details and IPMBA membership number.



VOLCANIC BICYCLES

Product: Bikes, Accessories, Outdoor & Camping Gear
Regular Cost: Contact for Product List
Cost to Members: Avg. 25% off MSRP

Contact Name: Eric Kackley
Phone: 360-943-8613
Website: www.volcanicbikes.com
Email: eric@volcanicbikes.com

WTB

Product: Tires, Saddles, Headsets, Pedals, Wheel Parts
Regular Cost: Contact for Product List
Cost to Members: 15% off Wholesale Prices
Contact Name: Chris Schierholtz
Phone: 415-389-5040/**Fax:** 415-389-5044
Website: www.wtb.com
Email: cschierholtz@wtb.com

ZEAL OPTICS

Product: Sport Eyewear & Goggles
Regular Cost: \$79.99 - \$200
Cost to Members: 50% off suggested retail.
Contact Name: Sport Stars Pro Sales
Phone: 800-784-4090
Website: www.zealoptics.com
Email: melissa@zealoptics.com

Call Sport Stars Pro Sales for a discount code.

ZENSAH

Product: Tactical Shirts & Shorts
Regular Cost: Shirts \$39.95/Shorts \$34.95
Cost to Members: 30% off Regular Cost
Contact Name: Ryan Oliver
Phone: 877-614-5076/**Fax:** 305-675-0221
Website: www.zensah.com
Email: tactical@zensah.com

When ordering online, type "IPMBA30".

ZOGICS LLC

Product: Citrawipe Degreasing Hand Wipes
Regular Cost: \$2.49 per twin-pack/\$74.40 per box of 30 twin-packs
Cost to Members: 25-50% of MSRP
Contact Name: Paul LeBlanc
Phone: 888-623-0088/**Fax:** 413-235-0007
Website: www.zogics.com
Email: 413-235-0007

Contact for public safety special order form.

ZOIC CLOTHING

Product: Cycling Apparel
Regular Cost: Retail
Cost to Members: 30% off Retail
Contact Name: Eric Swenson
Phone: 866-355-9642/**Fax:** 858-625-0746
Website: www.zoic.com
Email: eric@zoic.com

by Marc Zingarelli, EMSCI #179
 Circleville (OH) Fire Department

I have a confession to make. I have a hard time throwing out useful things. My latest dilemma was caused when I was given a set of panniers. I couldn't make them work due to their mounting system.

First, a little background on panniers, those handy bags used by bike tourists and EMS cyclists. There are many great panniers and a few great mounting systems, but rarely do they come together. The typical mounting system is nothing more than J-hooks that are used to hang the panniers on the rack, accompanied by some sort of strap or bungee cord to both secure the bottom and keep the pannier on the rack. There are variations of this system and some unique systems. Some work and some don't. One company that has modified this system is Arkel Overdesigns. Arkel provides a locking cam on the rail of their hooks in addition to the bungee. This allows the top of the pannier to be secured to the frame. Another method, pioneered by Ortlieb, takes a different approach. The Ortlieb system uses locking top hooks to both hang and secure the pannier, along with a horizontal bottom hook that does nothing but control the bottom of the pannier. The ingenious part of the Ortlieb system is that the hooks release by pulling up on the carrying handle. Both the Ortlieb system and the Arkel system are excellent, and both manufacturers sell the mounting

systems as parts as well as stand-alone products.

So back to my problem. I inherited a set of panniers that were useless to me. They were huge, and the mounting system that came with them was impractical unless you had a very small foot or used them on a touring bike with long chain stays (to be fair to the manufacturer, they have since discontinued this mounting system and now use a conventional system). I couldn't throw them away, but I really wanted to make them work. After an internet search, I ordered a set of mounting hardware from the Arkel website. When I

would attach at the optimum position for your rack and then be locked in place with a set screw. Third, a cam locked the pannier to the rack, making it impossible for the pannier to come off while riding down stairs! These are two features that all mounting systems should have.

As mentioned earlier, these panniers are huge and not very practical. Their size alone was a problem that the adjustability of the new hardware wouldn't overcome. The only obvious solution was to turn the pannier diagonal to keep it behind the seat stays. After removing the old hardware, I measured out where to punch holes in the pannier for the new hardware. I heated a nail with a torch and used it to punch each hole. This ensures that the holes won't fray, and is much easier than using a drill. I then mounted the hook rails using the supplied hardware and used straps from the old hardware along with pop rivets to secure the bungee cord at the bottom. I also used a piece of black cord through the zipper pulls along with a barrel clamp to help adjust the size of the pannier. The end result is we now have a large set of panniers to carry extra clothing, water bottles and supplies for our team to our special events. We also now know that we can improve the great sets of panniers we bought and make them perfect.

If you're tired of losing your panniers going over obstacles or just have panniers with broken hardware, check out Ortlieb or Arkel Overdesigns. They both can be found on the web at <http://www.ortliebusa.com/> and <http://www.arkel-od.com/>.

Note: Arkel has changed their design. The new method uses locking cams in each hook that release when the carrying handle is pulled upward, similar to the Ortlieb design. They still offer their mounting hardware as a stand alone product.

Lt. Marc Zingarelli is the Bike Patrol and Continuing Education coordinator for the Circleville Fire Department in Circleville, Ohio. He is a life member of the Adventure Cycling Association, and an avid all-weather bike commuter who can be found traveling on a bike almost anywhere year round. He can be reached at marcing@earthlink.net.

There are many great panniers and a few great mounting systems, but rarely do they come together.



Photos courtesy Marc Zingarelli

examined the mounting system, three things became apparent. First, the mounting system was well engineered. Second, the J-hooks were mounted in a channel that allowed them to be positioned so the pannier

by Ron Burkitt, PCI #488
Hilliard (OH) Police Department
IPMBA Industry Liaison

“Sure, I can test a forward crank design bike, what kind of moron couldn’t?? Gee, I wonder what a forward crank design bike is.” Those were the thoughts that entered my head as I read an e-mail from Officer Joe Gagliardi at the University of Mary Washington in Fredericksburg, Virginia. In the missive Joe had asked the simple question, “Would IPMBA accept the use of forward crank design bikes for patrol?” Joe already owns a RANS crank forward bike for riding off-duty with some of his co-workers. His e-mail started the wheels turning, so to speak, so to satisfy my curiosity, I logged onto www.RANS.com.

RANS is a growing company, based in Hays, Kansas, which manufactures airplanes and bicycles. I liken them to the Wright Brothers because of their pioneering efforts in design. The following is an excerpt from their website: “Established in 1974 on the plains of western Kansas to build Sailtrikes, RANS has evolved into a world leader in the ever-growing recumbent bike and kit plane industries. Setting the standard of innovation in these exciting fields, RANS uses cutting edge technology to produce safe, high-quality aircraft and bicycles.” My curiosity was further piqued, and upon request the folks at RANS sent me a Dynamik Trail to test ride this past summer.

The bike caught my eye right out of the box because of its seat tube angle, its crank position, and its non-traditional seat. As I assembled the bike, I took notice of its components. RANS had selected the Rock Shox J2 fork, Truvativ crank and bottom bracket, SRAM derailleurs, and the Tektro Aquilla disc brakes, front and rear. There are also several custom parts made by RANS, such the seat post, stem, and seat. The bike went together like most bikes I’ve assembled with the exception of the headset/stem area. A call to RANS resolved the issue.

I stood back to take a look at this strange contraption. The first item to draw my attention was the seat. It looked more like a tractor seat than a bike seat. Despite my doubts, this design did add comfort to my test-ride experience. Once I looked past

Dynamik Trail Bike by RANS

the seat, I checked out the crank position. The frame geometry puts a much smaller angle on the seat tube, about fifty degrees or so. This pushes the crank forward by about a foot from a traditional mountain bike. This geometry also spreads the wheels apart to a wheelbase of just over four feet at 49.5 inches. This added distance will come into play later inside the ten foot box.

The next step was taking the Dynamik Trail to school. I co-taught a class in May that had 21 students. As I rolled the bike into the class, all 21 heads turned. I must admit that I only rode the bike for a short time in that class. The true test ride came in August during another class with another officer and me. I spent all of the ride time during the class on the RANS Dynamik Trail. I should have ridden it earlier, because it was a nice ride. The seat was comfortable on my backside although I did notice a new rub area on the back of my legs just below the cheeks. However, it didn’t seem to affect, hurt or numb anything of importance. There was also no need to stand up to pedal. In the rowing-type position I was in, I would just pull with my arms while I pushed with my feet to accelerate. The new position only takes a short time to get used to. By the end of the class I was able to do wheelies, trackstand, and cut cones.

The Dynamik Trail handled reasonably well during the cone courses used during the IPMBA class. I had no problems with the offset serpentine, lock-to-lock, quick turn or maximum braking. As a matter of fact, the maximum braking is quite easy as the rider is already in position to brake fully. However, the ten-foot box took several attempts to complete. As I completed each revolution, the bike needed more room for the next one. By the third rotation I was touching cones on each side of the box. It is my opinion that many of the students I’ve had the privilege of instructing would have major difficulties passing this obstacle on a bike with a wheelbase of 49.5 inches.

As our class moved into the dismount and scenario phases, I was expecting the Dynamik Trail to have some issues due to the rider’s body position. I was pleasantly

surprised to find that rolling dismounts were not a problem. I was able to complete a half-dismount serpentine with nominal effort. Granted, the bike seat didn’t rest on my hip, but the bike was easily controlled and I was able to maneuver it well.

During the last day of the class, we relocated to the Ohio State University campus for some urban obstacle work. The Dynamik Trail performed well in the concrete jungle that is the college campus. The greatest thing about the bike is descending stairs or hills. In all but the most extreme cases, I didn’t have to get out of the seat. During descents of stairs of all kinds, I was able to stay seated and confident as the bike handled the obstacles.

If RANS ever designs some type of full suspension, the rub I spoke of earlier would most likely disappear. During some of the more difficult climbing, I found it harder to ride than my traditional mountain bike. The technique of pulling with my arms while pedaling didn’t work on the steepest of inclines. Overall, though, the bike performed well and I didn’t see any problems with it doing all of the obstacles presented, and it held up well during the test ride.

After the test ride, I contacted RANS about accessories. I was told that a kickstand and racks are available, which is important, as they are a must for bike patrol applications.

In conclusion, I think the RANS Dynamik could be used as a patrol bike, especially if the individual was familiar with it and/or had experience, as an IPMBA rider. However, I don’t feel a new student should be sent to any IPMBA class with it because all but the best, or experienced, riders would not be able complete the 10-foot box while riding it. If you ever get the opportunity to try out a forward crank design bike, don’t judge it until you experience – and enjoy – the ride.

Ron has been with the Hilliard P.D. for 16 years, including 11 years on bike patrol. He enjoys off-road and road riding and has been an IPMBA instructor since 2001. He is currently serving as Industry Liaison on the IPMBA Board of Directors and is proud to have been a model for the new Complete Guide. He can be reached at ron_burkitt@hboe.org.



Photo Courtesy RANS.



Matt Langridge, PCI # 869
Thames Valley Police (UK)

Hello again from dear old Blighty! What's been happening since we last met? On a sombre note, Greater Manchester

Police Community Support Officer (PCSO) Christopher Maclure was on cycle patrol on 10 September in Hindley Green when he was involved in a crash with a lorry. Sadly he was fatally injured. The incident is being investigated by the Police and the Health and Safety Executive; I will let you know the outcome of the investigations when they become available. GMP suspended cycle patrol activity for Police and PCSO's with less than 12 months cycle patrol experience for a period of two months whilst they conduct the safety review. Officers with 12 months cycle patrol experience can continue after receiving extra safety advice. Public Safety Cycling has offered support and assistance to the Force if they require it. Our thoughts are with Chris's family, friends and colleagues.

Since the last issue of *IPMBA News*, we in the UK have enjoyed a number of events. The first, in July, was the arrival in London of arguably the greatest cycling event in the world, the Tour de France. The prologue and Stage One departure of this year's event were hosted by our Capital City. I rode into London for the prologue and had a tremendous day. The route, a 7.9K lap around Buckingham Palace, Hyde Park and Big Ben, was tremendously well attended. More than a million people came into the City to watch. As I walked around the route the teams were warming up. You have to hear a group of time trial bikes with disc wheels on the rear literally thrumming past to believe it. It is a spine-tingling sound. The event was won by Team CSC's Fabian Cancellara in a time of 8 minutes and 50 seconds! Stage One of the Tour was a 203K route from London to Canterbury. This

was won by Robbie McEwan, the Australian sprinter from Team Predictor Lotto. He finished at the head of a bunch sprint in a time of 4 hours 39 minutes 1 second. For a tale of my own adventures, please visit the Member News section of this issue.

The second event was also hosted in London. This was the 2007 Emergency Services Cycling Seminar. Some old friends and some newer faces worked tremendously hard to organise the event and a damn fine job they did too! Tom Lynch MBE of the London Ambulance Service, Charlie Irvine from the Metropolitan Police, Ashley Sweetland from St John Ambulance and Dave Prashner from the City of London Police all worked their socks off to get the show up and running. I have probably missed a few names – if so, I apologise. Also in attendance were our Executive Director

Maureen Becker, ITs Dave Hildebrand and Kirby Beck, who taught an Instructor Course after the Conference, and Board Member Chris Davala. Other international visitors were from Holland, Switzerland, and Ireland. The event comprised of a Friday afternoon session hosted by Tommy Hamelink demonstrating his excellent 'Bike Fighting' techniques on a subsequently bruised and battered IPMBA Newshound. This was followed by a relaxing trip to the 'Curry Capital' of the UK, Brick Lane, where a bit of 'negotiating' obtained a good deal on the evening's provisions. Everyone sat down to lashings of curry, rice, popadoms and appropriate beverages. Some travelled to this feast by tube, while some more adventurous souls decided to walk. We didn't get lost once, though we did get occasionally misplaced.

Saturday was kicked off with Opening Ceremonies, followed by workshops and on-bike sessions, covering a broad array of topics, including administrative issues, bike officer

survival tactics, fleet schedules, covert bike operations, bike crash investigation, and event planning. Always one to draw attention, Tommy presented arrest techniques in public order situations where both cycle units and dogs are deployed. City of London Police assisted by providing two furry torpedoes and handlers. Saturday evening involved another expedition into Brick Lane. Tales of heroic path finding from the previous evening persuaded others to walk to the venue and a larger troop made their way to The Pride of Spitalfield, a good old

IPMBA's UK based membership has passed the double-century mark, due in no small part to West Mercia Constabulary, where Tim Larrad seems to teach a class every week.

East End pub, where local Bobby Charlie Irvine had organised a buffet meal. Once again, a jolly good time was had by all and many different local brews were sampled and their merits discussed at great length.

On Sunday, everyone assembled at the old Smithfield market site, the start and finish point for the Tour de London. Thirty to forty riders left the market as a well disciplined peloton and took a tour of some of the sights of the City. These included the Changing of the Guard at Buckingham Palace, Big Ben and the Houses of Parliament, and #10 Downing Street where, thanks to some sweet talking from Charlie Irvine and Nigel Keane, our visitors from overseas were given access to the site and had a great photo opportunity on what is probably one of the most photographed front door steps in the world. We then reconvened back at Smithfield for the obstacle course competition. The course included cone slaloms, 10 foot box, see saw (teeter totter), bike limbo and pallet steps. Your intrepid Newshound was the first name out of the hat and the first competitor through the course. My time of 1 minute 5 seconds was fine by me but blown into the weeds by other

(Continued on page 22)

(Continued from page 21)

competitors. The top three, Tommy Hamelink, Martin Doddimeade (LAS) and Chris Ingram (Dorset Police) then did a ride-off for top spot. This was won by Chris Ingram. After the award ceremony Tom Lynch gave his closing speech, bringing an end to a very successful weekend.

Post-conference, Kirby Beck and Dave Hildebrand conducted the IPMBA Instructor course, producing ten new IPMBA Instructors – see page 29 for a photo and the list of graduates. Congratulations to all.

I previously mentioned Public Safety Cycling (PSC). This is a fledgling organisation conceived to be the UK-based equivalent of IPMBA. The idea behind PSC is to provide UK-specific advice, support, training, networking opportunities and experience to users of Cycle Patrol, be they the riders themselves or the bosses behind their organisations. The motto of PSC is 'Raising the Standard' which I think says it all. The goal is for PSC to become an IPMBA International Affiliate, the recently adopted model for international relations. It is still early days and there is some hard work ahead, but credit to Tom and Charlie for spearheading the effort.

In other news, IPMBA's UK based membership has passed the double-century mark, due in no small part to West Mercia Constabulary, where Tim Larrad seems to teach a class every week. As riders of Smith & Wesson bikes, each of his students is eligible for an IPMBA membership courtesy of Cycle Force UK. Speaking of prolific instructors, my classmate Rob 'Circus Boy' Wilson of South Yorkshire Police is hanging up his duty cycle helmet as he moves from his current job and becomes a Traffic Officer (affectionately known in the UK as a 'Droid'). Rob came top of his interview pool. As an IPMBA Instructor, Rob has trained over 70 riders, including his Chief Superintendent. Thanks for the entertainment on the course and good luck in the new role. You'll be missed!

In other public safety cycling news,

neighbourhood wardens in North Benwell are the first in the Newcastle to be carrying out their patrols on bikes. The three wardens provide high visibility patrols in the area as well as engaging with residents to identify needs and issues within the community.

In Norfolk, the Ambulance Service ran an eight-day trial of Cycle Response Paramedics in Kings Lynn. The trial was deemed a success and a permanent unit is in the pipeline. The paramedics responded to 21 emergency calls and the average response time was two-and-a-half minutes against a target of eight minutes. Town centre businesses offered a raft of support to the scheme, including refreshments by Costa Coffee, free maintenance and a storage area from Halfords, a radio from West Norfolk Council CCTV team, free travel from West Lynn ferry, and secure overnight storage of medical equipment from Boots.

Police in Fairweather, Cardiff, have stepped up patrols on a riverside path where a local woman was attacked, beaten and robbed of her bike and mobile phone. Twenty-two of the 27 officers from this area have undergone cycle training.

In Lisburn, Northern Ireland, Neighbourhood Police have commenced using bikes for high visibility patrolling in Lisburn, Moira, Dromara and Dunmurry. Lisburn Area Commander, Chief Inspector Paul Hilman, said: "By using bicycles instead of cars we can make police officers more easily approachable and visible, particularly in our shopping areas throughout the area. In addition, bicycles can enhance the mobility and range of foot patrols."

Rochdale and Oldham Paramedics have conducted a pilot of Cycle Response in their cities recently. The team underwent IPMBA training and then hit the streets as the first response to emergencies within the city centres. Their response times to calls were usually under four minutes and often less than one minute!

Fire-fighters from two Fire Brigades are trialling the use of Cycle Patrol in arson prevention. Both are putting fire-fighters on bikes to patrol arson hotspots. The idea is to deter attacks and to educate potential fire starter groups, such as children and young people, about the dangers of fire.

Citizens are taking note! A nice letter appeared in the Brighton Argos newspaper: *As a participant in the recent World Naked Bike Ride in Brighton and Hove, I wanted to thank the police for their friendly and helpful attitude. I was at the back on a Unicycle, struggling sometimes to keep up. The friendly policeman behind me radioed the one at the front to tell them to slow down a bit! It was a nice touch too that they decided to use only bicycles themselves.* – Tom Druitt, Norfolk Street, Brighton.

As usual, there is loads of activity out there but I only have so much room!

*Ride safe,
Matt Langridge*



The Honorable Jim Fitzpatrick, MP, Parliamentary Under-Secretary, Department for Transport, presents Maureen Becker and Christopher Davala with a plaque depicting the seal of the Palace of Westminster Division of the Metropolitan Police (CO7). The meeting and tour were arranged by IPMBA members Ian Perring and Ashley Sweetland, both of St. John Ambulance.

by **Matt Langridge**, *PCI #869*
Thames Valley Police (UK)

As I mentioned in the News from the UK column, I had a bit of an adventure relating to Stage One of the Tour de France! Part of the route was through lanes and countryside that I know well from growing up so, Sunday morning I packed my Sunday best road bike into the car and drove to my parents' home where I changed into my team replica bib shorts and jersey. I then cycled out to the route and watched the caravan and race thunder past – scores of trucks and buggies built to resemble bottles of water, giant cheeses, kangaroos on bikes, 'ghetto blaster' radios, all with crew on board throwing little prizes – hats, candies, key rings – to the crowd, followed a short while later by the leading cars from the race organisation.

I wait expectantly as the odd Police motorcycle shoots by, and then I start to hear the beat of helicopter rotor blades. In the distance appear the airborne cameras tracking the race and shortly after, the lead riders come into view. Half a dozen pro riders in a break leading the peloton by about five minutes, with their retinue of team support cars. We cheer them past, especially as the lead rider was our own David Millar. There is a short break until the peloton screams into view. Some of us

mortals get a bit nervous when we are riding with six or so colleagues in close proximity; just imagine 180+ riders all elbow-to-elbow at speeds of 30 KMH or more! It is truly a sight to behold. A few seconds later they have gone, followed by about five minutes of support vehicles, and then it's all over.

I lift my bike over the barrier and decide to follow the race route, taking a different road home. I was on the road for about five minutes, on a downhill stretch of two lane highway, head down, butt up, pedalling as hard as I can. I look ahead and see a police officer step into the road, arm out, hand up in the standard 'Number One Stop Signal'. I screech to a halt and look at her. "Are you with the race, Sir?" she asks! Oh Yes!!!! I've been mistaken for a professional racing cyclist. I can now die happy. I have to tell her the truth, however, and I am instructed to get off the route. This I do, but, as I ride down the parallel road, I come to another officer who tells me it is OK to get back onto the route, so I do. I ride into my home town on roads completely empty of traffic with spectators calling out to me as I pass, "They went thataway!" and "They've left you behind!" An experience I will never forget!

Matt, IPMBA's UK correspondent, will let nothing stop him from spending time on his bicycle – not weather, not traffic, except, apparently, a police officer protecting the route of the Tour de France. He can be reached at matt.langridge@sky.com.

The (Inter) National Police Bike Patrol Day

by **Tommy Hamelink**, *PCI #865*
Politie Haaglanden, Netherlands

On September 20, 2007, the park Het Hulsbeek in the village of Oldenzaal was the safest park in the Netherlands. More than 230 police cyclists came together for the fourth annual National Police Bike Patrol Day. This year's event was organized by the Police Force Twente.

Police and military police cyclists from the Netherlands, Belgium and, for the first time, Germany, came together for a day of training, workshops, networking and exchanging of experiences.



Photo Courtesy Tommy Hamelink

Dutch, German and Belgian Police Cyclists listen intently to Tom Lynch and Paul Davies of the London Ambulance Service.

The organizers Peter Olde Wolsink and Linda Nijland and their team members had prepared a great day of training. One of the workshops was a presentation by two members of the London Ambulance Service, IPMBA Instructors Tom Lynch and Paul

Davies. Tom and Paul described the LAS Cycle Response Unit's experience during the terror attacks on the Tube on July 7, 2005.

The tactical bike patrol obstacle course included teeter totters, riding over a car, armed suspects, and more nasty surprises. Participants faced a "suspect" who tries to attack two police cyclists with a stick. He is aggressive. The two bikers react immediately. One cycles past the suspect, while the other one performs a power slide and grabs the suspect's neck. This demonstrated the use of the bicycle as a tactical tool.

For the fun part, there were two funfair attractions. One you cycle to a height of 6 meters and the other makes you cycle in a complete circle.

There were many more bike patrol related trainings, and between the workshops, it was possible to visit vendors displaying the the newest bike patrol items. And yes, there was a IPMBA stand also.

Pick up your agenda and mark it now. On September 18, 2008, Police Force North-Holland-North will be the host for the fifth edition of our (Inter) National Police Bike Patrol Day. The place to be is the cheese city of Alkmaar.

So, see you in Alkmaar!

Tommy was the first police cyclist in the Netherlands to be certified as an IPMBA Instructor. He is also the founder of the Hague's bike patrol team, www.bikepatrol.nl, and the (Inter) National Police Bike Patrol Day. He will be presenting several workshops, including arrest techniques and crowd control, at the 18th Annual IPMBA Conference, April 19-26, 2008, in Indianapolis. He can be reached at info@bikepatrol.nl.

New Mountain Bike for Park Rangers

by Hans Erdman, *Executive Director*
Backcountry Trail Patrol Association

The Backcountry Trail Patrol Association, a non-profit organization which provides volunteer mountain bike and ski trail patrol services on forest trails in Minnesota and northwestern Wisconsin, has initiated a new program to provide suitable mountain bikes to land managers on the public lands that they patrol. The first park to receive a bike under the program is Lake Maria State Park in Monticello, MN, and it's camping and recreation unit at Sand Dunes State Forest in Orrock Township, near Zimmerman, MN.

The 2007 Trek 4500 Mountain Bike was provided and modified by Ramsey Bicycle in Ramsey, MN, for use in the soft, sandy terrain found at Sand Dunes State Forest's Bob Dunn Recreation Area. The bike has aggressive, 2.5 inch wide, high flotation tires, a raised stem for a more upright riding position, a rack and rack pack for carrying patrol equipment, and a more comfortable saddle for extended patrol riding. The tires, saddle and other specialty components were donated by Wilderness Trail Bikes, of Mill Valley, CA, a long-time supporter of the Backcountry Trail Patrol. Funds to purchase the bike were also donated by the Chequamegon Fat Tire Festival mountain bike race in Cable, WI, and Emergicare Medical Training of Isanti, MN, who also



Backcountry Trail Patrol Association Director Hans Erdman (Left) and MN DNR Park Manager Mark Crawford with the Trek 4500 mountain bike that the patrol is providing for use at Lake Maria State Park and Sand Dunes State Forest

provided the rack pack and a new first aid kit to carry in it. The Trek replaces a 1996 bike bought by the DNR.

In a unique arrangement, the patrol will lease the bike to the park for \$1.00 a year, and will provide all maintenance and winter storage for the cycle. In exchange, they will be able to utilize the bike for medial support at certain off-road events such as the 2500-racer Chequamegon Fat Tire Festival each September, and for emergencies such as lost person searches or natural disasters.

The Backcountry Trail Patrol is also a volunteer partner with the USDA-Forest Service, patrolling mountain bike trails on the Chequamegon and Chippewa National Forests, as well as with the Minnesota DNR at Sand Dunes State Forest. As funding becomes available, the Backcountry Trail Patrol hopes to provide suitable mountain bikes for US Forest Service Law Enforcement and Forest Protection Officers in those National Forest units where they are actively patrolling. All patrollers are volunteers, trained in wilderness medical care, patrol procedures, bike repair, communications and survival. Their function is to "Assist, Educate and Inform" all trail users

while patrolling. Law enforcement *is not* a function of the patrol, but they are trained to serve as "eyes and ears" of law enforcement, and notify officers of hazards or violations.

Hans can be reached at erdman@bikepatrol.org.

Tulsa Police Receive Bike Donation

by Ofc. A. R. First
Tulsa (OK) Police Department

On August 15, 2007, the Tulsa Police Department gratefully accepted the donation of five fully-equipped TREK police mountain bikes from the J.K. Warren Foundation. The Warren Foundation has been instrumental in the development of the Tulsa River Parks. These bikes were donated to provide officers assigned to Uniform Division Southwest with a better way to patrol the city's 20+ miles of jogging and riding trails surrounding the Arkansas River.

This donation brought to thirteen the number of police mountain bikes the Tulsa Department had in its inventory. In August, the department was given two more bikes and funding for an

additional two bikes. Relying solely on public support and donations, the department's newly forming Bike Patrol Program hopes to bring the total number of bikes to twenty-one.

The Tulsa Police Department Bike Patrol Program currently has twenty-seven officers trained and equipped to patrol on these new bicycles. Another twenty-five officers and ten reserve officers will be trained by November of this year.

Anthony First has been a police officer with the Tulsa (OK) Police Department for eight years and an IPMBA Police Cyclist since 2002. Anthony currently works patrol, serves as lead bike patrol instructor, and hopes to become an IPMBA Instructor. He can be reached at afirst@ci.tulsa.ok.us.

Sacramento Police Bike Unit Expands and Invests

According to a news report that aired October 10, 2007, on KQCA in Sacramento, the Sacramento Police Bike Patrol is on the verge of expanding to include 30 full-time officers and two sergeants. As part of their commitment to bike patrol, the police department invested in custom bikes from the Felt Bike Company, well-known in competitive cycling circles. The durable bikes cost about \$1500 each. IPMBA Instructor Gus Johnson, who completed the IPMBA Instructor Course at the 17th Annual IPMBA Conference in Baton Rouge, is busy working with fellow IPMBA Instructor Gary McLaughlin to ensure that all the bike officers complete the IPMBA Police Cyclist Course prior to patrolling. According to Gus, Sacramento's bike patrol officers spend 40 hours per week on their bikes.

Deputies on bicycles catch suspected burglar

by Robert Napper
Bradenton Herald

MANATEE - A Bradenton man, who deputies say was caught loading stolen goods from a barn in Oak Trace east of Bradenton early today, faces several charges.

At 12:30 a.m., bicycle deputies spotted Gary Dean Bates, 43, of Bradenton, loading his van with equipment from a barn in the 3200 block of 38th Avenue East, in the Oak Trace neighborhood, according to a Manatee County Sheriff's Office report. When deputies approached to make an arrest, Bates ran to his van and tried to ram a sheriff's patrol car as he tried to escape, the sheriff's report said.

Deputies put out stopsticks at all the neighborhood's exits. Bates drove over the stopsticks, blew two tires and later abandoned his van in the 3500 block of US 301. Bates then ran on foot, with deputies giving chase through Samoset. Bicycles deputies later cut Bates off and arrested him, the sheriff's report said.

He has been charged with burglary, grand theft, aggravated assault on a law enforcement officer with a motor vehicle, fleeing to elude a law enforcement officer, resisting arrest without violence, and driving with a suspended license.

Bikes Bust Burglars

by Richard Gerken
Manatee County (FL) Sheriff's Office

We were out doing surveillance because of a burglary trend. I had two guys on bikes supported by under cover vehicles. The bikes picked up on this guy as he pulled into the neighborhood. We watched him for four hours while he committed the burglary mentioned in the accompanying newspaper article and attempting others. We were able to rally more troops, including the helicopter, and set a noose around this guy without him ever knowing we were there. During the take-down, he tried to ram one of our marked units. We got him with stop sticks then a two-mile pursuit after he fled. The best part is that the patrol guys were commenting on how badly they felt because the bike guys found this and couldn't be involved in the final foot chase and apprehension. Little did they know the guys got back on their bikes, covered the two miles, and apprehended the guy before the K9 caught up to him. You can imagine how pissed off the K9 handler was. Every time we mount up for a ride we always say "remember what Eddy says, 'never stop chasing them!'" The guys showed a lot of character staying on this until the end. Our bike units have had tremendous success catching burglars and drug dealers using the techniques we learned during the IPMBA class. We have been using an undercover van with the middle seats removed. We load up to three bikes and deputies in the van and are able to deploy pretty much undetected in the neighborhoods late at night. Many thanks to IPMBA Instructor Eddy Croissant!

Rick and his bike team members attended an IPMBA Police Cyclist Course conducted by Eddy Croissant and Al Simpson in October 2007. They are eagerly anticipating more such success stories and positive press. Rick can be reached at Richard.Gerken@manateesheriff.com.

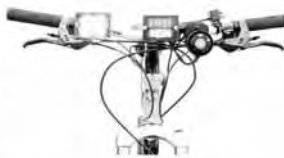
One for the Record Book

IPMBA Instructor Tom Madera, PCI # 384, of the Southern Connecticut State University Police Department in New Haven, CT, thinks he may have been part of a record-setting experience. 66-year-old Robert Streeto successfully passed the IPMBA Police Cyclist Course held August 6-10, 2007. Robert was the oldest officer to attend and pass one of Tom's classes. If anyone has documented evidence of an older IPMBA Course participant (not the oldest bike officer or medic), please submit it to info@ipmba.org.

BIKE PATROL SIREN

CycleSiren Features:

- ✓ Sound modes are **Wail, Yelp and Horn** (Whistle sound available).
- ✓ Daylight viewing LED strobe lighting. Color options, **Red/Blue, Red/White and All Blue.**
- ✓ Powered by a 9.6-volt Ni-MH RC battery that fits into the Police rack or side gear pack.
- ✓ For **Police & EMS Bike Patrol.**



Accessories:

LED Taillights: Blue/Amber, Red or Blue.
Ultra-Bright White LED Patrol Light.

Please visit our Web site
www.cyclesiren.com
Or telephone us at
714-628-8935.

IPMBA Stuff ...



... is Cool Stuff.

IPMBA merchandise has a new home:
www.ipmba.org/merchandise.htm

Dozens of high-quality items, a terrific variety and great customer service. Get yours today!



The Complete Guide to
**Public Safety
Cycling** SECOND EDITION



\$29.95*
Paperback • 264 Pages • © 2008

From the International Police Mountain Bike Association in conjunction with Jones & Bartlett Publishers comes the newly released ***The Complete Guide to Public Safety Cycling***.

The Complete Guide is the single most comprehensive source of in-depth information on starting a bike unit or enhancing an established bike unit with tactical and technical tips on everything from basic equipment needs to detailed insights on policy, maintenance, training, legal issues, and much more. This essential resource will guide public safety personnel and agencies seeking to put the wheels of a public safety bike unit in motion!

**Jones & Bartlett
Publishers**

Toll free:

(800) 832-0034

Switchboard:

(978) 443-5000

Customer service:

ext. 8197

Fax:

(978) 443-8000

Online:

www.jbpub.com

Fold and tear along the dotted line and leave in a prominent place to be "discovered" by your supervisor, spouse, significant other, etc. Make extra copies as needed.

IPMBA Remembers Chad Schieber and Christopher Maclure



Communities and Police Officers across Northern Michigan mourn the loss of Midland Police Officer Chad Schieber. Schieber, 35, died running in the Chicago Marathon on Sunday, October 7, 2007. An autopsy showed that Schieber had a heart condition where one of his valves didn't work properly. This condition, mitral valve prolapse, is typically not fatal unless coupled with a factor like over-exertion. Temperatures during the marathon reached an unseasonable 90°F, sending 302 people to the hospital and resulting in the cancellation of the run in progress.



Photo by Brett Marshall/Midland Daily News

Chad, a 12-year veteran of the Midland Police Department, was a bike officer and LEBA Instructor. He was also a former IPMBA member who was trained by Kathleen Vonk in 2000. Schieber is survived by his wife and three children. Contributions to the Children's Trust Fund can be sent c/o Christian Celebration Center, 6100 Swede Ave., Midland, MI 48642.



Photo courtesy the Manchester Evening News

On Monday, September 10, 2007, Manchester, England, Police Community Support Officer Christopher Maclure, 21, of Priory Road, Ashton, was cycling through Hindley Green when he was struck by a skip wagon (trash truck). He suffered massive head injuries and died at the scene. Emergency services attended, but were unable to save him. He is the first PCSO to be killed on duty in Greater Manchester. Christopher joined Greater Manchester Police as a police community support officer (PCSO) in January and was stationed at Bamfurlong Police Station.

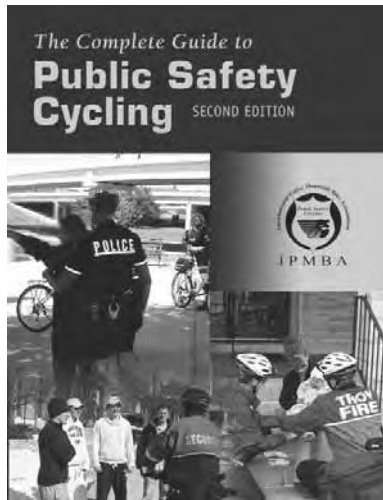
As a result of this tragedy, all Greater Manchester police personnel with less than one year's experience were banned from riding for a two-month period, pending the results of an investigation. IPMBA Instructors in the UK have been in contact with the GMP, offering their support and assistance. Departments around the country have been assessing their own programs. In some areas, cycle patrol has been suspended, while in others, improvements have been made in the training provided to bike officers.

The Complete Guide to Public Safety Cycling has arrived!

The Book

On August 27, 2007, the long-awaited *Complete Guide to Public Safety Cycling* made its debut. Thus far, it has been receiving rave reviews from instructors and students alike. This book was the culmination of several years of work on the parts of nearly 70 contributors who served as authors, content experts, reviewers, models, photographers, and consultants. It was truly a collaborative effort.

Effective immediately, the new *Complete Guide* has replaced the *Complete Guide to Police Cycling* as the textbook for the IPMBA Police, EMS, and Security Cyclist Courses. The new *Complete Guide* is available from Jones & Bartlett Publishers by calling (800) 832-0034 or visiting www.jbpub.com. The order page can be accessed directly from www.ipmba.org/resources-ipmba.htm. The cost is \$29.95 for a single copy, with discounts available for bulk purchases. This full-color, 250-page book is brimming with the most current information and is an excellent resource for all public safety cyclists.



The Instructor Materials

Now that the *Complete Guide* has been finished, the team has turned its attention to developing the eagerly anticipated Instructor ToolKit, otherwise known as the ITK. This CD-ROM will contain brand-new lesson plans to accompany the new book, including PowerPoint presentations, lecture outlines, skills drills, scenarios, instructor resources, and course paperwork. The ITK will be the kind of high-quality teaching package that every IPMBA Instructor deserves. The release date of the new material has not yet been determined, but it is expected in Spring 2008.

As soon as the ITK has been released, **all current IPMBA Instructors, including each one in departments with multiple instructors, will be required to purchase one within nine months in order to retain their certification as IPMBA Instructors.** This requirement is being established to ensure that all instructors obtain the most current lesson plans and modify their courses to reflect changes in the content, structure, and testing process. It will help ensure that all students have access to the latest information delivered via modern methods of instruction.

Finally, this requirement will help IPMBA maintain standardization and achieve its mission of offering the best, most complete training for public safety cyclists.

For the first six months after release, the cost of the ITK will be \$100, including shipping. After six months, the cost will increase to \$150. Any active IPMBA Instructor who has not purchased the ITK at the end of the **nine-month** period will be deemed inactive and required to attend the IPMBA Instructor Course as a recertification requirement.

The following schedule will be implemented:

Time Frame	Cost	Additional Requirements
Months 1-6	\$100	None
Months 7-9	\$150	None
Months 10+	Instructor Course Tuition (currently \$525)	Successfully complete the IPMBA Instructor Course. Full tuition will be charged, but the application process and fee will be waived.

If you have any questions about the above requirements, please contact IPMBA Education Director Charlie Summers at education@ipmba.org.



Become a League Cycling Instructor!

IPMBA Instructors can become certified to train civilians through the League of American Bicyclists' BikeEd program simply by joining the League and purchasing the lesson plans. You'll be in good company with these active IPMBA Instructors:

Jim Howell, Troy Fire Dept.; Kit Bryan, Orange County Sheriffs Office; Jamie Cheatem, Coppin State University Police Dept; Robert Hatcher, Delaware Police Dept.; Chad McDaniel, Seminole County Sheriffs Office; Sandra Pryor, Gwinnett County Police Dept.; Joseph Regan, Lower Merion Police Dept.; Robert Ricciardi, Palm Beach County Sheriffs Office (ret.); Adrian Sargent, Five River Metroparks Police Dept.; Robert Schneider, Ann Arbor Police Dept.; Robert Taylor, Alvin Police Dept.; Kathleen D. Vonk, Ann Arbor Police Dept.; Gary Webb, Akron Police Dept.; and Robert Williams, SUNY Purchase Police Dept.

Contact Bill Nester at 202-822-1333 or bill@bikeleague.org for more information.



IPMBA Courses are on the Rise

It has been a busy year for IPMBA Instructors! As of November 16, 2007, IPMBA had received records from 370 courses conducted since January 1, 2007. It remains to be seen, but it might just be the most IPMBA courses taught in a single year since we started tracking that data in 2002. An impressive 945 students have been certified thus far this year. This is largely thanks to the many instructors who are actively promoting IPMBA membership and certification by building the membership fees into the course fees, handing out completed membership and certification applications, etc. Despite their best efforts, however, only about 30% of eligible individuals apply for membership and certification.

Help IPMBA GROW

You can help increase that percentage in a very simple way. If you have ever wondered why IPMBA asks instructors to include their students' home addresses on their course roster, there are two reasons: 1) to enable IPMBA to maintain records of all students who attend IPMBA courses, and 2) to extend to each student an invitation to join. Every couple of months, a mailing is sent to all students who have not yet applied for membership and certification. This reinforces what they have been told during the class and reminds them to take a moment and join, something they may not have had time to do in the hustle and bustle of graduation. The more members IPMBA has, the more effectively we can fulfill our mission. So please, take a little extra time when you are completing your course rosters and provide IPMBA with the chance to invite YOUR students to join. It will make you look good, too!

IPMBA Course Roster & Testing Record													
Instructor: John Doe, PCI Course Dates: Nov 1-4, 2007 Location: City, State													
Last Name	First Name	Home Address	City	State	Zip	Email	Phone	Home Address	City	State	Zip	Comments	Signature
Coof	Ace	124 Main Street	City	ST	2002	ace@ipmba.com	332-335-4300						
Chip	Ben	223 5th Street	City	ST	2003	chip@ipmba.com	335-335-4301						
Cyber	Bobo	12 Mountain Rd.	Town	ST	2003	bob@ipmba.com	335-335-4302						
Flan	Edda	1427 Coonbridge Lane	Town	ST	2003	fl@ipmba.com	335-335-4303						
Joan	Ellie	118 Indian Hill	WVge	ST	2004	joan@ipmba.com	335-335-4311						
Smith	Wend	3300 Spade Drive	WVge	ST	2004	wend@ipmba.com	335-335-4305						

Comments about the instructor or course:
Copyright 2004 International Police Mountain Bike Association - www.ipmba.org

The IPMBA Paper-Saving Waiver

A couple of years ago, IPMBA introduced a new waiver designed to save paper and space! This nifty little document features the waiver on the top and a signature table on the bottom. After customizing the waiver to meet your specific needs, you simply pass it around the classroom. All students sign the same sheet of paper, so rather than having a whole stack of papers to file, copy, and mail, you have just one! This saves paper, postage, and filing cabinet space, which is in short supply at the IPMBA office. Many instructors have been using this for awhile; if you are not one of them, please start with your next class. The waiver can be found on recent versions of the Instructor CD (with all of the forms), or can be obtained via email upon request to info@ipmba.org.



How to Design a Bad Presentation:

Ways to Misuse Visuals, Text, and Animation in a PowerPoint Presentation

Adapted from TechSoup

If you've ever prepared a presentation, chances are you've used (or considered using) a slide show. Whether conducted via old-fashioned slides, transparencies, or on software such as OpenOffice Impress or Microsoft PowerPoint, a good slide show can enhance your presentations, allowing you to underscore key points and support your statements with visual aids such as charts and graphs.

A poorly created slide show presentation, however, can often have the opposite effect, leaving your audience confused, apathetic, or even frustrated with the topic at hand. Fortunately, designing a compelling, understandable slide presentation isn't rocket science—if you recognize what elements to include and which to leave out. The next time you need to whip up a compelling presentation, remember to avoid the following common (but easily remedied) blunders.

1. Jam as much information into the slides as possible. If you don't have a lot of experience creating presentations, you may assume that the more information you include, the more your audience will learn and retain. This is often not the case. Taking a less-is-more approach when deciding how much information to include is frequently the most effective choice, according to Andy Goodman, author of the book *Why Bad Presentations Happen to Good Causes*. Goodman suggests focusing a presentation's information on three to five main points. He also recommends that each slide focus on one primary idea, along with key supporting points.

(Continued on page 30)



Minneapolis, Minnesota

July 16-20, 2007

Instructor Trainers: Kirby Beck, Coon Rapids Police Dept. (ret.), Coon Rapids MN; Al Simpson, Pompano Beach Police Dept. (ret.), Pompano Beach FL; Clarence White, Indianapolis Metro Police Dept., Indianapolis IN.

Jason P. Amdahl, Vermillion Police Dept., Vermillion SD; **Jason Bain**, St. Paul Police, St Paul MN; **Michael Bejarano**, Casa Grande Police Dept., Casa Grande AZ; **Glen Dalton Brown**, Jefferson County Sheriff's Office, Louisville KY; **James Bulleigh**, Minneapolis Police Dept., Minneapolis MN; **Michael Carlson**, UCHSC Police Dept., Aurora CO; **William Findley**, Casa Grande Police Dept., Casa Grande AZ; **Gregory Gentz**, Minneapolis Police Dept., Minneapolis MN; **Paul Guse**, Peel Regional Police, Brampton ON; **David Hansen**, Minneapolis Police Dept., Minneapolis MN; **Tony Holte**, St. Paul Police Dept., St. Paul MN; **Stephen Jordan**, Peel

Regional Police, Brampton ON; **Daniel Lysholm**, Minneapolis Police Dept., Minneapolis MN; **Robert Olson**, Duluth Police Dept., Duluth MN; **Murray Prust**, St. Paul Police Dept., St. Paul MN; **Samuel Quamina**, Trinidad and Tobago Police Service, Scarborough; **Lara Severson**, University of Minnesota Police Dept., Minneapolis MN; **James Stacy**, Springfield Police Dept., Springfield MO; **David Swanson**, Veterans Affairs Police, Oklahoma City OK; **Michael Tinsley**, Duluth Police Dept., Duluth MN; **Bryce Wanek**, Cottage Grove Police Dept., Cottage Grove MN; **Richard Waugh**, Coral Gables Police Dept., Coral Gables FL.

London, England

September 3-7, 2007

Instructor Trainers: Kirby Beck, Coon Rapids Police Dept. (ret.), Coon Rapids MN; David Hildebrand, Denton Police Dept., Denton TX

Simon Bridge, Dorset Police, Dorset; **Paul Davies**, London Ambulance Service, London; **Martin Doddimeade**, London Ambulance Service, Hillingdon Uxbridge, Middlesex; **Stuart Ford**, City of London Police, London; **Robert Hammond**, Dorset Police, Dorset; **Chris Ingram**, Dorset Police, Dorset; **Mark Lane**, Dorset Police, Christchurch, Dorset; **Alex Meade**, Dorset Police, Wegmouth, Dorset; **David Prashner**, City of London Police, London; **Ian Richardson**, North Yorkshire Police, York, Yorkshire.



Fredericksburg, Virginia

October 15-19, 2007

Instructor-Trainers: Tom Woods, Denton Police Dept., Denton TX; T.J. Richardson, St. Mary's University Police Dept., San Antonio TX

Anthony Beran, Centerville Police Dept., Centerville OH; **Kristopher Conwill**, Wooster Police Dept., Wooster OH; **Brian Copenheaver**, York County Sheriffs Department, York PA; **Michael Joseph Gagliardi**, University of Mary Washington Police Dept., Fredericksburg VA; **Roger Harris**, Richmond Police Dept., Richmond VA; **Paul Hermans**, Peoria Police Dept., Peoria AZ; **Matthew Pyatt**, St. Louis County and Municipal Police Academy, St. Louis MO; **Danny Rhodenizer**, Richmond Police Dept., Richmond VA; **Chris Sharp**, University of Tennessee Police Dept., Knoxville TN; **John Smith**, Roanoke City Police

Dept., Roanoke VA; **Duane Thorp**, Virginia Commonwealth University Police Dept., Richmond VA; **George Traber**, Putnam County Sheriffs Office, Palatka FL; **Richard Wayock**, Lower Merion Township Police, Ardmore PA; **Virgil T. White**, Putnam County Sheriff's Office, Palatka FL.

IPMBA BOARD

PRESIDENT

Jim Howell ('08)
Troy FD
19 E Race Street
Troy OH 45373
937-335-5678
president@ipmba.org

VICE PRESIDENT

David Hildebrand ('09)
Denton PD
601 E Hickory, Suite #E
Denton TX 76205
940-349-7956
vp@ipmba.org

SECRETARY

Jeff Brown ('08)
Dayton PD
335 W Third Street
Dayton OH 45402
937-333-1108
secretary@ipmba.org

CONFERENCE COORDINATOR

Chris Davala ('08)
Maryland State Police
2765 N Salisbury Blvd
Salisbury MD 21811
410-641-3101
conferences@ipmba.org

TREASURER

Kurt Feavel ('10)
UW Madison PD
1429 Monroe Street
Madison WI 53711
608-262-4520
treasurer@ipmba.org

EDUCATION DIRECTOR

Charlie Summers ('10)
Illinois State University PD
700 W. College
Normal IL 61761
309-438-8631
education@ipmba.org

INDUSTRY LIAISON

Ron Burkitt ('09)
Hilliard PD
3800 Municipal Way
Hilliard OH 43206
614-921-7269
industry@ipmba.org

EMS COORDINATOR

Neil Blackington ('10)
Boston EMS
767 Albany Street
Boston MA 02118
617-343-2367
ems@ipmba.org

MEMBERSHIP COORDINATOR

Mitch Trujillo ('09)
Boulder PD
1805 33rd Street
Boulder CO 80301
303-441-4488 ext 02744
membership@ipmba.org

How to Design a Bad Presentation

(Continued from page 28)

2. Avoid the use of visuals. Spice up your presentation by including a few judiciously placed photos or graphics. Images can lend an element of visual appeal, but avoid using them gratuitously. Select only those graphics that relate to or support your main points. Also avoid adding too many images to a single slide or placing them haphazardly.

3. Use plenty of animations—just because you can. While animations can be fun, too many flashing icons may overwhelm your audience or steal the spotlight from key information. As with images, use animations sparingly and judiciously. Animations are useful to a presentation when they help control the flow of information, said Goodman. For example, an animation could reveal the contents of a diagram or chart bit by bit, helping your audience focus on how information has changed over time. Animations can also be an effective tool when they help add context, adds Goodman.

4. Use transitions arbitrarily. Though audiences are most accustomed to straight cuts between slides, Goodman says, the use of transitions can sometimes help an audience better understand a presentation's structure. For example, PowerPoint's "Fade Through Black" transition, which dissolves a slide to black before bringing up another, can be used to denote the introduction of a new topic, Goodman said.

5. Use tiny, hard-to-read fonts. Because your audience will most likely be viewing your presentation from a distance, make sure that the text size is large enough for them to read. Goodman suggests using font sizes of 20 points and larger, though he explains that the size of your audience, room, and projection screen should be taken into consideration. Slides may also be easier to read from a distance if you use sans serif rather than serif typefaces. Sans serif fonts found in PowerPoint and Impress include Arial (the default font for both programs), Century Gothic, and Verdana.

6. Choose color schemes at random. Not only can incompatible font and background colors detract from a presentation's credibility, they can also make it illegible. Using light-colored text on dark backgrounds and vice versa will help you achieve a desirable level of contrast and readability. If you're unsure where to begin, start with PowerPoint's design templates, which choose the colors for you. These colors can further be customized with PowerPoint's built-in Color Schemes tool, which lets you apply a few sets of background and text colors to individual slides or to the entire presentation.

7. Don't proofread. A slide show riddled with typos, misspellings, and grammatical errors can cause you to look unprofessional. Check each slide for punctuation, missing words or characters, and usage and agreement problems. After you've manually proofread your work, you may want to double-check your spelling by using the slide application's built-in spell-checking tool.

8. Forget the feedback. Keep in mind that your presentation means nothing if your audience doesn't understand it. Enlist a friend or colleague to review or watch your presentation and give you feedback on its design, structure, layout, and tone. A fresh pair of eyes may be better able to spot errors or inconsistencies you, as the author, may have overlooked.

Brian Satterfield, with additional information provided by Kami Griffiths

© 2007, CompuMentor

Brian Satterfield is staff writer at TechSoup. Kami Griffiths is senior program associate at TechSoup's TechCommons program.

(Continued from page 1)

“stealth tactics” can get officers to incidents quickly. Bike patrol is also a great means of Community Policing because it affords officers the opportunity to work closely with citizens, which improves trust and community relations because officers are viewed as more approachable. All of these qualities also make bike patrol effective in detecting potential terrorist activity.

Like the uniformed street patrol officer utilizing a car, the bike patrol officer can be responsible for patrolling a particular area of the jurisdiction, responding to crimes in progress and taking report runs. This jurisdiction, by design, is usually smaller geographically than the beats covered by officers assigned to cars. With less territory to cover, the bike patrol officer has more time to become

Police officers have become the local first line of defense against terrorism

familiar with the “hot spots” of his/her beat and can more easily develop those much needed relationships with the citizens who work and live in the area. These relationships create a vital link between officer and citizen and result in an increase in the exchange of information between the two. The more information that we as law enforcement officers have, the better we can do our jobs. We know from experience that most crimes, or at least parts of crimes, are observed by “someone”. We call those people “window monitors”. Finding these “window monitors” becomes our job when a crime has occurred. Information must be distributed to those who may have had the opportunity to observe the crime or its parts along with a means to contact the officer to provide needed information. This can be achieved by simply stopping by a business, asking a few directed questions and providing a name and pager number to call. Officers can also develop an informational flyer that can be

distributed in a neighborhood, office building or business.

As these relationships of trust develop, bike officers can begin to educate the citizens about what to look for based upon the crimes or terrorism threats that are already occurring or are possible in their beat area. As the citizens become more aware of what to look for, they will, on their own, contact the officers with information relating suspicious activity. Not only is every officer on the department a collector of information but your citizenry are as well. Citizens function as extra “eyes and ears”, thereby expanding your ability to prevent criminal activity.

Knowing what to look for is often the key to crime prevention. Knowing what to look for becomes even more important when it comes to preventing a terrorist attack. Police officers have become the local first line of defense against terrorism. Your education can start by familiarizing yourself – and your community – with the Seven Signs of Terrorism. These signs were developed to assist the patrol officer in recognizing steps that a potential terrorist might take when planning an attack on a particular target. These signs should be passed along to the citizens on your beat to enhance their recognition ability as well.

The Seven Signs of Terrorism

1. Surveillance

Examples of surveillance activities include: recording or monitoring activities, drawing diagrams, making notes on maps, using vision-enhancing devices such as binoculars, and/or possessing floor plans or blueprints of places such as high-tech firms, financial institutions, government or military facilities.

2. Elicitation

This is when someone attempts to gain information about an important place, operation, or workers.

3. Testing security

Walking or driving into restricted areas to observe security or law enforcement response, and/or attempting to enter physical security barriers or access procedures in order to assess strengths and weaknesses.

4. Acquiring supplies

Terrorists need to acquire supplies and equipment to carry out their attacks. This may include purchasing or stealing law enforcement or military equipment, identification badges, uniforms, and decals.

5. Suspicious persons who don't belong

These are individuals in a workplace, building, neighborhood, or business that are suspicious because of their behavior, the unusual questions they ask, or the statements they make.

6. Dry or trial runs

A trial run consists of putting people into position and moving them around according to the plan without actually committing the terrorist act. It could also include mapping out routes to determine traffic flow.

7. Deploying assets or getting into position

Deploying assets is placing people, equipment, and supplies at or near the target. If you see suspicious activity, this may be the last opportunity you have to report it to the proper authorities.

Become familiar with the Seven Signs of Terrorism; pass them along to the citizens you serve and enable them to become information collectors. Ultimately, criminal activity and terrorist attacks might be prevented based upon these tips. It's a simple concept if practiced with dedication.

Officer Mike Woida joined the Indianapolis Police Department in 1993. He has worked uniformed patrol, as a field training officer, as a district detective in the property crimes section, and is currently assigned to the Operations Division. He is a law enforcement trainer certified by the Indiana Law Enforcement Training Board. He was previously assigned to the Emergency Preparedness Section. There he worked to develop the plans for large scale events such as the Indianapolis 500, Indiana Black Expo Summer celebration and the 2006 Men's Final Four Basketball Tournament. He assisted in the development of the department's respiratory protection plan and is qualified to teach several WMD, Anti-Terrorism and Incident Command Courses. He is also certified as a trainer through the Indiana Law Enforcement Training Board. Mike can be reached at w4042@indygov.org.

The 18th Annual IPMBA Conference



Keeping You Up to Speed



IPMBA

April 19-26, 2008
Indianapolis, Indiana

Visit: www.ipmba.org ~ Call: 410-744-2400
Email: info@ipmba.org

— Events —



IPMBA

International Police Mountain Bike Association
583 Frederick Rd., Suite 5B
Baltimore MD 21228

NONPROFIT ORG
U.S. POSTAGE
PAID
BALTIMORE MD
PERMIT NO. 3361



Cool IPMBA Stuff
See Inside!

