

Fall 2003

# ipmba news

Newsletter of the International Police Mountain Bike Association



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

Vol. 12, No. 5

## Success Sells

by **Maureen Becker**  
Executive Director

Welcome to the second annual “Success” issue of *IPMBA News*. Judging from the articles contained within these pages, it has been another excellent year for public safety cycling. Despite the budget cuts and manpower shortages, most bike units have managed to “soldier on” to achieve great things. For every story of reduced on-bike time related by an IPMBA member, there is a story of triumph. Being on a bike unit these days is like riding a bike – there are detours, obstacles, and bumps in the road, but those who stay on course will be stronger and fitter for having navigated through the rough spots. Success doesn’t just happen – you’ve got to work for it.

Despite the budget cuts and manpower shortages, most bike units have managed to “soldier on” to achieve great things.

Part of making it through the rough spots means proving your worth. That can be a challenge in an era in which numbers are the ultimate measure of success. But how are you going to count the crimes not committed, the positive citizen contacts, the kids who choose you as a role model? How

are you going to use your success to sell your agency on bike patrol, or on sending you to the 14<sup>th</sup> Annual IPMBA Conference?

This issue contains success stories about a drug bust, the saving of heart attack and stroke victims, the return of a lost child, and the interruption of a robbery in progress. It also contains accounts of the role played by the Ra’anana (Israel) Civil Guard Bicycle Police Unit in protecting the U.S. Ambassador, the adoption of the IPMBA Police Cyclist Course by the London Metropolitan Police, and the impact of the London Ambulance Service Cycle Response Unit. It even has a photo of the successful outcome of an essay contest – new Cannondale bicycles for the Anne Arundel County and U.S. Naval Academy Police Departments. You can be sure that those who submitted these articles are out there selling their successes.

Find out how you can enhance your own successes at the 14<sup>th</sup> Annual IPMBA Conference, May 6-8, 2004, in San Antonio, USA. It’s as big as Texas.

## ABCs of Advocacy

by **Steve Friedman, EMT-B**  
Co-Manager, Bicycle Emergency Response Team  
Bethesda-Chevy Chase Rescue Squad, Bethesda (MD)

Are you an advocate? If you’re reading this, the answer is probably yes. Whether you realize it or not, your actions represent a level of advocacy. Wearing a helmet and using proper hand signals, even though required by law in most jurisdictions, represent behaviors that advocate in favor of public safety measures. But there are times when we must make our voices heard because those in government behave in a manner that is counterproductive to the goals of the bicycling and public safety communities. Advocacy is not limited to high-powered lobbyists walking the halls of Congress in expensive suits. In fact, the most effective advocacy efforts come from the grassroots, the people who are most impacted by policy changes at any level. The members of IPMBA represent a powerful grassroots constituency with the power to influence policy makers.

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# IPMBA. The Sweet Smell of Success.

**A**h...the sweet smell of success. To borrow a phrase from a popular movie, "It smells like... Victory!" This issue of *IPMBA News* is about the smell of success and the numerous victories won by public safety cyclists. Victories like the London Metropolitan Police adopting the

saved are the ultimate testament to success.

For some of us, just hanging on to our bike units was a victory. With fiscal cutbacks and manpower shortages caused by budget shortfalls and war, many officers who worked from the saddle found themselves hanging up their helmets and gloves and picking up car keys instead. The lucky ones work for departments that realize that bikes are cheaper than cars and that the officers supply their own fuel — I find that I usually get at least six miles to the taco! Most departments that have stuck with the bikes report some measure of success: crime rates dropping, officers shedding excess pounds, the level of service provided to the community climbing upward.

newfound skills to teach other riders, or to help fix the neighborhood kids' bicycles? Success is not always measured in numbers. It is measured by the results of one's hard work and effort. Tell us about your success. We all want to hear about the happy ending, and your story may just inspire others to strive for their own successes.

Most departments that have stuck with the bikes report some measure of success: crime rates dropping, officers shedding excess pounds, the level of service provided to the community climbing upward.

IPMBA curriculum and their goal to train hundreds of "Bobbies" in the methods of bike patrol. Victories like the first Emergency Services Cycling

I am moving closer to achieving my own personal goal for success. The 14<sup>th</sup> Annual IPMBA Conference & Product Exhibition will be held right here in my hometown, San Antonio. Three years of planning, dreaming, and working are going to make this conference the best one yet. This success will be shared by everyone who is part of making this dream a reality, and we are going to ride the victory for all it's worth.

Come be a part of the victory celebration. It's as big as Texas.



T.J. Richardson, President  
IPMBA. Doing it better, doing it first.

Seminar in the United Kingdom. Victories like bike patrols starting up in places like Belfast, Jerusalem, and even some remote outposts, Vermont and New Hampshire! Small victories like a neat drug bust that never would have happened without the bike. Larger-than-life victories like the EMS personnel who were in the right place and the right time because of the bike. The lives

Where did you whiff the sweet smell of success? Where has the bike taken you that you would not have gone? Who did you catch, or whom did you save? Maybe your success wasn't even job-related. Did riding for the job get you in better shape? Or did the bicycle bug bite you after your training course and give you the confidence to train for your first 100-mile ride? Did you use your

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### ipmba news

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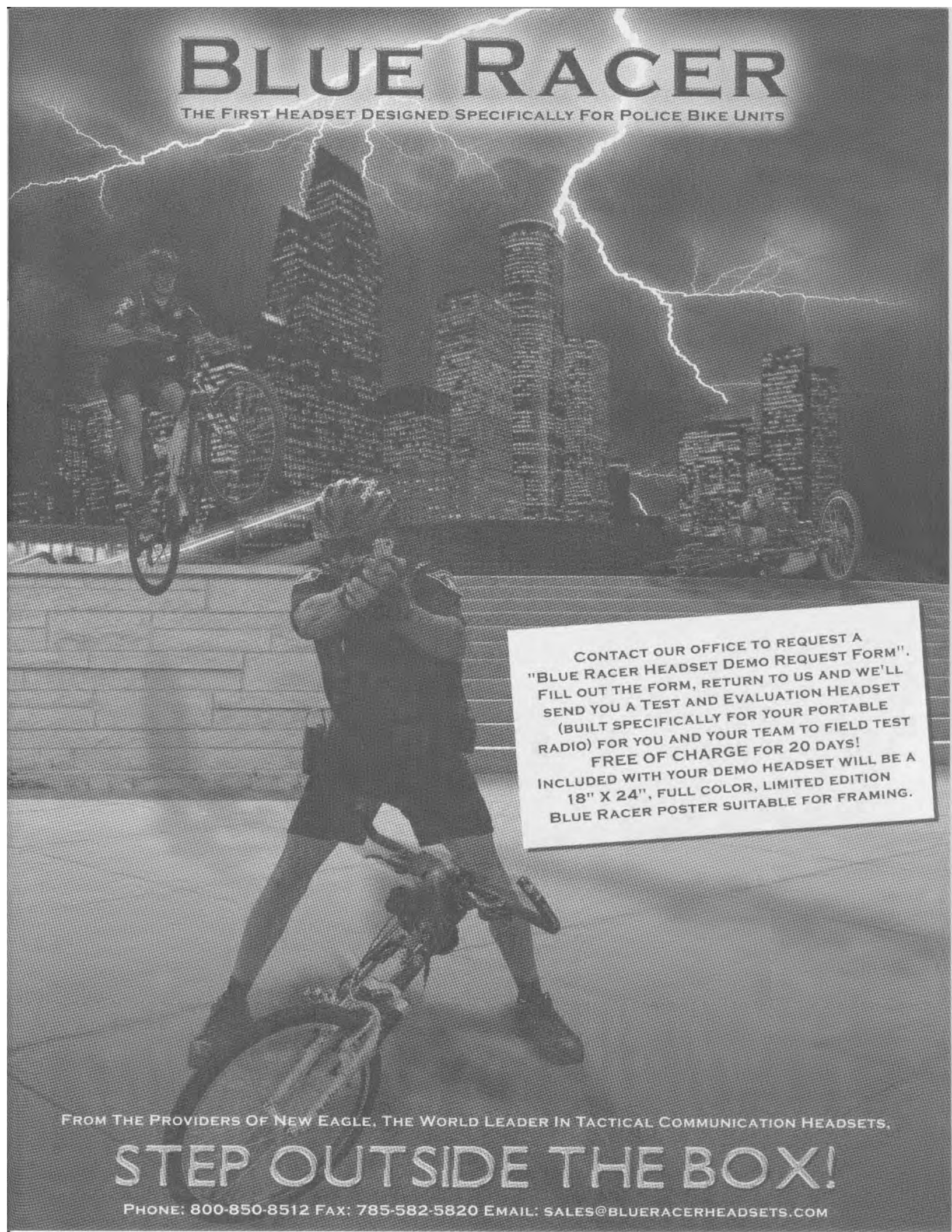
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The International Police Mountain Bike Association is a non-profit educational organization providing resources, networking opportunities, and training for public safety bicyclists.

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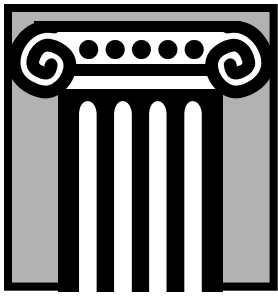
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# Building on the Foundation of Success

Stories of success are inspirational. By sharing these stories, IPMBA hopes to inspire you. From saving a fairgoer's life to protecting a U.S. Ambassador, all across the globe public safety bicycling continues to prove the "old adage" that two wheels *can* be better than four. Pages 5 - 13.

## Protecting the Ambassador

### Ra'anana Bicycle Police Secure Israel's Top VIPs on July 4

by Samuel Schwartz

Head of the Ra'anana Civil Guard (Auxiliary Police)  
Bicycle Police Unit  
Ra'anana, Israel

"A commercial vehicle has just sped through our roadblock. As it passed, two suspects jumped out of the vehicle, hit the ground running and disappeared into the surrounding neighborhood." We heard this report on our radios and our hearts started pounding faster. Our unit was among those encharged with protecting the country's top leadership and foreign dignitaries on this day, and two suspicious men were running right for us.

It was July 3rd, 2003, the eve of the United States' Independence Day. For the first time in Israel's history, the American ambassador decided to hold the festivities at Park Ra'anana, our city's beautiful and expansive park complex. Ra'anana, a city of about 70,000 residents, is located some 20 kilometers northeast of Tel Aviv. In previous years, the United States' ambassador had hosted the July 4th celebrations at his official residence. Rumor had it that the ambassador was smitten with beauty Ra'anana's spacious grounds and this year decided to celebrate here.

To us, the members of Ra'anana's Civil Guard (Auxiliary Police) Bicycle Police Unit, Park Ra'anana is our home turf. As part of our regular shifts, we have patrolled every inch of the park and the streets surrounding it. Since it began functioning in January 2003, the Bicycle Police Unit has made its presence known on the streets of Ra'anana. Bicycle policing is still something of a novelty in Israel and even after being active for seven months, we are still sure to get curious smiles, stares and abundant comments of, "Hey, it's 'Pacific Blue'" every time we go out on patrol.

In addition to the regular patrols of the city's main streets, industrial areas, shopping centers and agricultural fields, the unit provides security at special events like this one. In the past, the unit has been integrated in missions like guarding polling booths during the January Prime Ministerial and Knesset elections, riding alongside the runners and protecting the route at Ra'anana's March 2003 Road Race, and insuring that the massive events marking Holocaust Memorial Day, Israel's Soldier's Memorial Day and Israel's Independence Day in May could proceed without incident.

In recent weeks, the unit has also been integrated into the police's defense lattice protecting the city from terrorist infiltration. When the police receive an intelligence report that a terrorist cell is attempting to cross into the borders of Israel or is already in the region, the police bicycle unit has been added to the roster of forces that are scrambled in order to provide an added layer of security.

On this U.S. Independence Day eve, despite the recently declared cease fire on the part of Palestinian terrorist groups like Hamas and Islamic Jihad, there were still plenty of fresh intelligence reports about terrorists who would be trying to infiltrate the country. With a guest list including Israel's Prime Minister and President, Cabinet Ministers, Members of Knesset, Supreme Court Justices, military top brass and luminaries from the worlds of culture and business, not to mention all the U.S. Embassy staff and the entire diplomatic community residing in Israel, this event was what might be described as a very attractive terrorist target. Every unit involved in securing the event had to be at maximum alert for the duration. The upside of the extensive guest list was that in

providing an extremely visible presence, the bicycle unit would not just help deter potential terrorists, but would also attract the notice of the multitude of VIP's in attendance and boost its reputation as an important component in the security mosaic protecting the city.

Most of the patrol was fairly quiet and we

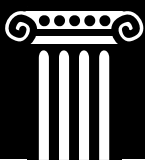


Aerial view of Ra'anana

went about our work, utilizing the inherent advantages of a mobile bicycle unit. We made our rounds, securing the outer perimeter of the event, which included a grassy park area crowded with people, a man-made lake spanned by narrow bridges, tight alleyways, dirt paths and crop fields. The day was unseasonably hot and humid, even for the exceptionally hot and humid area of Israel's Sharon region where Ra'anana is located. However, with plenty of refills to our water bottles and the motivation to make sure that the event went exactly as planned, the shift went by quickly. We investigated a number of suspicious cars, objects and visitors, but thankfully, all of them turned out to be harmless.

Then all of the sudden, shortly after I commented to one of my partners in our

(Continued on page 7)



# London's Life-Saving Team is On the Scene

London Ambulance Service Cycle Response Unit meets need for faster response times in busy central London

by **Tom Lynch**  
London Ambulance Service  
London, England

The London Ambulance Service (LAS) deals with over 3,500 calls per day, with central London being one of the busiest areas. Faced with the challenge of meeting government-mandated targets for response time, the LAS began exploring alternative methods for reaching patients. The result of this effort to reduce response time and keep ambulances free for serious calls was the London Ambulance Service Cycle Response Unit (CRU).



Photo Courtesy Tom Lynch.

## Why I Undertook the Project

The project brought together:

1. My commitment to easing the pressure on the ambulance workload in an area in which it is difficult to reach patients quickly (and thereby achieve government-set targets for response times) due to:
  - traffic congestion
  - pedestrianisation
  - high 999-call demand
  - high non-conveyance rate
2. My personal interest in cycling as a:
  - World class champion competitor
  - Cycle coach for Team Great Britain

## How I Set it Up

The idea was raised initially in 1998. I delivered my Feasibility Proposal to the Accident and Emergency Development Team, who then led the research on the idea and brought together a Cycle Response Unit Working Group. A pilot scheme staffed by myself was set up in

the summer of 2000 with full evaluation of qualitative and quantitative data. This was the first Technician Responder and was monitored closely. Criteria were set for the operational use of the CRU.

Following successful evaluation of this innovative idea, a London Ambulance Service organisational decision was made to fund a team of Cycle Responders.

The implementation of the team involved: recruitment of co-ordinator and riders (who underwent occupational health and cycle-specific fitness and skill tests); further training - Category C, Cycle Response Riding and Health Promotion; set up of a dispatch system in CAC; designation of an Operational Management liaison; set up of a system for ongoing management information data gathering for evaluation; set up of ongoing risk assessment; operational cycle rider supervision; developing a public relations campaign; developing (design/trial) and purchasing appropriate clothing and equipment; and liaising with external organisations, such as the National Treatment Agency for the Department of Health, Primary Care Trust NHS Walk-in Centre, Department of Transport, Metropolitan Police, City of London Police, Soho Community Group, Westminster Crime and Disorder Reduction Team, City of Westminster Community Protection Department, International Cycle Show and Transport for London Cycling Centre of Excellence.

## What the New Service Looks Like

A team of four riders (Paramedics and Technicians) cover a ten-hour day, seven-day-a-week shift pattern, dynamically deployed in a five-kilometer area in the heart of the Capital.

Cycle Response Unit uses custom-built mountain bikes with London Ambulance Service livery. The cycle and medical kit is lightweight and includes:

- **Medical Kit:** Defibrillator, one litre Oxygen/Entonox, Pulse Oximeter Monitor, Automatic Blood Pressure Monitor, Adult/Child Bag & Mask Resuscitators, Nasal/Oropharyngeal Airways, Maternity Kit, Adult/Child

Oxygen Masks, Adrenaline, Aspirin, Glucagen, GTN, Hypostop, Salbutamol, Watergel, Bandages, Dressings, Clinical Waste Sharps Bin/ Yellow Bags, Rubber Gloves and Cleanser. The Paramedic carries an additional Extended Skills Pack.

- **Cycle Unit:** Blue Lights, Siren, Puncture-Proof Tyres, Pannier Bags & Rack, Tool Kit, Water Bottles, Cycle Computer, Sensor & StandLight Technology Lighting.

The rider is clothed in LAS insignia cycle clothing and protective equipment which consists of helmet, gloves, glasses, reflective jacket/jerseys, shorts, trousers, waterproofs, cycle shoes, base layers, socks/padded undershorts, scarf/ear warmers, anti-pollution mask, stab vest, utility belt with pouches, and radio with earpiece and mobile phone.

The unit is activated (primarily) by CAC to Category C calls but will respond to any call and can self-activate. Using the additional Category C skills on scene, the rider can assess the patient's condition and decide to cancel the ambulance and appropriately advise on other facilities, e.g., NHS Walk-in Centre, or offer self care advice.

## The Results of the Change

The main areas supported by the results of the team implementation over a six months period are on average:

## Workload and Performance

- **999 calls:** 46 calls answered per week - 35% of all CRU area calls
- **Ambulance Cancellations:** 22 per week by the CRU or not sent by CAC - 50%
- **Not Conveyed:** 22 once the CRU attended - 50%
- **Response Time:** 6 mins
- **Running Time:** 4 mins
- **Job Cycle:** 25 mins
- **Cat A Performance:** Calls attended to within eight minutes: 100%
- **Clinical Performance Indicators:** 98% compliance
- **Utilisation Rate:** 35%

(Continued on page 7)

- **Category of Call:** Seven calls a day (two red, three amber, two green).
- **Ambulance availability:** Saved over 250 hours of front line ambulance time.
- **Tasking:** Identified difficulties in communications and dispatch.
- **Sole Response:** No ambulance was dispatched to Category C Calls.

## London's "Met" Adopts IPMBA

The Metropolitan Police have adopted the International Police Mountain Bike Association training for all officers riding mountain bikes as part of their duty.

Officer Kirby Beck of the Coon Rapids Police Department trained an initial twenty officers to the IPMBA high standards. Three later attended the National Conference and received training as instructors.

Arrangements are in hand to train nine members of the Metropolitan Police Training School to deliver training to a minimum of 300 officers per year.

Inspector Anthony Moore the officer in charge of developing the police use of mountain bikes in London said, "I am very grateful to all the IPMBA people who have helped me immensely to develop the Metropolitan Police policy on the use of mountain bikes. Without their help I would not have been able to understand the need for officers to be adroit at riding what many see as a leisure vehicle. Their level of knowledge and understanding of police needs is very impressive. I strongly recommend any police organisation considering using mountain bikes to contact IPMBA to take advantage of their depth of knowledge to save them reinventing the wheel."

- **Call Demand:** Greater understanding of the times of day/year when the CRU could be used more efficiently to ease the pressure on 999 vehicles.
- **Cat C Referral:** Reforming emergency care, protocol for NHS Walk-in Centre developed.
- **Shelter & Stock Reserves:** No ambulance premises led to arrangements with other local organisations.
- **Community "Ambulancing":** Health information and advice possibly prevents 999 calls and has now given us a more community-based role.
- **Popularity:** With patients, staff, local health/social care agencies, police, fire service and increased our cross organisational partnerships.
- **World Media:** Successful and positive international press, television, radio and internet coverage.
- **Awards:** '999 EMS Research Forum' at AMBEX, 'London Hero' at City Hall presented by the Mayor and HRH Queen Elizabeth, ASI licentiate and nominated for the ASA awards.
- **Rider Fatigue:** Identified possible health issues.
- **Cycle Mileage:** 170 miles per week, approx 4,500 over six months.
- **Savings:** Approx £80,000 in ambulance non-dispatch/attendance and £2000 in fuel.
- **Fitness:** Increased level of fitness.
- **Sickness:** None.

### How We Measured Our Success

The collection of routine Management Information data on a weekly basis helped measure our success. This was supported by

ongoing feedback with the CRU riders, operational staff, managers and external partners. The CRU riders also kept reflective journals and were closely supervised by the Cycle Co-ordinator and the Clinical Team Leader for safety and quality assurance purposes.

### Keys to Success

- Listen to staff who have good ideas and support them in developing solid proposals. Your staff are your key asset and can be innovative, determined and resourceful if given the opportunity.
- Involve departments that are likely to be affected by any new systems required or by the results early in the planning process.
- Leave enough time for planning and run a pilot scheme; this could pave the way for change and will also tell you what will work.
- Evaluate the program constantly.
- Create an image for your scheme that you want to portray to the public and media.
- Select suitable staff who will be committed as you are.
- Ensure that new developments fit with your service's aspirations e.g., *London Ambulance Service Improvement Plan* aims to improve alternative responses such as the CRU for lower priority calls.



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## Protecting the Ambassador


(Continued from page 5)

three-person patrol about the tranquility of the shift, the radio started crackling. Little bits of information came in from numerous sources. We put together the picture of the transport vehicle that began rushing headlong toward the park. Two of its occupants panicked when they saw the officers on duty and jumped out of the moving vehicle, heading in our direction. A few seconds after the initial reports came in, I heard my unit's call sign spoken into the radio. I confirmed my position and then we received orders to close in on the location of the incident and make contact with the suspects, who escaped on foot

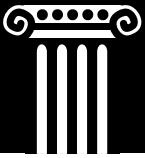
before they could make it to the dignitaries.

With our hearts and our quads pumping, we scoured the residential streets, combed the narrow alleyways, and made tracks through the straw-filled dirt paths as we looked for the suspects. Mid-way through our chase, the radio interrupted our search with reports that the driver of the vehicle had been caught. We continued looking for the suspects and hoped that a preliminary interview of the driver might shed some light on the men we were looking for and about whom we had almost no description. Several minutes later another call came out over the radio informing us that after the initial questioning of the driver, the incident could now be reclassified as not a potential terrorist attack on the nation's VIP's, but

instead a case of illegal foreign workers fleeing the sight of police whom they feared would deport them. We breathed a sigh of relief and received orders to return to our circuit protecting the park's perimeter. The decision to reclassify the event was soon proven to be correct as a patrol car spotted the two men, who turned out to be laborers from Thailand whose work visas had expired.

Frankly, none of us were disappointed that the incident turned out not to be terrorist in nature. We were happy to get back to the routine of our patrol and were grateful that in retrospect, the most explosive part of our shift was the impressive fireworks display that the U.S. Embassy arranged to cap off the festivities. 

Sami Schwartz can be reached at [dianasam@aquanet.co.il](mailto:dianasam@aquanet.co.il).



## Just Another Day at the Fair

EMS Explorers and bike paramedics team up to save a fair-goer's life

(Syracuse, NY, August 28, 2003) - When 77-year-old Camillus resident James Welch went to the 2003 New York State Fair Monday, he didn't know he'd end up owing his life to some teenagers and a new piece of equipment carried by Rural/Metro Medical Services paramedics.


Welch suffered a sudden cardiac arrest – his heart stopped and he was not breathing. Help was quickly summoned, and a bystander reportedly began CPR. Shortly, a team of Rural/Metro Medical Services' responders arrived, including paramedics and members of the unique foot patrol team. Valarae Alexander, Anthony Sauve, Nicole Wilder, Charida Robinson, Robyn Russell and Savannah Parker took over CPR.

The teamwork paid off as skill, youth and new technology had Welch regaining a pulse and breathing after two shocks from a new small defibrillator carried by bike paramedic Heather Koehler. What makes this heart-shocking device unique is its size. The Access-AED weighs less than three pounds and fits in the palm of your hand. It was purchased for the specific use of Rural/Metro's Bike Medics to cut down on the weight of equipment they were carrying as they pedaled through their twelve-hour shifts at the fairgrounds, responding to hundreds of emergency calls.

**The Access-AED weighs less than three pounds and fits in the palm of your hand. It was purchased for the specific use of Rural/Metro's Bike Medics ...**

While this teamwork is a common occurrence in any emergency medical service setting, the six foot-patrollers are members of Rural/Metro's Explorer Post #869 - teenagers learning about the field of emergency medical services. "We tell our Explorers they are getting into a life saving business. We prepare them for the good and the bad, as they try to determine if an EMS career is for them," said Rural/Metro's public information officer Phil Politano. "Monday night, they saw the 'Chain of Survival' work first hand to save a man's life." Politano added that without the quick work

of the bystander and Rural/Metro's Explorers, the paramedics might not have had a viable patient. "Our Explorers experienced first hand how good old fashioned CPR allowed new technology can make a difference."

Rural/Metro will mark 50 years of service to the Syracuse area with a private celebration on Sunday at the Fair. Nearly 500 past and present Eastern Ambulance and Rural/Metro employees will join in the reunion. Rural/Metro's Division General Manager, Mike Addario, says "to have had our Explorers assist in saving someone's life the same week we mark our 50 years of history is fitting. These young people are the future of our industry, and our advisors have prepared them well. The new technology of the Access AED is also a sign of our continued commitment to excellence and achievement in the future." 

To find out more about Rural/Metro's Explorer Post, call Rural/Metro in Syracuse at 315 -471-0102.

## S.T.O.R.M. Trooper's Third Patrol

Young volunteer assists an injured mountain bike rider

by Kyle Anest

Age 16, S.T.O.R.M. Mountain Bike Patrol

### Mountain Bike Patrol

The S.T.O.R.M. Mountain Bike Patrol (SMBP) in San Antonio is a community service program developed and operated by the South Texas Off Road Mountain Bikers (S.T.O.R.M.), a San Antonio non-profit organization dedicated to promoting safe, fun and environmentally conscious mountain-bike riding for the general community in South Texas.


SMBP is an organization of San Antonio and South Texas volunteers dedicated to bike-patrolling designated city parks in coordination with the City of San Antonio Police Department and the City of San Antonio Parks & Recreation Department. The purpose of SMBP is to work with South Texas land managers to establish bike patrols on designated lands to report criminal conduct, assist land users in need, and promote the responsible biking practices embraced by S.T.O.R.M. and the International Mountain Bicycling Association (I.M.B.A.).

The patrollers have encountered many interesting adventures in the short time the patrol has been operating, but here is a noteworthy one from our youngest patroller during an August patrol.

—Jason Ogle, Patrol Director, S.T.O.R.M. Mountain Bike Patrol

Mark was riding his bike at McAllister Park when he took a nice jump and flew about nine feet. As he landed, he hit a small hole with his front tire and went down on his left hip. He slid on his left hip/side for about ten feet. I sat there with him for about 45 minutes and he still couldn't get up, but, insisted he was fine! I gave him another 15 minutes and now it was about 7:45pm (gonna get dark soon). So I called an ambulance to get him out of there on a stretcher because there was no way he was walking, crawling, or anything else.

The first responders were at the entrance to the park in about four minutes. I showed the first responders down to the creek bed and they did a quick exam and figured he dislocated or fractured his hip bone/joint. Another ambulance and fire truck came and brought a stretcher down. Another fire truck and another ambulance showed up at Alamo Driving Range because that was our closest evacuation point. They got him on the stretcher and I showed them the fastest way out. It took them nine minutes to get him to an ambulance from their time of arrival but they were very professional and had a huge task because they couldn't get air life anywhere close! It was just a hip injury as far as I know, but it did attract two ambulances, two fire trucks, and a first responder, not to mention that air life had to be cancelled twice. On this patrol I also had a bike mechanical on another kid's bike as well as a young lady that scraped up her left knee and elbow pretty nicely!

That is the story of my third patrol — an evening I will never forget! 

Ed's Note: Jason Ogle will team up with Sgt. Louis Arias of the San Antonio Parks & Recreation Police Division to offer Volunteer Bike Patrols: Getting Started during the 14th Annual IPMBA Conference in San Antonio. This workshop will teach attendees how to identify community resources, make effective presentations to potential volunteers, and provide a safe, rewarding experience.



# First on Scene... Bike Medics

Do bike medics save lives? Just ask the survivors.

Compiled by John R. Watson, Jr.  
Hobbs Fire Department (NM)

**Arlington County FD (VA):** During the 24<sup>th</sup> Annual Marine Corps Marathon, two medics responded to a report of a possible stroke on an incoming Metro rail car. Mass crowds and closed roads seriously delayed the medic unit arriving on the scene. The bike team met an engine company with an elderly male patient who had suffered a major stroke. Immediate ALS care was given by the medics; O<sub>2</sub>, IV, cardiac monitoring with the Engine's LP 300. The patient was evaluated and evacuated to the arriving medic unit. The progression of the stroke was lessened due to the fast actions of the team. Robert J. Halsall, Jr., was one of the medics. Super job!

**Arlington County FD (VA):** During the 25<sup>th</sup> Annual Marine Corps Marathon, 250,000 spectators overran the race route, causing major delays and response problems. Personnel received reports of a runner down near the finish line. The medic unit was unable to gain access due to the large crowds, but the bike team gained access to a patient suffering severe heat exhaustion. The patient was unconscious and unresponsive, but fast action saved his life. Another thumbs up for Bob Halsall!

**M**edics were able to respond from a half-mile away and render aid before the standby EMS unit could make it two blocks through the

**Cypress Creek EMS (TX):** Shell Houston Open Golf Tournament 1998; responded to man down, full arrest; response time was two minutes; AED applied and patient revived. Go Gene Williams!

**Gretna PD (LA):** After a parade during Mardi Gras weekend, our two-person Intermediate Level Team responded to an accident with injuries in which an F-250 T-boned a Hyundai at 45 mph. Bike units were the first on scene, and were able to administer IV, O<sub>2</sub>, wound care and C-spine until a transport unit could arrive (approx. 5-10 min.). The patient was transported in critical condition. Gretna Police on the job!

**Gretna PD (LA):** Working a festival when a pot of boiling water spilled onto three festival workers, causing second-degree burns to the back, legs and feet. Bike Medics were able to respond from a half-mile away and render aid before the standby EMS unit could make it two blocks through the fairgrounds with a stretcher. Gretna has next year's budget wrapped up! Keep up the good work, Phil Saladino!

**North Central Mountain Bike Patrol (WI):** There have been several incidents at the Chequamegon Fat Tire Festival (a 40 mile, 2500 competitor MTB race held each year near Cable, WI) where we were first on scene of critical incidents. Most calls are broken bones and lacerations. Way to go, Hans Erdman!

**Williamson Medical Center (TN):** Discovered house fire on first day of patrol. Summoned F.D., isolated and treated bedridden occupant, moved burning stove outside. Excellent job, Nick Gatlin!

Success



## Small Town Fourth of July

by Stephanie Rowe  
Udall Police Department (KS)

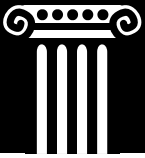
Hello! My name is Stephanie Rowe and I work for the Udall Police Department in Kansas. I completed the training in March, held in Winfield, Kansas. The training was both mentally and physically challenging, but very enjoyable.

The reason for writing is to let you all know that having a bike patrol worked out great for our 4th of July celebration. Our town has a population of about 800 people. However, because of fireworks restrictions in Wichita, Udall gets pretty crowded on July 4. Our city park is the area in which the events are held and where everyone can get the best view of the city fire works show. Normally, the large number of people prevents our cars from going through, so the officers patrol on foot. This causes our response times to increase, as officers are either on foot or have to bypass all of the people.

We have had a bike patrol in the past, but no formal training. So this year myself and Officer Allen, who also attended the training, were out on our bikes. The two of us were able to go into the middle of the park, where the vehicles could not go. We returned a toddler to his family, and we made sure that people used their fire works safely. In addition, we spoke with many spectators, giving them a greater sense of security as well as a more personal outlook on law enforcement officers. As a result, the celebration went better than expected. I would almost go so far as to say that it was our best yet.

In conclusion, I would like to say "thank you" for the training and the opportunity to be involved in an organization like this. I feel that it had a huge impact on the success of our events!

Stephanie can be reached at [whest140@wheatstate.com](mailto:whest140@wheatstate.com).



## D.C. Bicycle Officer Kills Suspect in Robbery

Officer approaches a holdup and takes action

by Petula Dvorak and Martin Weil  
Washington Post Staff Writers

The shooting occurred about 8 p.m. near the 300 block of 34th Street NE when a uniformed 6th District officer on patrol on a bicycle came upon what appeared to be a holdup, police said.

The officer, identified as Michael O'Harran, 24, spotted a man pointing a gun at several other people. As O'Harran approached, the gunman turned and pointed his gun at the officer, said Sgt. Joseph Gentile, the D.C. police spokesman.

Gentile said the officer fired his own gun, striking the would-be robber once in the chest.


The suspect was pronounced dead at Prince George's Hospital Center at 8:06 p.m., police said.

Police said they took custody of a weapon from the robbery attempt.

In keeping with D.C. police practice, the officer was placed on administrative leave while the department's Force Investigative Team conducts its inquiry.

The neighborhood where the shooting occurred, River Terrace, lies between the Anacostia River and Route 295.

One person said it is "a very good neighborhood" of which fellow residents, many of them senior citizens, had been "very proud."

But another said streetlights on 34th Street NE had been malfunctioning, bringing in outsiders. 

*This article appeared in the Washington Post, October 13, 2003, page B3.*

## Training Class Makes a Catch

Officers on a training ride overwhelm people suspected of smoking marijuana

Zion-Benton News (IL)  
June 12, 2003

"It couldn't have happened better if I had planned it," said Sergeant Rick Concepcion, commander of the Winthrop Harbor Police bike patrol.

Concepcion is also a certified instructor for the International Police Mountain Bike Association and it was this particular night that he was leading the instruction for other officers.

He was in his third day of a four-day, 32-hour police mountain bike class when something happened.

These marijuana smokers weren't even aware of the bike patrol officers until Concepcion shined his bike light on them ...

The class included officers from both the Winthrop Harbor and Zion Police department bike patrol units. They consisted of Sgt. Waymon Vela and Officer Tamia Kingsfield from Winthrop Harbor, and officers Dave Grinhaug, Eric Barden and Craig Bunton from Zion.

The officers had finished the daytime portion of their class early that day and had reported back in at 8:30 p.m. that evening for the class called *Night Riding and Conspicuity*. Concepcion gave a 45-minute lecture on the methods of night riding and police bike patrol during dark hours.

The class had been riding for about an hour and Concepcion had decided to do one more sweep of the alleys. As the class turned down their last alley of the night before heading back to the station, they smelled the distinct odor of burning marijuana.


Just as the classroom instruction had said, "you can smell things much better at night because your sense of sight is reduced and your other senses become that much more aware." As the bike officers found out, they could smell the cannabis before they could actually see the cannabis smokers.

As the officers rode closer to the people smoking the marijuana another classroom point was made clear to them, "People will not often see you approaching them on a bike because they expect the police to always be riding around in cars."

These marijuana smokers weren't even aware of the bike patrol officers until Concepcion shined his bike light on them and yelled out to them "Police! Stop where you are!"

As instructed in police bike officer school, one officer made contact with the suspects while the other officers maintained what the IPMBA school calls the "mechanical advantage," poised in the take-off position, ready to ride after the suspects should they decide to flee.

In the face of the overwhelming police presence, the suspects remained where they were and were found in possession of marijuana. One of them also had an outstanding arrest warrant.

"The police bike patrol is a great tool for law enforcement. It saves fuel and maintenance costs on squad cards, keeps officers in good physical condition, and keeps the criminal element guessing," said Concepcion. 

*For further information about the Winthrop Harbor bike patrol contact Sgt. Rick Concepcion at 847-872-2131 ext. 701.*

# Teen Charged After Hitting Bike Patrol Officer

Teenager attempts to bribe officer, then flees

Contributed by Craig Campbell, PCI # 605  
Indiana State University PD  
Tribune-Star (IN)  
June 24, 2003

TERRE HAUTE, IN -- Apologies didn't stop police from jailing a West Terre Haute teen who ran over a bike patrol officer's foot Saturday night.

Neither did Joshua Maurer's alleged offers of \$3,000 cash, along with the title and keys to a Monte Carlo car.


Maurer, 18, was charged Monday in Vigo County Superior Court Division 4 with class-D felonies of battering a police officer and resisting law enforcement, along with three misdemeanor charges.

According to police reports, Terre Haute police officer Pete Horstman was patrolling Wabash Avenue late Saturday night when he saw a white Dodge pickup truck peel out in the 1200 block, leaving behind a smoky cloud.

About 10 minutes later, Horstman and a second officer on bike patrol caught up with the truck, stopped for a red light at Wabash Avenue and 14th Street.

After feigning a search for his driver's license, the driver drove off — swerving and hitting Horstman and running over the officer's left foot, according to a report about the incident. Horstman was treated and released in Union Hospital's emergency room.

Police traced the truck's license plate to Maurer's West Terre Haute house, where they arrested him that night.

Maurer told police he fled because his driver's license was suspended. 


<http://www.tribstar.com/archives/index.inn?loc=detail&doc=/2003/June/24-2167-news07.txt>



## Bike Officers Catch Thief


Scotland Yard Sees Growing Success of Bicycles on Patrol

Submitted by Anthony Moore  
New Scotland Yard, Victoria, London

 n the 28th of October 2003, a 14 year-old male was robbed of his mountain bike and beaten up by six youths. A description of the stolen bike was given out on a briefing at DP where my officers were working. On the 30th October PC's Natasha Walker, Dave Phin and Urijah Phillips saw a bike fitting the description of said bike. The bike was being ridden by Rochester, who made off on seeing police. My 'extremely fit' officers caught and arrested Rochester, who was later charged with robbery.

There is no doubt that if these officers had not been on bikes themselves, Rochester would have escaped. He is a PYO with lots of previous for violent robberies and there are also numerous entries on the crimint system regarding him. This also demonstrates the effectiveness of intelligence lead policing.

There is another arrest just brought to my attention of an arrest on CD a couple of months ago. This was again a robbery where the victim (or possibly a witness) was chasing the offender down The Haymarket but was losing ground. PC 343AB Rob Belson reacted swiftly and caught the offender. This obviously shows how useful bikes are when offenders run off.


Another example of the bikes' usefulness was the arrest of someone breaking into a parking ticket machine in the Paddington area. Two of my cyclists approached the offender unheard and unseen. They stopped on either side of the offender, who took a few seconds to register that they were police officers. He still had wire in the machine and was arrested for attempt theft. 

## Palm Beach County Honored

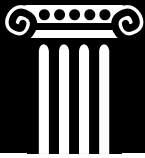
Sheriff's Officer Presented with the Law Enforcement Program of the Year Award

For the second consecutive year, the Palm Beach County Sheriff's Office (PBSO) Bicycle Unit was honored with the Florida Bicycle Association's (FBA) Enforcement Program of the Year Award. The award, presented at BIKEFEST 2003 ~ the National Rally of Cyclists, recognized PBSO's efforts to assist the FBA in its mission of inspiring and supporting people and communities to enjoy greater freedom and well-being through bicycling.

The PBSO was selected for its Bicycle Safety Program, a joint effort between the PBSO and the Florida Department of Transportation. Under the program, members of the PBSO bicycle unit conducted education programs in over 50 schools, reaching over 23,000 students. They also distributed over 8,000 helmets. Their goal is to expand the program to include all of the county's 85 schools.

The PBSO is also working with the FBA to create a video designed to encourage police officers to enforce traffic laws as they relate to bicycles. The six-minute video, entitled *Drive on By*, will show what can happen when officers ignore adults riding on the wrong side of the road or kids riding without helmets. 

For information on the PBSO's Bicycle Safety Program, contact Bob Ricciardi at [ricciardir@pbso.org](mailto:ricciardir@pbso.org).



# First Annual Emergency Services Cycling Seminar

Public safety cycling debuts in the UK

by Sgt. Nigel Tottie  
North Yorkshire Police, England

In a manner remarkably similar to the way in which IPMBA was born, the weekend of the 21<sup>st</sup> and 22<sup>nd</sup> June 2003 saw North Yorkshire Police play host to the first 'Emergency Services Cycling Seminar' at York Racecourse in the North of England. Held in conjunction with the annual York Cycle Show and Cyclists' Touring Club (CTC) Rally (the CTC is, apparently, the UK equivalent of the League of American Bicyclists), the seminar was the first of what is hoped to be an annual event in which Police Forces, Ambulance Services and other Public Services which use cycles are able to come together

to share ideas, discuss best practices, and compare equipment and patrolling techniques.

Police cycle patrols and EMS cyclists in the UK have really taken off over the last year, and the timing for the seminar seemed perfect to try and bring

people together for the first time on a national scale. The seminar was attended by eleven police forces from around England and Wales (there are forty-three in total), as well as representatives from Belfast in Northern Ireland. Three Ambulance Services attended, as did HM Coastguard, who now use cycles to patrol coastal paths in Wales. The highlight of the seminar, and a real coup for the UK officers who arranged it, was the visit by Maureen Becker and T.J. Richardson, IPMBA's Executive Director and President, respectively. Maureen and T.J. came over specifically for the event to represent IPMBA at this inaugural event.

The seminar was opened in front of around 50 delegates by the Chief Constable of North Yorkshire, Della Cannings, who welcomed everyone before speaking about the role which cycle patrols can play in providing a high profile policing presence which is accessible and can provide the reassurance which is vital in the fight against the fear of crime.



Photo courtesy Nigel Tottie

The opening was followed by presentations by Sgt. Nigel Tottie, a co-organiser of the event, on the role of the York Community Cycle Unit, a cycle patrol team which has been running in York

for the last year, with great success, and is now seen as one of the three leading cycle patrol units in the UK. This was followed by presentations from York-based paramedic Mark Inman on the health benefits of cycling, and a presentation by IPMBA instructor PC Mark Cockram of the City of London Police on the need to clothe and equip officers properly for cycle patrol work.



Photo by Maureen Becker

After lunch, which was provided by KIT, a UK manufacturer of cycle-specific uniform and equipment, T.J. Richardson talked to the delegates about the role of IPMBA and issues surrounding liability and training. Sgt. Peter Newman then spoke about the Selly Oak cycle team in the West Midlands area, a crime-fighting team who have had a great deal of success in reducing house burglaries in their area. The seminar was concluded by paramedic Tom Lynch who spoke about the work of the London Ambulance Service Cycle Response Unit, who work in the busy West End of London.

The day ended with delegates visiting various pubs in the City of York (which, at last count, had 365 within the city limits!) sampling locally brewed beers such as 'Sizzler', 'York Bitter' and the strangely-named 'Wonky Donkey'.

Sunday saw several sore-headed delegates arrive bright and early in a massive electrical storm at York Minster, one of the largest Gothic cathedrals in Europe, and some 1400 years old! Maureen and T.J. were treated as guests of honour by the CTC at the Minster, where a dedication ceremony for cyclists was held, led by CTC President Phil Liggett, a famous TV cycling presenter who shortly after the ceremony was jetting over to France for the start of the Centenary edition of the Tour de France cycle race, on which he was commentating.

After the ceremony the annual parade of 2000+ cyclists made their way from the Minster back to the Racecourse through the city, this year escorted by the many public safety cyclists who were present. After a relaxed lunchtime which saw many delegates walking around the many events and trade stands at the Racecourse, delegates competed IPMBA-style against the clock around a course containing obstacles designed to test their ability to manoeuvre at slow speeds and negotiate stairs and other urban features. The competition was compered (commentated on) by T.J. Richardson and won by Paramedic Paul Brown of the Tees, East and North Yorkshire Ambulance Service. Prizes for the competition were provided by Niton,

(Continued on page 13)



# Cannondale Partners with IPMBA to Award Four Bikes to Police Bike Units



**C**annondale Bicycle Corporation recently awarded a total of four police bicycles to two police departments in Maryland. The addition of the Cannondale bikes to the departments' bike fleets will enable them to enhance their bicycle operations and/or replace aging equipment.

Cannondale partnered with the International Police Mountain Bike Association (IPMBA) to make the donations. IPMBA members were invited to submit an essay describing why their departments were worthy of the bikes. The winning entries were submitted by Officer Paul Connor of the Anne Arundel County Police Department in Glen Burnie, Md., and PFC Rusty White, Department of Defense Police, U.S. Naval Academy, Annapolis, Md.

Both of the winning entries described the highly visible role that bike officers have within their communities. They also highlighted the effectiveness of the bike-mounted police officer in combating specific crime problems.




Photo courtesy Paul Connor

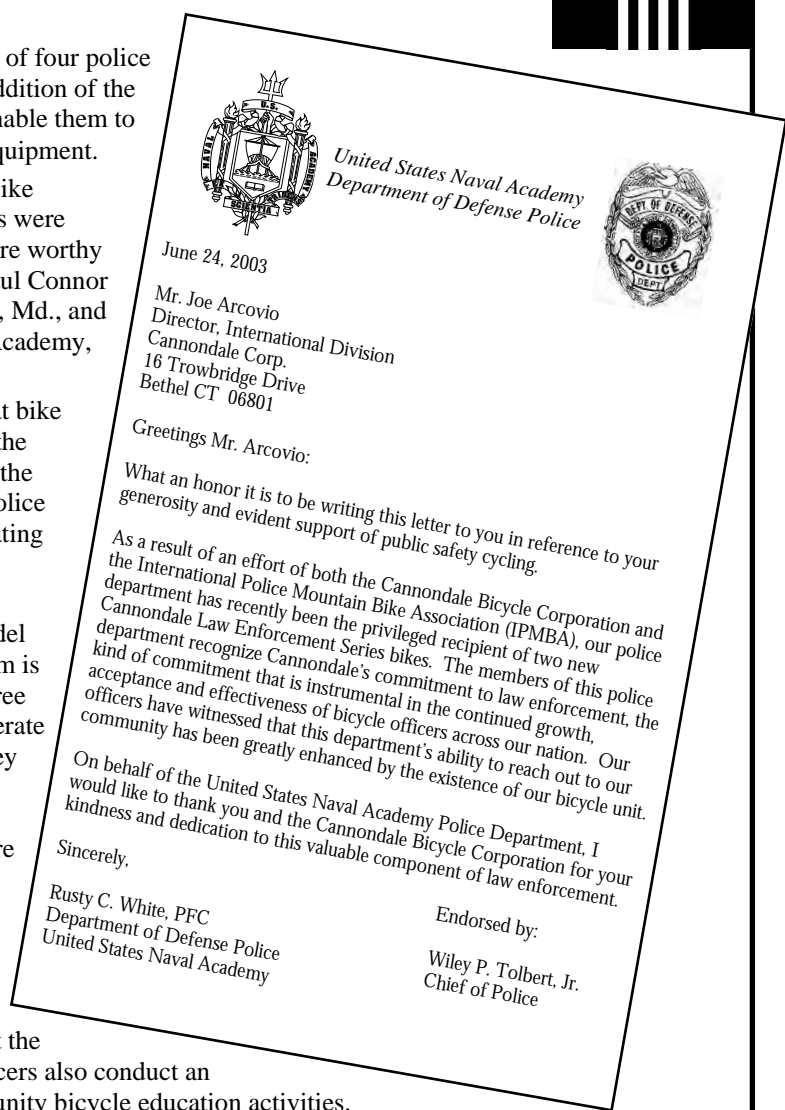
The Anne Arundel County bike team is comprised of three officers who operate year-round. They average 30-40 arrests monthly, 50% of which are drug-related.

They also handle calls for patrol, attend public events, perform bike rodeos, and teach IPMBA Police Cyclist Courses around the state.

Before the donation, the U.S. Naval Academy had a fleet of four bikes. They are deployed during every major event held at the Academy, including football games and parades. The bike officers also conduct an annual rodeo for the Boy Scouts and participate in other community bicycle education activities.

"IPMBA is grateful of Cannondale's support of public safety cycling," said Officer Monte May, IPMBA's industry liaison and the bicycle operations coordinator for the Kansas City, Mo., Police Department. "In these tough economic times, many bike units are struggling to find the funding to survive, and donations like Cannondale's can make a huge difference."

IPMBA is a non-profit organization that promotes the use of bikes for public safety, provides resources and networking opportunities, and offers the best, most complete training for public safety cyclists. 



## Cycling Seminar

(Continued from page 12)

another UK provider of police and ambulance-specific cycle equipment, and Cannondale Europe, a major international cycle manufacturer.

In all the event was very successful. Co-organiser Nigel Tottie said "The seminar was a first and was well attended by services from all over the UK. Although this year's event was relatively small, the support which we have received means we shall certainly be back next year, and are already looking at ways to make the event bigger and better. Cycle patrols are certainly taking off in the UK, a fact demonstrated by the interest in this

seminar, from emergency service personnel and members of the public alike. I would particularly like to thank Maureen and T.J. for taking the time to visit us in the UK and offer us their support, and our Chief Constable for coming along and offering her support. The success of the seminar has meant that our Chief Officer has already stated her intention to send my co-organiser PC Steve Harvey and I to the IPMBA conference in San Antonio next May to build on the good work started over this weekend".



Anyone wishing to participate in next year's conference or obtain information on cycle patrols in the UK can contact the organisers by email at [nigel.tottie@northyorkshire.pnn.police.uk](mailto:nigel.tottie@northyorkshire.pnn.police.uk) or [steven.harvey@northyorkshire.pnn.police.uk](mailto:steven.harvey@northyorkshire.pnn.police.uk).

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# Product Review: EKO Sport Total Air Cartridges

Upgrade Your RockShox and Manitou Forks

by Mitch Trujillo, PCI #244T  
Boulder PD (CO)  
IPMBA Industry Relations Committee

So, do you have an old RockShox or Manitou fork on that patrol bike that just doesn't work like it used to? Chances are, if you have a single-crown RockShox fork dating back to 1995, a Manitou SX model, or even White Brothers model, a EKO Sport Total Air Cartridge Kit might be the way to rejuvenate that tired fork.

Last year, while going through the garage, I came upon my used 1998 Manitou SX-Ti fork. The internals were good, but the feel of the springs never did suit me. Long ago, I heard that the old Englund Total Air systems had a great reputation as replacements for the stock internals for many forks, so I decided to rebuild my Manitou. Luckily, I found out that Colorado-based EKO Sport had purchased the rights from Englund, and were still producing the service kits. Even better, EKO Sport provides IPMBA members with 20% off the retail cost of the kit.

EKO offers twenty-one fork-specific kits. They retail from about \$100 to \$135. My kit was ordered and received in a timely fashion. Good thing there is a detailed set of step-by-step instructions! I'd never taken a fork apart before. After reading the instructions twice, which is highly recommended, I disassembled the fork and installed the cartridges. It was a breeze.

First, the cartridges have to be set up for your individual taste. I left the #2 damping adjuster (suitable for most riders and comes pre-installed) on the fork. If you like slower rebound damping, the #1 would be used. If you want faster rebound, use the #3. Each has a different size valve hole to control the correct amount of air flow. The small, plastic adjusters are installed using a 4mm Allen key. They sit inside the cartridge and are easily accessible. The compression damping is set by turning the adjuster in (for stiffness) or out (for plushness).

After that, you remove the fork's sliders, springs, and control rods, then wipe clean the outer stanchions and bushings inside the fork legs. The instructions vary according to fork model. If you have never rebuilt a fork before, you may have to disassemble and reassemble the fork a couple of times before

everything is correct. Total time for the upgrade installation: two hours.

EKO recommends yearly maintenance by removing the cartridge with the handy tool (included) and lubricating it with Slick Honey or RockShox Judy Butter. I prefer the Slick Honey, which can be found in your LBS (local bike shop). EKO also throws in a section of PCV for emergencies. The section is strategically placed inside the fork leg should a cartridge seal blow and the fork has to be converted to a rigid fork for the ride home. Anyone who has experienced a blown fork seal will appreciate this.

I used a shock pump to amp up the cartridge to about 150psi. After putting half-boots on the sliders, I weighed the fork at three pounds light! The 72mm of travel is smooth and responsive. I noticed a little bit of "top out" (rebounding to full extension with authority is the best way to describe it), which is the way I like my forks. The fork feels very stiff laterally, and the EKO Sport cartridge hold its air very well. Weeks passed before I checked the air pressure, and to my surprise, no leaks.

After a full year of riding on urban patrol and on trails, I've found that my Manitou SX forks, with the installed EKO Sport Total Air Cartridge upgrade kit, need very little maintenance and are user friendly. I've also given a new lease on life to a set of forks that were gathering dust. On the whole, I'd recommend the product kit to anyone wanting to upgrade as opposed to springing for a comparable new fork.

**Regular Cost:** Contact for Product List

**Cost to Members:** 20% off Retail

**Form of Payment:** CK, MC, V, D

**Ordering Options:** Phone, Fax, Email, Web

**Contact Name:** Jason Tillinghast

**Contact:** EKO Sport Inc., 580 N. Westgate Dr., Grand Junction, CO 81505, (970) 241-3518, (800) 999-827, fax (970) 241-3529,

**Email:** jtillinghast@ekosport.com

**Website:** www.ekosport.com

*EKO Sport is listed in the IPMBA Product Purchase Program, [www.ipmba.org/ppp.htm](http://www.ipmba.org/ppp.htm)*

*Mitch is an IPMBA Instructor Trainer, an IMBA National Mountain Bike Patroller, and has a penchant for singlespeeds. He can be reached at [trujillom@ci.boulder.co.us](mailto:trujillom@ci.boulder.co.us).*



Industry

## Support our 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.

### Alerte Systems

Bill Stranathan  
800-728-1536

[www.alertesystems.com](http://www.alertesystems.com)  
Bill@alertesystems.com



### Patrol Cycles LLC

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silvio.pappalardo@wavecrestlabs.com



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Jason\_schumacher@trekbike.com



To become a corporate member, contact Maureen at [maureen@ipmba.org](mailto:maureen@ipmba.org) or 410-744-2400.

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

Low profile design and clearer transmissions are only two of many great features

by Officer Damon Whisman  
Topeka Police Department (MO)

Several months ago, New Eagle International, a company which has been providing tactical headsets to law enforcement and military clients worldwide for the past 15 years, asked us to test a new headset they were developing specifically for law enforcement bicycle units.

I was given a headset to test and evaluate for several weeks. The headset is a low-profile design with an earpiece and boom microphone. The unit is equipped with an in-line push-to-talk switch. The units attach to our Motorola MTS 2000 portable radios in the same way as lapel microphones.

After several weeks, the company's representative returned for an update. In the few weeks I had worn the unit, I had been told by other officers that my radio transmissions were much clearer. My partner and I were in a car chase and after it was over, several officers involved (both patrol officers and other bike officers) commented that it didn't sound like I was on a bike. They said my transmissions were very clear and they were able to understand what I was saying. They also commented that my partner, who was using a standard speaker/lapel mic, was hard to understand due to the wind noise. Dispatchers also commented that I was easier to understand than my partner.

Officer Monasmith also wore the headset during the initial test period. I noticed that he sounded clearer during his radio transmissions. Dispatch also commented that Monasmith's radio traffic was much clearer. Other bike officers, using speaker/lapel mics, often had to repeat radio traffic for various reasons (wind noise, background noise, etc.).

I found the headset to be very comfortable to wear throughout my entire shift. We asked the company to put a larger clip on the PTT switch (which they did), and they also replaced a PTT switch with a slightly larger one. Within a week, the representative returned with two more headsets to test. That meant three of our seven bike officers would be wearing the headset full-time. It was very apparent during the shift who was wearing a *Blue Racer* headset and who was not.

Officer Gonzales received one of the additional units to test. He went to our car wash to test the noise-canceling microphone. Gonzales stood in the car wash and requested registration information on a tag while another officer was

using the automatic car wash. After he received the information, he called dispatch and asked how he sounded on the radio. The dispatcher said, "fine, why?" He told her that he was standing in the car wash while somebody was washing a car when he ran the tag. She thought he was joking. Gonzales briefly explained the noise-canceling microphone feature on the headset he was testing. The dispatcher told him that it definitely works.

We asked the company about different ways of setting up the unit. We asked about putting the boom microphone on the other side, longer or shorter cables depending on a person's height, different placement for the PTT switch, etc. They told us that each unit is custom built and they can accommodate virtually any request — just as they have with their tactical headset line for the past decade and a half.



#### Pros

**Low Profile:** The behind-the-head, low-profile design is very comfortable and does not interfere with our bike helmets.

**Noise Canceling Boom Microphone:** The noise canceling technology was originally designed for military special operations forces, to deal with helicopter rotor wind noise. The company has implemented this feature to help bike

officers combat wind noise on the bike. There is no need for the bike officer to cup a hand over the *Blue Racer* microphone to cover wind noise.

The traditional lapel-mounted microphone forces the bike officer to reach up and turn his or her head to talk into the microphone. The boom microphone on the *Blue Racer* allows the bike officer to talk without having to turn his/her head. If the officer does need to turn his/her head and talk, the microphone is in position. The ability to clip the PTT switch on the front of the shirt enables officers to look forward while riding and talking on the radio, allowing them to look out for potential road hazards. The boom microphone is very sensitive. It is not necessary - or advisable - to place the microphone directly in front of the mouth. Doing so makes it sound like you have swallowed your microphone. I found that below the lower lip and two to three fingers away from the face works really well.

**Earpiece:** The earpiece allows the officer to hear radio traffic clearly even with normal background noise (traffic, wind, people talking, etc.). It also allows officers to hear important radio traffic about a subject/situation without having to "step away" so somebody doesn't overhear. It enables officers to approach or search a building without having to turn their radios down so low they can't hear dispatch.

**Weatherproof:** The headset is designed to be waterproof. Manufacturing specs state that the headset can be submerged in up to one meter of water without any problems. We have not tested the headset that severely, but we have ridden in the rain several times. With other earpieces, I have experienced problems such as the earpiece failing completely after being exposed to rain for a shift, as have other officers. We experienced no difficulties or failures with the *Blue Racer*.

#### Cons

**Price:** A price hasn't been finalized yet, but we were told it might cost between \$300 and \$400. This may sound too pricey for some agencies; however, it is definitely worth every penny.

**Earpiece:** Some officers don't like wearing an earpiece. They feel the earpiece interferes with hearing on that particular side. However, the *Blue Racer* earpiece is specially designed so that it can be placed outside the ear canal with the radio volume slightly turned up. When required, the earpiece can be inserted into the ear canal so others cannot hear the radio traffic. At first, it may feel a bit awkward to those who are not accustomed to wearing earpieces.

In my opinion, the positives far exceed the negatives. The *Blue Racer* has everything a bike officer needs in a headset. It has met all of our expectations and has performed flawlessly. I highly recommend it.

**If your agency would like to test and evaluate a *Blue Racer* headset, contact the company at 866-481-4811 or [sales@blueracerheadsets.com](mailto:sales@blueracerheadsets.com) to request a *Blue Racer* Demo Request Form.**

Once you have filled out the required information and returned the form, they will ship a *Blue Racer* headset, specifically built to work with your portable radio, for a FREE 20 day test and evaluation. Your department will also receive a full color, 18" x 24", limited edition, *Blue Racer* Police Bike Unit poster.

*The following officers tested the Blue Racer headset and made comments that were incorporated into the product review: Sgt. Jim Roy, Cpl. Pat Hannan, Officer Artie Gonzales, Officer Mark Hilt, Officer Jeff Holtzman, Officer Jerry Monasmith, and Officer Damon Whisman.*



# Product Purchase Program

## Product Purchase Program

Welcome to the Product Purchase Program! The IPMBA Product Purchase Program, or PPP, is one of the coolest benefits of IPMBA membership. Why is it the coolest? Because it saves you money!

The Product Purchase Program – IPMBA's exclusive member discount program – was introduced as a benefit of membership in September of 1997 with four members. Today, the PPP features over 30 suppliers offering discounts to IPMBA members.

Members who take advantage of these discounts can pay for their IPMBA memberships in just one purchase. Here are a few examples. Your IPMBA membership costs you \$50 annually. Want Officer Survival Training? Check out H&K at \$50 off. Thinking of joining the National Mountain Bike Patrol? IPMBA offers 50% off the regular dues. Need panniers? Visit R&B Fabrications and take 55% off on EMS-specific bike bags. The list of discounts goes on and on...bike seats, suspension, patrol shoes, bikes, training, lubes, gloves, lights, uniforms...

So when you need bikes, equipment, clothing, or accessories for on- or off-duty use, check the Product Purchase Program first, and watch your IPMBA membership pay for itself. **Have your IPMBA membership number and expiration date when you place your order.** Pages 15-17.

### ABS SPORTS

**Product:** Super Saddle  
**Regular Cost:** \$99  
**Cost to Members:** \$89  
**Form of Payment:** DC, MC, PO, V  
**Ordering Options:** Phone, Fax, Email

**Contact Name:** Van Zevenbergen  
**Phone:** 609-371-1554  
**Fax:** 609-371-1554  
**Website:** www.abs-sports.com  
**Email:** sales@abs-sports.com

**ABS Sports**  
683 Rt. 33, Hightstown, NJ 08520

### ALERTE SYSTEMS, INC.

**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  
**Form of Payment:** DC, MC, V  
**Ordering Options:** Phone, Fax, Email, Web, Mail

**Contact Name:** Art Germann, Sherri Smalley, Bill Stranathan  
**Phone:** 800-728-1536  
**Fax:** 800-635-1536  
**Website:** www.alertesystems.com  
**Email:** bill@alertesystems.com



**Alerte Systems, Inc.**  
243 S. Madison Avenue, Loveland, CO 80537

### ASLET

**Product:** ASLET Membership  
**Regular Cost:** \$50  
**Cost to Members:** \$40  
**Form of Payment:** C, CH, DC, MC, PO, V  
**Ordering Options:** Fax, Mail

**Contact Name:** Van Benton  
**Phone:** 301-668-9466  
**Fax:** 301-668-9482  
**Website:** www.aslet.org  
**Email:** info@aslet.org

**American Society for Law Enforcement Training**  
121 North Court St., Frederick, MD 21701

**Notes:** Submit copy of IPMBA membership card with ASLET membership application or renewal notice.

### BIKE TRACK

**Product:** Mini-Mum Vertical Bike Hanger  
**Regular Cost:** \$24.99-\$38.99 (with cable)  
**Cost to Members:** \$17.49-\$27.29 (with cable)  
**Form of Payment:** AX, MC, V  
**Ordering Options:** Phone

**Contact Name:** Carol Weingeist  
**Phone:** 888-663-8537  
**Fax:** 802-457-3704  
**Website:** www.biketrack.com  
**Email:** info@biketrack.com

**Bike Track**  
P. O. Box 235, Woodstock, VT 05091

### BRATWEAR

**Product:** Bike Uniforms  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 10% off Standard Price List  
**Form of Payment:** AX, C, CH, DC, D, MC, PC, V  
**Ordering Options:** Phone, Fax, Email, Web, Mail

**Contact Name:** Teri Becklund  
**Phone:** 253-517-4000  
**Fax:** 253-517-4004  
**Website:** www.bratwear.com  
**Email:** tbecklund@bratwear.com

**Bratwear**  
5417 12th Street East, Suite 100, Fife, WA 98424

### BRAVE SOLDIER

**Product:** Ointments, Shave Gels, Lip Balms, etc.  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 40% off Retail  
**Form of Payment:** AX, C, CH, DC, D, MC, PO, V  
**Ordering Options:** Phone, Web

**Contact Name:** Jeffrey Neal  
**Phone:** 323-653-5538/888-711-BRAVE  
**Fax:** 323-852-6604  
**Website:** www.bravesoldier.com  
**Email:** info@bravesoldier.com

**Brave Soldier**  
8338 Beverly Blvd., Los Angeles, CA 90048

### BUSHWHACKER USA

**Product:** MESA Rear Rack Trunk  
**Regular Cost:** \$55  
**Cost to Members:** \$35  
**Form of Payment:** AX, C, CK, MC, V  
**Ordering Options:** Phone, Fax, Email

**Contact Name:** Jeff Sims  
**Phone:** 801-829-6801  
**Fax:** 801-829-6104  
**Website:** www.bushwhackerbags.com  
**Email:** jss1205@aol.com

**Bushwhacker USA**  
395 E. 300 N., Morgan, UT 84050

### CANE CREEK CYCLING

**Product:** Suspension Seatpost  
**Regular Cost:** \$139  
**Cost to Members:** \$83.40  
**Form of Payment:** MC, V  
**Ordering Options:** Phone, Fax

**Contact Name:** Lena Warren  
**Phone:** 800-234-2725  
**Fax:** 828-684-1057  
**Website:** www.canecreek.com  
**Email:** lena@canecreek.com

**Cane Creek Cycling Components**  
355 Cane Creek Rd., Fletcher, NC 28732

### CASCADE DESIGN

**Product:** Platypus Hydration Systems  
**Regular Cost:** Contact for Pro-Form  
**Cost to Members:** 10% off Wholesale  
**Form of Payment:** CK, DC, MC, V  
**Ordering Options:** Fax, Mail

**Contact Name:** Herb Gayheart  
**Phone:** 800-527-1527 / 206-676-1414  
**Fax:** 800-583-7583  
**Website:** www.cascadedesigns.com  
**Email:** herb.gayheart@cascadedesigns.com

**Cascade Design**  
4000 First Ave. S., Seattle, WA 98134

### CS FERRULES

**Product:** Precision Machined Housing Ferrules for Cable  
**Regular Cost:** \$2  
**Cost to Members:** \$1  
**Form of Payment:** AX, C, CH, DC, D, MC, PO, V  
**Ordering Options:** Phone, Fax, Email, Web, Mail

**Contact Name:** David Ortega  
**Phone:** 707-781-9339  
**Fax:** 707-781-9339  
**Website:** www.csferrules.com  
**Email:** csferrules@yahoo.com

**CS Ferrules**  
1903 Marylyn Circle, Petaluma, CA 94954

### CYCLE SOURCE GROUP

**Product:** Bikes & Accessories  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 20-35% off Retail  
**Form of Payment:** C, CH, DC, D, MC, PO, V  
**Ordering Options:** Phone, Fax, Email, Mail

**Contact Name:** Peter Carey  
**Phone:** 877-533-7245  
**Fax:** 631-205-1435  
**Website:** www.cyclesg.com  
**Email:** peterc@cyclesg.com

**Cycle Source Group (Smith & Wesson)**  
445 County Rd. 101, Unit # E, Yaphank, NY 11980

### [NEW!] CYCLOPS BICYCLE & TACTICAL OPERATIONS EQUIPMENT & TRAINING

**Product:** Bicycle & Tactical Ops Equipment & Accessories  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 10-30% off Retail  
**Form of Payment:** C, CH, DC, PO  
**Ordering Options:** Phone, Mail

**Contact Name:** Ashley Foster  
**Phone:** 843-259-8368

**Cyclops Bicycle & Tactical Operations Equipment & Training**  
5003 Alpha Street, N. Charleston, SC 29405

**ABBREVIATIONS:** AX = American Express ~ C = Cash

CH = Personal Check ~ DC = Department Check

D = Discover ~ MC = MasterCard ~ PO = Purchase Order ~ V = Visa

## Product Purchase Program

### DANALCO

**Product:** Sealskinz  
Waterproof Socks & Gloves  
**Regular Cost:** \$29.95-\$39.95 socks; \$29.95 gloves  
**Cost to Members:** \$15-\$20 socks; \$15 gloves  
**Form of Payment:** C, CH, DC, MC, PO, V

**Ordering Options:** Phone, Fax, Email, Web, Mail

**Contact Name:** Sam Matthews  
**Phone:** 800-868-2629  
**Fax:** 800-216-9938  
**Website:** www.danalco.com  
**Email:** sam@danalco.com

**Danalco**  
1020 Hamilton Rd., Duarte, CA 91010

### DE SOTO SPORT

**Product:** Triathlon Clothing  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 40% off Retail  
**Form of Payment:** AX, MC, V  
**Ordering Options:** Phone, Fax, Email, Web

**Contact Name:** Emilio De Soto II  
**Phone:** 858-453-6672  
**Fax:** 858-453-6783  
**Website:** www.desotosport.com  
**Email:** contact@desotosport.com

**De Soto Sport**  
5260 Eastgate Mall, San Diego, CA 92121

### DIADORA

**Product:** 25% off Bike Shoes, 10% off Giordana Apparel  
**Regular Cost:** Varies  
**Cost to Members:** \$80  
**Form of Payment:** MC, V  
**Ordering Options:** Phone, Fax, Website

**Contact Name:** Nelson Frazier  
**Phone:** 800-FON-GITA x 319  
**Fax:** 704-588-4322  
**Website:** www.gitabike.com  
**Email:** info@gitabike.com

**Diadora**, 12500 Steele Creek Rd, Charlotte, NC 28273  
**Notes:** On website, enter "IPMBA" in promotion code box.

### [NEW!] DO WRAP HEADWEAR

**Product:** Under Helmet Headbands & Bandanas  
**Regular Cost:** \$9.95-\$24.95  
**Cost to Members:** 25% off Retail  
**Form of Payment:** AX, MC, DC, PO, V  
**Ordering Options:** Phone, Fax, Email, Website

**Contact Name:** John Okon  
**Phone:** 773-770-4200/800-359-2514  
**Fax:** 773-770-4201  
**Website:** www.dowrap.com  
**Email:** john@dowrap.com

**Do Wrap Performance Headwear**  
1747 W. Grace Street, Chicago, IL 60613

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

### EKO SPORT

**Product:** Power Grips, Air Suspension, Pumps  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 20% off Retail  
**Form of Payment:** CK, MC, V, D  
**Ordering Options:** Phone, Fax, Email, Web

**Contact Name:** Jason Tillinghast  
**Phone:** 970-241-3518/800-999-8277  
**Fax:** 970-241-3529  
**Website:** www.ekosport.com  
**Email:** jtillinghast@ekosport.com

**Eko Sport**  
580 North Westgate Dr., Grand Junction, CO 81505

### FUJI AMERICA

**Product:** Bikes & Accessories  
**Regular Cost:** Contact for Product List  
**Cost to Members:** Contact for Discount  
**Form of Payment:** C, CH, MC, PO, V  
**Ordering Options:** Phone, Fax, Email, Mail

**Contact Name:** Kevin Moran  
**Phone:** 800-631-8474 / 201-337-1700  
**Fax:** 201-337-1762  
**Website:** www.fujibikes.com  
**Email:** info@fujibikes.com

**Fuji America**  
P.O. Box 60, 118 Bauer Drive, Oakland, NJ 07436  
**Notes:** Include "Attn Kevin" in email subject line.

### HECKLER & KOCH

**Product:** Officer Survival for the Mountain Bike Officer  
**Regular Cost:** \$795  
**Cost to Members:** \$745  
**Form of Payment:** CC, PO  
**Ordering Options:** Phone

**Contact Name:** Pat Rios  
**Phone:** 703-450-1900 x 293  
**Fax:** 703-406-2361  
**Website:** www.hecklerkoch-usa.com  
**Email:** prios@heckler-koch.com

**Heckler & Koch**  
21480 Pacific Blvd., Sterling, VA 20166

### IMBA

**Product:** IMBA Membership  
**Regular Cost:** \$20 Basic; \$35 Supporting  
**Cost to Members:** \$10 Basic; \$18 Supporting  
**Form of Payment:** C, CH, DC, MC, V  
**Ordering Options:** Fax or Mail

**Contact Name:** Pete Webber  
**Phone:** 888-442-IMBA/303-545-9011  
**Fax:** 303-545-9026  
**Website:** www.imba.com  
**Email:** info@imba.com

**IMBA: International Mountain Bicycling Association**  
P.O. Box 7578, Boulder, CO 80306

**Notes:** Submit copy of IPMBA membership card with IMBA 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  
**Form of Payment:** C, CH, MC, PO, V  
**Ordering Options:** Phone, Fax, Email, Web, Mail

**Contact Name:** Marianne Iosso  
**Phone:** 888-747-4332  
**Fax:** 847-437-8478  
**Website:** www.ioosso.com  
**Email:** info@ioosso.com

**Iosso Products**  
1485 Lively Blvd., Elk Grove, IL 60007

### LANE SUNGLASSES

**Product:** Protective Eyewear & Goggles  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 30-60% off Retail  
**Form of Payment:** CH, DC, MC, V  
**Ordering Options:** Phone, Fax, Email, Web, Mail

**Contact Name:** Neal Dykstra  
**Phone:** 800-542-7850  
**Fax:** 219-956-2112  
**Website:** www.lanesunglasses.com  
**Email:** eyewear@netnitco.net

**Lane Sunglasses**  
7640 N. 400 W., Rensselaer, IN 47978

### 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); \$6,590 (60 bikes)  
**Form of Payment:** AX, C, DC, MC, PO, VI  
**Ordering Options:** Phone, Fax, Email, Website, Mail

**Contact Name:** Shawn Jones  
**Phone:** 651-777-1554  
**Fax:** 651-777-1535  
**Website:** www.liftnstore.com  
**Email:** sjones@liftnstore.com

**Lift & Storage Systems, Inc.**, 3580 Hoffman Road East, White Bear Lake, MN 55110

### LOUKA LLC

**Product:** Video: Firearms & Training Issues  
**Regular Cost:** \$19.99 + shipping  
**Cost to Members:** \$18.99 + shipping  
**Form of Payment:** CH, DC, PO  
**Ordering Options:** Phone, Email, Mail

**Contact Name:** Lou Ann Hamblin  
**Phone:** 734-697-6342  
**Email:** louannblackwidow@aol.com

**Louka LLC**, 650 Light Tower Road, Suite 1, Belleville, MI 48111

### MAKLITE

**Product:** Illuminated Safety Light Products  
**Regular Cost:** \$10.95 (9" Strips With Velcro)  
**Cost to Members:** \$7.00  
**Form of Payment:** AX, D, DC, MC, PO, V  
**Ordering Options:** Phone, Fax

**Contact Name:** William Maki  
**Phone:** 800-888-5427 / 773-276-7500  
**Fax:** 773-276-3331  
**Website:** www.librasafety.com  
**Email:** libre.safety@prodigy.net

**Maklite**, 1823 W. Webster Ave., Chicago, IL 60614

### MARWI USA, INC.

**Product:** Lighting Systems  
**Regular Cost:** \$99-\$259  
**Cost to Members:** Contact for Discount  
**Form of Payment:** COD, MC, V  
**Ordering Options:** Phone, Fax, Email, Mail

**Contact Name:** Kandi Phillippe-Watson  
**Phone:** 618-392-2000  
**Fax:** 618-392-2030  
**Website:** www.marwiusa.com  
**Email:** kandi.watson@marwiusa.com

**Marwi USA, Inc.**, 4287 N. Holly Road, Olney, IL 62450

### MAXXIS TIRES

**Product:** Bike Tires & Tubes  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 50% off Retail (Pro-form)  
**Form of Payment:** AX, MC, V  
**Ordering Options:** Email, Fax, Phone

**Contact Name:** Chance Regina  
**Phone:** 770-962-8229 x 124  
**Fax:** 770-962-7705  
**Website:** www.maxxis.com  
**Email:** maxx daddy@maxxis.com

**Maxxis Tires**, 545 Old Peachtree Rd., Suwanee, GA 30024

### MOCEAN

**Product:** Bike Patrol Uniforms  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 25% off Retail  
**Form of Payment:** AX, C, CH, DC, MC, PO, V  
**Ordering Options:** Fax

**Contact Name:** Bill Levitt  
**Phone:** 949-646-1701  
**Fax:** 949-646-1590  
**Website:** www.mocean.net  
**Email:** moceanbl@aol.com

**Mocean**, 1635 Monrovia Avenue, Costa Mesa, CA 92627

# Product Purchase Program

## MODEL RECTIFIER CORPORATION

**Product:** Helmet Gear Cycle Visor  
**Regular Cost:** \$14.98  
**Cost to Members:** \$7.50  
**Form of Payment:** C, CK, MC, PO, V  
**Ordering Options:** Phone, Fax  
**Contact Name:** Frank Ritota  
**Phone:** 732-225-2100  
**Fax:** 732-225-0091  
**Website:** www.modelrectifier.com  
**Email:** mrscsupport@modelrectifer.com  
**Model Rectifier Corporation**  
 80 Newfield Ave., Edison, NJ 08837

## PATROL CYCLE LLC

**Product:** Cycling Shoes for Public Safety Professionals  
**Regular Cost:** Retail: \$109.95/Web Direct: \$79.95  
**Cost to Members:** \$67.95  
**Form of Payment:** C, CH, DC, MC, PO, V  
**Ordering Options:** Phone, Fax, Email, Web, Mail  
**Contact Name:** Michael Flynn, Jeff Hutchinson  
**Phone:** 909-634-5025  
**Fax:** 909-677-0349  
**Website:** www.patrolcycle.com  
**Email:** sales@patrolcycle.com  
**Patrol Cycle LLC**  
 27699 Vista Del Valle, Hemet, CA 92544

## PROGOLD LUBRICANTS

**Product:** ProLink Chain Lube, ProGold Lubes, EPX  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 40% off Retail  
**Form of Payment:** C, CH, DC, MC, PO, V  
**Ordering Options:** Phone, Fax, Email, Web, Mail  
**Contact Name:** Doug or Van  
**Phone:** 800-421-5823  
**Fax:** 404-766-3977  
**Website:** www.progoldmfr.com  
**Email:** progoldmfr@aol.com  
**ProGold Lubricants**  
 4106 Stacks Rd., College Park, GA 30349

## PROMARK INT'L INC.

**Product:** Full Line Law Enforcement Equipment  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 40% off Most Products  
**Form of Payment:** CH, MC, V  
**Ordering Options:** Phone, Fax  
**Contact Name:** Kenneth Battcher  
**Phone:** 800-645-4443/516-795-6543  
**Fax:** 516-795-4259  
**Website:** www.publicsafetymall.com  
**Email:** promarkint@aol.com  
**Promark Int'l Inc.**  
 134 Merrick Road, Amityville, NY 11701

## PYI INC. SPOKES WEAR

**Product:** The Glove  
**Regular Cost:** \$30  
**Cost to Members:** \$15  
**Form of Payment:** C, DC, MC, V  
**Ordering Options:** Phone, Fax, Email  
**Contact Name:** Fred Hutchison  
**Phone:** 425-355-3669  
**Fax:** 425-355-3661  
**Website:** www.spokeswear.com  
**Email:** info@spokeswear.com  
**PYI Inc. Spokes Wear**  
 12532 Beverly Pk Rd., Lynnwood, WA 98037

### ABBREVIATIONS:

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

## R & B FABRICATIONS, INC.

**Product:** Panniers & Safety Vests  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 15% off Retail  
**Form of Payment:** DC, MC, V  
**Ordering Options:** Phone, Fax, Email, Mail  
**Contact Name:** Ron Eakins  
**Phone:** 419-594-2743/800-553-1911  
**Fax:** 419-594-2250/800-742-5345  
**Website:** www.rbfab.com  
**Email:** rbfab@bright.net  
**R & B Fabrications, Inc.**  
 20128 Road 138, Oakwood, OH 45873

## REDMAN TRAINING GEAR

**Product:** Defensive Tactics Training Gear  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 10% off Retail  
**Form of Payment:** AX, DC, MC, PO, V  
**Ordering Options:** Phone, Fax, Mail  
**Contact Name:** Bob Brothers/Dan Colston  
**Phone:** 800-865-7840  
**Fax:** 800-459-2598  
**Website:** www.redmangear.com  
**Redman Training Gear**  
 10045 102nd Terrace, Sebastian, FL 32958

## RUDY PROJECT

**Product:** Sunglasses, Sport Eyewear, Helmets, Accessories  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 40% off Retail  
**Form of Payment:** MC, V  
**Ordering Options:** Website, Mail  
**Contact Name:** Laura Maher  
**Phone:** 888-860-7597/303-333-9191  
**Fax:** 303-333-9292  
**Website:** www.rudyprojectusa.com  
**Email:** laura@rudyprojectusa.com  
**Rudy Project**  
 1338 High Street, Denver, CO 80218  
**Notes:** At www.rudyprojectusa.com, click on OTHER INFO, then BATMAN. Enter passcode: POLICE

## SIGNAL MEASUREMENT CO.

**Product:** GPS & Communication Mounts  
**Regular Cost:** \$56.19  
**Cost to Members:** \$33.71  
**Form of Payment:** C, D, DC, MC, PO, V  
**Ordering Options:** Phone, Fax  
**Contact Name:** Ronnie Dowell  
**Phone:** 800-527-1079  
**Fax:** 281-356-0099  
**Website:** www.smc-corp.com  
**Email:** ronnie@smc-corp.com  
**Signal Measurement Co.**  
 12519 Wanda Ln., Magnolia, TX 77354

## SPORTWORKS

**Product:** Hitch-mounted Bike Racks  
**Regular Cost:** \$325-\$565  
**Cost to Members:** \$260-\$452  
**Form of Payment:** C, DC, MC, V  
**Ordering Options:** Phone, Fax, Email, Mail  
**Contact Name:** Julie Gregg  
**Phone:** 425-483-7000 / 888-661-0555  
**Fax:** 425 488 9001  
**Website:** www.bicycleracks.com  
**Email:** julieg@swnw.com  
**SportWorks**  
 15540 Wood-Red Rd. NE, #A-200, Woodinville, WA 98072

## SWAGMAN

**Product:** Bicycle Carriers (Roof/Hitch/Trunk)  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 15% off Retail  
**Form of Payment:** MC, V  
**Ordering Options:** Phone, Email  
**Contact Name:** Jim or Don  
**Phone:** 800-469-7924  
**Fax:** 800-469-7893  
**Website:** www.swagman.com  
**Email:** jimmm@swagman.com

## Swagman

300-1880 Government St., Penticton BC, BC V2A 7J1

## TERRY PRECISION CYCLING

**Product:** Bikes, Accessories, Seats, Apparel  
**Regular Cost:** Contact for Product List  
**Cost to Members:** Wholesale Prices  
**Form of Payment:** C, CH, DC, D, MC, V  
**Ordering Options:** Phone, Fax, Email, Web, Mail  
**Contact Name:** David Noakes  
**Phone:** 800-289-8379  
**Fax:** 315-986-2104  
**Website:** www.terrybicycles.com  
**Email:** dnoakes@terrybicycles.com

## Terry Precision Cycling

1657 East Park Dr., Macedon, NY 14502

## TRACY LEIGH ENTERPRISES

**Product:** Electric Police Bike  
**Regular Cost:** \$2500 & \$1900  
**Cost to Members:** \$1999 & \$1600  
**Form of Payment:** AX, C, CH, DC, D, MC, PO, V  
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**Phone:** 415-389-5040  
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**Email:** brandt@zootsports.com or wendy@zootsports.com  
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#1310 BK-QT

#1310 RB-QT

With Topeak Quick Track



Made of 1000 denier Cordura® nylon, the back side of the bag is nylon reinforced vinyl for easy cleaning and has self repairing #10 Ykk nylon zipper with a storm flap. White 3MTM Scotchlite™ Reflective Material and a star of life.

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### **O2/BVM PANNIER**

#1323BK BLACK

#1323RB ROYAL BLUE

Designed to hold a "C" cylinder and a BVM on the back side with four clear vinyl pockets. Color: Black or Royal Blue.

Measures 15"H x 12"W x 7"D for 1,250 cu. in. of space. Wt. 80 oz.



#1323BK, 1323RB  
O2/BVM, left side

#1326BK, 1326RB  
AED, right side

#1363BK, 1363RB  
6 pocket, left side

#1366BK, 1366RB  
6 pocket, right side

BK - BLACK  
RB - ROYAL BLUE



### **AED PANNIER**

#1326BK BLACK

#1326RB ROYAL BLUE

The AED pannier has sufficient room for practically any AED on the market. Four clear vinyl pockets on the flap for miscellaneous supplies.

Measures: 15"H x 12"W x 7"W for 1,250 cu. in. of space. Wt. 80 oz.

### **6 POCKET PANNIER**

LEFT SIDE

#1363BK BLACK

#1363RB ROYAL BLUE

RIGHT SIDE

#1366BK BLACK

#1366RB ROYAL BLUE



This pannier consists of 6 pockets of different sizes with 3 in the flap and 3 on the back side. The pockets have clear vinyl flaps to view the contents. These can be used as a pair or matched up with either the #1323 O2/BVM pannier or the #1326 AED pannier.  
Measures: 15"H x 12"W x 7"W for 1,250 cu. in. of space. Wt. 80 oz.

### **BIKERS TRAUMA/O2 PACK**

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#1310RB ROYAL BLUE

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membership@ipmba.org

# ABCs of Advocacy

(Continued from page 1)

Issues such as the reauthorization of the Transportation Equity Act of the 21<sup>st</sup> century (TEA-21) require the action of the grassroots. The TEA legislation is a comprehensive and complex bill which has provided funds for bicycle and pedestrian-friendly projects, primarily through enhancements. From the perspective of bike advocates, one of the goals of reauthorization is to maintain or increase the funds available to build a bicycle-friendly transportation system, provide safe routes to schools, and improve existing funding programs for bicycle related programs. Here's what you can do to make a difference:

**Research the issues**

Becoming educated about the issues provides you with the knowledge to take action. Using TEA-21 as an example, there are several sources you can visit to educate yourself, such as [www.americabikes.com](http://www.americabikes.com) and [www.tea3.org](http://www.tea3.org), nonprofits committed to improving access for bicyclists in communities throughout the country. You

can also go to [www.congress.gov](http://www.congress.gov) and type in TEA-21 to pull up relevant information on the bill and the actions taken by the United States Congress. Once you are educated on the issue, take a position.

**Take action**

After you decide on the position you will advocate for, the next step is to make it known. As the adage goes, "all politics are local." Contact your local, state, and federal representatives, as they all have responsibilities towards their constituents. You can email, call, or visit your elected representatives to make your views known. Not only is it your right to contact your elected officials, they want to hear from you. The fact that you are a public safety official gives you added cache.

**Have patience**

Most advocacy efforts take longer than expected simply because the legislative process has so many time-delaying devices built into it. Don't get discouraged, keep on pushing. As the ranks of the grassroots community grow and the pressure on lawmakers increases,

the better the chances are that legislation will be passed that is favorable to the bicycling and pedestrian community. The bottom line is, get involved and stay involved! 🚲

*TEA-21 Status Report: On September 30, 2003, a five-month extension was granted for re-authorization. This takes us through February 29, at which time the bill will expire. It is expected that another extension will be granted. The bicycling community fought a battle against an amendment which would have eliminated enhancement funding for FY 2004. Guaranteed funding for transportation enhancements, in FY 2004, has been restored by a vote of 327 to 90 in the U.S. House of Representatives.*

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EXPOSED

## EMS Expo

by Pat Donovan, EMSCI #025  
Puyallup Fire Department (WA)

Neil Blackington and I represented IPMBA at the EMS Expo in Las Vegas, September 21-25, 2003. The booth was in operation for about six hours each day. We had a lot of foot traffic stop by our booth to ask questions about IPMBA and about EMS cycling in general. We passed out brochures, newsletters, and other written information about IPMBA to prospective members. The feedback about EMS on bikes and our training involvement was very positive.

There were other EMS bikes on display at the Expo. Seattle Medic One used their entire booth to show off their bike program. A bike was on display from Hall Ambulance in central California, and there was an EMS bike in Mocean's booth. We spoke with Bill Pratt from Mocean, and Ron Eakins from R&B Fabrications stopped by for a visit. R&B makes EMS-specific bags and has been a long-time supporter of IPMBA (see their ad in every issue!); Mocean has been a fixture at the IPMBA Conference and participates in the IPMBA Product Purchase Program.

Gene Williams from Cypress Creek EMS in Houston and I both gave presentations at the conference. Gene spoke about event planning and using EMS bikes, and I spoke on getting a team started. We didn't have great speaking times (mine was at 7:30pm and Gene was the last speaker of the show), but we both had large pre-registered commitments. I used the entire 75 minutes for my discussion and none of the 60 attendees left early, which I consider a success!

An editor from PennWell stopped by our booth, too. PennWell, the publisher of *Fire Engineering*, has recently started a fire-based EMS magazine. Lo and behold, there are two articles about EMS cycling in their current edition! One was written by IPMBA Instructors Jeff Youngsma and Darrell Lorenzi from Fremont Fire Department in California. It's neat to see articles about EMS and IPMBA in national magazines, especially when you know the authors!

It was a great experience – one that I'll remember for a LONG TIME. A special thank you to Maureen Becker for her trust in me to represent our community, and to Neil Blackington for tolerating me for the five days!

**IPMBA has been exposed!** In 2003, IPMBA had a presence at a slew of important shows and conferences:

- American Society for Law Enforcement Training
- Bicycle Education Leader's Conference
- Bike Walk Virginia
- EMS Today
- EMS Expo (see article at left)
- Emergency Services Cycling Seminar at the York Rally
- Interbike
- International Assn. of Chiefs of Police
- Int'l Assn. of College Law Enforcement Administrators (see photo of Darrell Lorenzi, Fremont Fire Dept, CA, below (r))
- International Cycle Show
- Michigan EMS Expo
- National Collegiate EMS Foundation
- Police Security Expo Midwest
- Police Security Expo New Jersey

IPMBA will be keeping this momentum and continue to promote the profession of public safety cycling in 2004. Announcements of upcoming events will appear in future issues of *IPMBA News*.



Photo courtesy IACLEA



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## IPMBA Hosts First-Ever Police/EMS Cyclist Course in Ontario

Stormy skies and chilly weather greeted participants in the first-ever IPMBA course to be offered in Ontario, Canada. The course was hosted by Niagara EMS and held at the Thorold Volunteer Fire Department, not far from Niagara Falls. Niagara EMS has been operating medical bike units in the tourist area around the Falls for the past several summers, and both police and EMS cycling are on the rise throughout the province.

IPMBA Instructors Jim Bowell of Troy Fire Department (Ohio), Jeff Brown of Dayton Police Department (Ohio), and Christopher Whaley of the Ontario Provincial Police did their best to keep the students warm by having them

practise their cone maneuvers and city riding.



IPMBA congratulates Christopher Auger (Ontario Provincial Police), Scott Elliott (Niagara Regional Police), Mike Gilbert (Health Trust PreHospital), Christopher Janus (City of Erie Police Department), Benoit Joliceour (Ottawa EMS), Bill Kennedy (Halton Region EMS), Frank MacGregor

(Ottawa EMS), Michael Neumann (Niagara EMS), Roman Nowickyj (Halton Region EMS), and Brian Steiger (Muskoka Ambulance Service) for successfully completing the IPMBA course. 🚲



IPMBA is pleased to announce that Christopher Whjaley of the Ontario Provincial Police has been certified by IPMBA as Ontario's first Police Cyclist Instructor and Canada's first EMS Cyclist Instructor.

## for cycling professionals

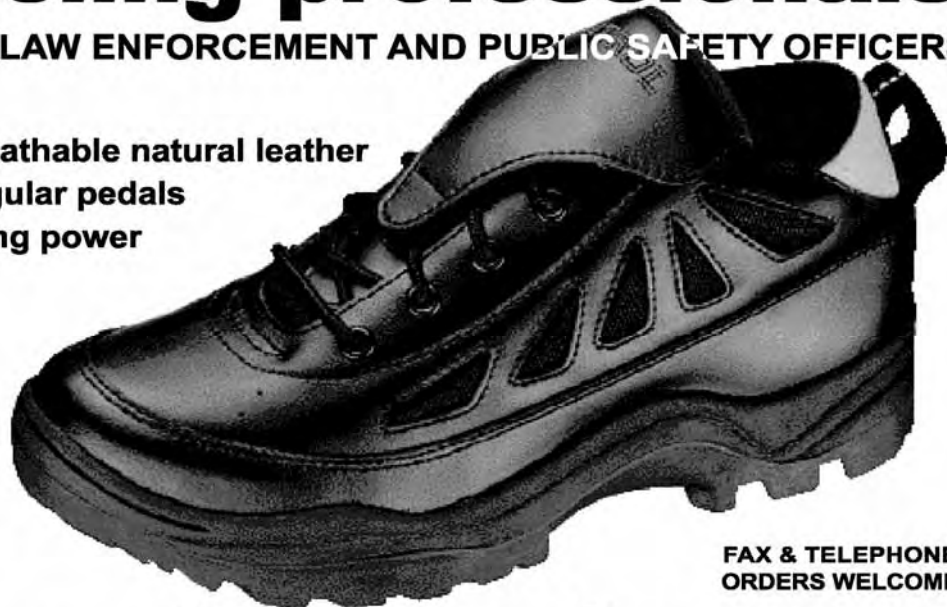
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# Debate Over Bicycle Saddles Continues

**To the Editor:**

While we were pleased to see that our research has generated interest within the IPMBA community, we were somewhat perplexed by Nick Gatlin's article entitled "Saddle Sore - The Debate Over Bicycle Saddles" that appeared as a commentary on our article in the Volume 12, No 2 *IPMBA News*.

We agree with Mr. Gatlin about the importance of proper bicycle fit. In fact, our primary recommendations to bicycle patrol officers have stated: "Know and record basic bicycle measurements to ensure proper fit to the bicycle." In our original Health Hazard Evaluation report, we recommended that officers seek bicycle fit training from IPMBA.

We are concerned, however, that Mr. Gatlin's article may have led readers to believe that all discomfort and sexual function problems attributed to the bicycle saddle are a result of incorrect bicycle fit. Some basic observations which illustrate that the problems are not eliminated by proper bike fit alone are as follows. First, many officers in IPMBA have discussed personal problems associated with their bicycle saddles. We believe there is no other group of cyclists better trained in bicycle fit than IPMBA members. Second, consider the recent *Outside Magazine* interview (June, 2003) in which Lance Armstrong stated, "It's normal for your hands, feet, and crotch to fall asleep (while bicycle racing)". We also believe Lance Armstrong understands proper bicycle fit.

The numbness (or "pins and needles") described by Lance Armstrong is a medical warning sign indicating that a nerve is being pinched or the blood supply is being cut off to the affected body region. Limiting blood supply or pinching nerves for long periods of time can cause permanent damage to the structures these nerves and blood vessels supply. Although studies of the permanent effects from long periods of cycling have not been conducted, laboratory studies of short periods of cycling have shown that use of a traditional bicycle saddle reduces blood flow, oxygen supply, and sensation of touch to the penis. For short periods of cycling, these functions are all restored after dismounting the bicycle.

What has NIOSH learned from studies with IPMBA? First, saddles with protruding noses exert pressure in the perineum (even for cyclists whose bicycles have been fit according to IPMBA training) which often exceeds 120 mm Hg, a pressure level which can constrict major blood vessels. Second, saddles without the traditional protruding nose result in significantly less pressure in the perineum than saddles with protruding noses. Third, using a saddle without a protruding nose does not appear to increase pressure on the hands or feet.

As a result of these findings we have proposed one possible solution to this problem - reducing the pressure in the perineum by using a saddle without a protruding nose. Our theory is that as pressure is removed from the nerves and blood vessels in the perineum, the symptoms will go away. We realize that this is a simplistic solution and that

many cyclists have practical concerns about bike handling and maneuverability with a no-nose saddle. Good studies are needed to determine if no-nose saddles can be safely and effectively integrated into a bicycle patrol unit. There may be other solutions to this problem and we welcome suggestions from the IPMBA community. Mr. Gatlin is correct in his belief that cyclists are the most

qualified to suggest interventions that may alleviate the

**...while proper bicycle fit may, in some cases, reduce the severity of the problem, it is not likely to be the cure for most cyclists.**

problem. However, while proper bicycle fit may, in some cases, reduce the severity of the problem, it is not likely to be the cure for most cyclists.

We (NIOSH) were asked by police patrol officers to investigate this issue. We are trying to work with men whose occupation involves bicycling to alleviate the cause of the problems some of them have experienced. We are not attempting to promote a single "perfect" bicycle saddle or to make the bike patrol officer's job more difficult. We will continue to strive to be an ally to bicycling professionals and will continue to attempt to make this a healthier occupation for all its participants - a goal that, if accomplished, should help IPMBA promote public safety cycling.

Sincerely,

Steven M. Schrader, Ph.D.

Michael Breitenstein

Brian D. Lowe, Ph.D.

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# IPMBA Members in the Military

IPMBA in the Military

Tales from Iraq

Many members of the IPMBA family have responded to the call to serve the country in the war with Iraq. From time-to-time we hear news from – or about – these members. We know that Mike Wear (MPD, DC) is serving as a drill sergeant at Fort Leonardwood in Missouri. Tom Harris (E. Baton Rouge EMS) just returned from two tours of duty. Mike Henderson (Palm Beach County S.O.) went overseas with his Ranger unit. Phillip Carey (Pittsburgh, PA) is on active duty with the U.S. Army. And both Bruce Hopfingardner (Hopland Tribal PD, CA) and former founding board member Joe Martin (Hayward PD, CA) have made their way to Iraq, where, as these letters indicate, they have had some interesting experiences.

Submitted by Lt. Tom Woods, Denton PD (TX)

Just wanted to take a couple minutes to give you an update on my life and times in Iraq. I landed in Kuwait City on 11 September, after a long, boring flight from Fort Bliss, TX. Upon arrival they sent the poor guys assigned to CJTF-7 to the tent city and sent us CPA guys to a resort on the beach (seriously). We spent 1.5 days there then flew to BIAP (Baghdad Int'l Airport) via C-130. It was about 140 degrees that day, yum, yum.

I spent a few days in Baghdad in the "Presidential Palace"

complete with marble floors, 60' high cathedral ceilings and ... no plumbing.

The palace is the HQ for the Coalition Provisional Authority (CPA) which is the State run organization tasked with restructuring Iraq's government. CJTF-7 (with the 101st, 82nd, 1AD, Poles, Ukraines, et al) are the muscle to carry out our projects.

I then drove about 100KMs to the city of Hillah, home of the South Central Region of CPA. We have a huge area encompassing six of the 18 provinces in the country. Each province is roughly the size of a US county. I am responsible for recruiting, equipping, training and maintaining the police, border guards, jails, civil defense and firefighters for the provinces. I have about 25,000 officers, all by myself. The Baghdad has the responsibility for 4,000 officers and has a staff of 20. They are great at PowerPoint slides and meetings but rarely accomplish anything of significant importance. I have the best



deal in Iraq. I wear civvies and drive in a very fast Suburban, hang out with tall blond chicks from the State Department (okay, I've seen one here) and get great toys.

I am implementing a brainstorm I had to develop a group of "uber cops" (equal parts Canadian Mountie, Texas Ranger, Army Ranger, SOF) to serve as my cadre of instructors in areas like weapons training, CQB or SWAT, major crimes and IED disposal. They will also be the core group of guys who represent the new standard for moral and professional standards in the police departments.

I am currently outfitting the uber cops with sig P220s (.45 cal) and Sig 552 SMG in 5.56 mm. I received some damned good prices for these weapons and am excited.

I'm writing you guys to let you know I'm alive and ask:

Do you have any experience with the Sig 552 and the heavier weight (77grain) bullet? Any recommendations?

Any ideas for ballistic shields (level IV), and helmets with ballistic shields for building entries?

How about pepper spray stuff to disperse riots of 2,000-3,000 pissed off Iraqis?

Anybody want to come out here and help?

Keep me posted on life in the world and be safe.

LTC Bruce Hopfengardner  
Deputy Director of Civil Administration (Interior)  
CPA South Central  
APO AE 09335  
bruce.hopfengardner@us.army.mil

Submitted by Stu Bracken, Tacoma PD (WA)

I got a letter from Joe Martin and he asked I passed this on to the rest of the members. Joe's Army Reserve unit got activated and he has the unlucky opportunity of being sent to Iraq. He tells me the temperature there is a moderate 115-120 every day and it drops down to the chilly 80's at night. Also he was able to obtain a mosquito net and that helps a lot because the sand fly and the mosquito are Iraq's national birds.

He told me his squad is very close and they visited Babylon the other day. He said they took a tour of the area but visiting this incredible historic place carrying a M16 was a rather surreal experience. From a cop's standpoint seeing where King Hammarabi set down the first known set of laws was an interesting experience.

He said he is doing perimeter patrol of Karbala. Recently he stopped a car and the driver had an AK-47 and even though his squad doesn't speak Arabic, the driver was very well aware what was expected when the squad was pointing M16's and yelling "Get on the ground!" (what makes me think there may have a couple of other words added in that Joe didn't tell me about?). The driver complied without hesitation. Smart man.

He's also doing jail duty and says the conditions are dismal at best. I don't think the ACLU would be a welcome agency there. The conditions are draconian and the smell of human waste is just a shift in the breeze away. Also, the Iraqi police aren't the most politically correct bunch. One day visits to the jail were canceled due to attacks on the compound the night before. About 100 people showed up and Joe asked an Iraqi lieutenant to explain that the visits were temporarily canceled, but the jail would accept food brought for the prisoners and to apologize for the inconvenience. The lieutenant looked at Joe with a frown and a dismissive gesture toward the crowd, and said, "Why don't you just tell them to go away?" When Joe just did what he planned to do, the lieutenant seemed surprised when the crowd thanked him and left peacefully.

So much for progress. Wonder if he can get a bike patrol started there...anyone interested in doing a class in Baghdad?

Anyone wanting to write Joe can do so at:

Sgt Joe Martin  
870th MP CO  
APO AE 09335-1322

Always  
Stu Bracken  
Former Vice President

*Congratulations to the following individuals for successfully completing the IPMBA Instructor Course in Madison, Wisconsin, July 28 - August 1, 2003.*

- Pat Byrd, Kansas City P.D., Kansas City MO;
- John Deering, UW-Madison P.D., Madison WI;
- David Gerber, Walworth County S.O., Elkhorn WI;
- Darren Hanson, Albert Lea P.D., Albert Lea MN;
- Randall Hayden, U.S. Capitol Police, Washington DC;
- Dennis Ley, Garrett P.D., Garrett IN;
- Keith Mulhollon, Walworth County S.O., Elkhorn WI;
- David Roth, Kettering F.D., Kettering OH;
- Jason Seeley, Mundelein P.D., Mundelein IL;
- Rob Shorrock, Kansas City P.D., Kansas City MO;
- David Spivey, Grand Forks P.D., Grand Forks ND;
- John Wallschlaeger, Appleton P.D., Appleton WI;
- Michael Yohe, Akron P.D., Akron OH.



## Mocean Award for Public Safety Cycling

Mocean, the California-based manufacturer of bike uniforms, has announced the creation of the **Mocean Award for Public Safety Cycling**. This \$1000 award will be presented to the selected agency for use during the annual IPMBA Conference. The award will be applied to the cost of the training for one or more individuals in the pre-conference and/or conference. Any remaining funds may be used to offset travel and associated expenses. Applications should be submitted to Bill Levitt at moceanbl@aol.com or faxed to 949-646-1590. The award recipient will be selected and notified by the Mocean board of directors.

**Application deadline:** February 1, 2004.

**Applicants must:**

- 1) be IPMBA members;
- 2) have an existing bike unit or plans to start one;
- 3) be members of a police, EMS, or private security agency;
- 4) submit responses to the following list of questions.

### Mocean Award for Public Safety Cycling

- Name:
- Department:
- Department Address:
- Contact Number (indicate home, department, or cell):
- Email Address:

1. How long has your bike unit been operating?
2. How many members does your bike unit have?
3. How many bikes does your bike unit have?
4. What type of training is required of your bike unit members (IPMBA, LEBA, other)?
5. Which, if any, IPMBA Conferences have you attended?
6. How is your bike unit used (e.g., business district, neighborhood patrol, special events, etc.)?
7. How does your bike unit serve the community (e.g., education programs, community outreach, etc.)?
8. What is your bike unit's mission?
9. What are the goals and objectives of your bike unit (e.g., targeted crime reduction, reduced EMS response time, P.R., etc.)? How do you measure your success?
10. What has your bike unit accomplished thus far?
11. Why are you applying for this award?

## IPMBA Board Openings Announcement

Four seats on the IPMBA Board of Directors will be up for election/re-election at the 2004 IPMBA Conference in San Antonio, Texas. This is the official notice for those who may be interested in serving on the IPMBA Board.

In order to be eligible to serve on the Board of Directors, you must hold current, active certification as an IPMBA PCI or EMSCI.

According to the IPMBA By-Laws, **Article 111, Section 5: Board Candidate**, any qualified member can become a candidate for the Board of Directors by:

- a. Submitting a letter of interest to the Executive Director after the official notice and no later than 45 days prior to the first day of the Annual IPMBA Conference (last day to submit letter and resume will be March 17, 2004).
- b. A resume must accompany the letter of interest. If the resume is not submitted, the candidate's name will be deleted from the list of potential candidates.

If you are interested in serving on the IPMBA Board, you may submit your letter of interest and resume to the Executive Director at any time between November 30, 2003, and March 17, 2004. Mail your letter of interest and resume to IPMBA, 583 Frederick Rd., Suite 5B, Baltimore, MD 21228. You will be expected to address the board during its pre-conference meeting,

## Want to Become an IPMBA Instructor?

**W**ant to become an IPMBA-Certified Police Cyclist or EMS Cyclist 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 attend one of the Instructor Courses offered around the country. (Information on 2004 Instructor Courses will be announced in upcoming issues of *IPMBA News* and on the website at [www.ipmba.org](http://www.ipmba.org).) We'd love to have you! Good luck!

By Jim Bowell, EMSCI #001T/PCI # 567

IPMBA Education Director

Troy Fire Department (OH)

Many thanks to all of you for your support of IPMBA. We probably do not say it often enough, but you, our instructors, are among our most valuable assets. Without you, we would not be able to maintain the quality and consistency of our instruction. We would not be able to continue to innovate and develop new training programs. We would not be able to offer 10-15 new workshops at each annual conference. Even in this electronic age, it can be difficult to keep this geographically and professionally diverse group informed. Many of you have come to me or to IPMBA HQ with questions about a variety of topics. I have attempted to address some of the most popular issues here and will continue to try to keep you up-to-date through this column.

### COURSE RECORD SUBMISSION

Many thanks to all of you who teach classes and submit the coursework to IPMBA. These records are important for many reasons, including tracking the number of public safety cyclists who receive IPMBA training and maintaining training records for future reference. We appreciate your support. We have recently begun acknowledging receipt of course records with postcards, and it seems to be a success.

In 2002, the Education Committee started a 100% quality assurance audit of all course records sent to IPMBA. There are a few things that have been seen on a regular basis that we would like to see improve.

- **Liability Waivers:** Many instructors are not submitting waivers. If your department does not permit you to use waivers, please note that on your course record. IPMBA now has a paper-saving waiver with space at the bottom for multiple signatures. Please contact the IPMBA office to obtain a sample.
- **Late Paperwork:** Some instructors submit their paperwork several months after they teach a class. This can cause delays in the issuing of PC/EMSC certificates. It also can delay the approval process for any Instructor Course applicant who needs a copy of the course record with his/her test score. Finally, stockpiling coursework for months and sending it in all at once causes an undue burden on the staff. Please send in your paperwork as soon after a class as you can.
- **Unnecessary Paperwork:** Despite the "Paperwork Reduction Act of 2001", there is still a lot of unnecessary paperwork being sent in to the office. You are only required to send in copies of the completed course record & roster (including addresses, test scores, and whether or not the person's membership & certification application/payment is enclosed!), liability waivers, course evaluations, and any incident reports. You are still required to have each student complete the query sheet, and keep it on file with the original course record, liability waivers, and testing forms, and the course evaluations.
- **Student/Instructor Ratio:** Remember that the student/instructor ratio is 10:1. This is not only for the safety of your students, and to maintain the quality of the training, but also to help protect you if you are involved in a liability issue.
- **Outdated Forms:** Many instructors are using old course records & rosters, membership & certification applications, incident report forms, etc. If your paperwork has the Ostend or K Street address, lists the membership dues as \$40, is called an Injury Report Form rather than Incident Report Form, etc., please contact the IPMBA office for updated forms. If old forms are submitted with your coursework, you will be sent new ones. Please start using them immediately.

### IPMBA SECURITY CYCLIST COURSE (SCC)

IPMBA's Education Committee has spent many hours working on the SCC. Lesson plans have been written, rewritten, then rewritten again. Fortunately, we are close to having a finished product for security professionals. The SCC will be 24 hours long, covering many of the same topics as the Police and EMS Cyclist Courses. Key topics include:

- Uniforms and Equipment
- Security Patrol Procedures
- Technical Cycling
- Basic Bicycle Maintenance
- Fitness and Nutrition
- Vehicular Cycling
- Hazards and Hazard Avoidance
- Legal Issues

The SCC will debut as a pre-conference course at the 14<sup>th</sup> Annual IPMBA Conference in San Antonio. Class will start Monday, May 3, 2004 and conclude Wednesday, May 5, 2004.

An overview of the SCC will be the highlight of the Instructor Roundtable, Saturday, May 8, at 1200 hours. All Police Cyclist Instructors who **sign up and attend** the Roundtable will be provided with the SCC Instructor Manual. **If you plan to attend the Roundtable, please check the appropriate box on your conference registration form.** After the conference, PCI's may contact the IPMBA office to receive a copy of the SCC Instructor Manual. *Please do not contact the office until that time.*

Right now there are several unanswered questions about the SCC program. During the Winter IPMBA Board meeting, various topics will be addressed, including instructor certification for security cyclists, retroactive certification for security professionals who have attended a full or modified PC course, etc. Hopefully these questions will be resolved in time for the Instructor Roundtable. More information will appear in a future issue of *IPMBA News*.

### MAINTAINING INSTRUCTOR CERTIFICATION

In order to maintain your status as an active IPMBA Instructor, you must do the following:

- PCIs: Teach at least one class per year.
- PCI/EMSCIs: Teach at least one of either type class per year.
- EMSCIs: Teach at least one class every two years.
- All Instructors: Maintain IPMBA membership.

If you don't meet these requirements, your name will be removed from the IPMBA website and you will be listed as inactive in our database. This is another good reason to submit your paperwork promptly.

*If your last class taught was 12-23 months ago, you must:*

- Co-teach one class with an active IPMBA instructor and have the instructor complete an Instructor Reactivation Evaluation\* form.

*If your last class taught was more than 24 months ago, you must:*

- Co-teach two classes with an active IPMBA instructor and have the instructors complete an Instructor Reactivation Evaluation\* form.

\*The Instructor Reactivation Evaluation form is available from me or the IPMBA office. The evaluating instructor can fax the completed Instructor Reactivation Evaluation form to the IPMBA office, or send it in with the course paperwork. Once the form is received, it will be evaluated by a member of the Education Committee. Upon approval, the IPMBA office and the Instructor will be notified, in writing, of the instructor's return to active status.

Thank you again for your support of IPMBA. Instructors are essential to IPMBA's mission of providing the best, most complete training for public safety cyclists. We truly appreciate your time and dedication.

Put yourself here.



1994 IPMBA Conference, San Antonio.

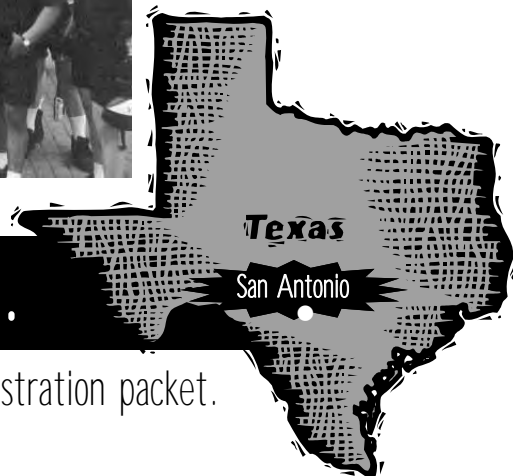
## The 14<sup>th</sup> Annual IPMBA Conference San Antonio

May 6 - 8, 2004

*Pre-Conference courses begin May 1&2.*

# Its as big as Texas.

Call 410-744-2400 or visit [www.ipmba.org](http://www.ipmba.org) for your registration packet.



## Issue Focus: Success



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**Want to attend the IPMBA Conference for free? See page 26.**