

Fall 2004

ipmba news

Newsletter of the International Police Mountain Bike Association



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

Vol. 13, No. 4

Leader of the Pack

by **Maureen Becker**
Executive Director



Be leaders, not followers.

IPMBA instructor Rob Peterson of the Las Cruces (NM) Police Department used this phrase in a recent email. He was referring to his department's attitude toward bike patrol. Rather than settle for an average bike team, they have decided that they want one of the best. They want the Las Cruces P.D. bike team to be a leader in the field and to push the envelope of police cyclist training and operations. Where did they turn to achieve this goal? IPMBA, of course.

Since its founding in 1992 as a division of the League of American Bicyclists, IPMBA has been leading the way. IPMBA has established itself at the forefront of public safety cycling through a combination of solid training programs, talented and creative members, and a commitment to promoting the use of bikes for public safety. Our training curricula are recognized internationally. Our instructor course has been described as one of the best – and most challenging – training courses available. Our instructors are experienced and

IPMBA members ... are out in front, whether they are participating in a fund-raising ride, teaching at home or abroad, supporting their department's overall operations, or debunking the myth that bikes have limited uses.

respected as both teachers and practitioners. And our conference has become known as the premier training event for public safety cyclists.

IPMBA members lead the way, too. They are out in front, whether they are participating in a fund-raising ride, teaching at home or abroad, supporting their department's overall operations, or debunking the myth that bikes have limited uses. They explore innovative ways to use their bikes in service to their communities. And they share their knowledge with their fellow members – attendees of the 15th Annual IPMBA Conference in April will find nearly 15 new workshops on the program, all developed by IPMBA members who are intent on staying a step ahead of the competition – and the bad guys!

Former IPMBA president T.J. Richardson took to signing his correspondence with this phrase: "IPMBA. Doing it Better, Doing it First." He may no longer be president, but those words still ring true. Be a leader, not a follower. Be IPMBA.

IN THE LINE OF DUTY

Officer fights for proper pension after on-bike injury leads to permanent disability,

Ed.'s note:

In June 2003, IPMBA was contacted by Scott Alm, a former officer with the Lincolnshire (IL) Police Department. Scott completed the 32-hour IPMBA Police Cyclist course under the instruction of PCI Tim McGurn, and subsequently was assigned to the bicycle patrol unit. In June 2000, he was on bicycle duty, experienced knee pain, and was diagnosed with a permanent disability preventing him from performing his job as a police officer. This injury was deemed to be due to cycling activity at work by four medical doctors, including the surgeon who performed the four operations. The pension board reviewed the claim and ruled that although the sustained injury did happen on duty, it was not "in the line of duty." The pension board then denied line-of-duty benefits and instead awarded non-duty benefits. The grounds for this decision were based on *White v. City of Aurora*, in

(Continued on page 25)

inside

Board List.....	25
Current Events.....	21-23
Instructor Corner.....	29-31
IPMBA Corporate Members.....	13
Issue Focus: "Be IPMBA".....	5 - 10
Who You Gonna Call?.....	5
IPMBA in the Balkans.....	5
Falls Church Bike Donation.....	7
Mr. Rogerson's Neighborhood.....	8
Ride for Kids Makes Money for Cancer Camp.....	9
IPMBA Remembers.....	10
Membership Form.....	24
News from the UK and Beyond.....	19-20
President's Column.....	2
Product Purchase Program.....	14-17
Product Reviews	
Saris "Bones" Rack.....	11
Zensah Compression Shirt.....	11
League Guide to Safe and Enjoyable Cycling.....	12
Art of Urban Cycling.....	13

IPMBA Welcomes a New President



Hello Fellow Members,

I hope that your bike patrol endeavors have been successful this year. I'm writing you this edition of the President's Column with a great deal of enthusiasm. In October, fifteen IPMBA members gathered in Kansas City, Missouri, to continue working on the creation of a

Throughout the summer, I continued to ask IPMBA members to answer these simple questions. Many thanks to those of you who responded to my request and submitted answers. Your replies were used to conduct a SWOT analysis – an assessment of IPMBA's Strengths, Weaknesses, Opportunities, and Threats. This analysis will serve as the foundation for all aspects of the planning process, from vision to mission to goals to operations. During the meeting in Kansas City, we began to draft some of the component parts of what will become our strategic plan. There is much work yet to be done; I will present a more thorough report on the progress we have made in the Winter 2005 issue of *IPMBA News*. Please note that all IPMBA members have a stake in the future of IPMBA and the same is true of the organization's strategy document. Although the process has begun, it is not too late to be a part of it. If you have any questions or ideas, do not hesitate

to contact me via email at president@ipmba.org.

I am proud to also report that members of your board of directors are working diligently to improve our effectiveness. We will be implementing some changes in the coming months that will improve our ability to represent and serve all IPMBA members. Stay tuned for details.

We expect to have information about the strategic planning session available at the 15th Annual IPMBA Conference in Scottsdale, Arizona. Add that to the list of Top Ten Reasons to attend the IPMBA Conference found on the back page of this newsletter. We've got another great conference experience planned, so sign up today!

Respectfully submitted,

Sgt. Monte L. May
President, IPMBA

In October, fifteen IPMBA members gathered ... to continue working on the creation of a strategic plan.

strategic plan. This journey began at the IPMBA conference in San Antonio, when I began asking IPMBA members to answer three questions:

1. What do you see as IPMBA's strengths?
2. What do you see as IPMBA's weaknesses?
3. Where do you see IPMBA in five years?

Become an IPMBA Instructor

Want 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 register for and attend one of the Instructor Courses that will be offered in 2005. Course dates and locations to be announced.

ipmba news

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

Officer Monte L. May
IPMBA President

Maureen Becker
Executive Director; Managing Editor

Jennifer Horan
Design and Layout

Copyright 2004 © International Police Mountain Bike Association (IPMBA). Reproduction without permission is prohibited.

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

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

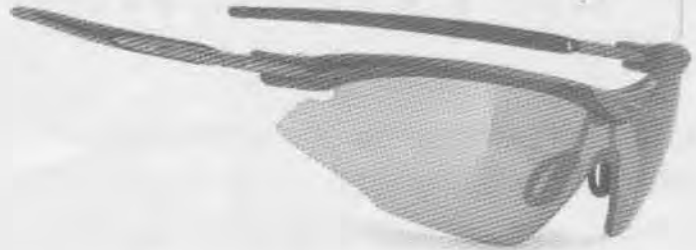
ADVANCED TACTICAL EQUIPMENT

WHY RUDY ROCKS

- 1) TOTAL COMFORT & ADJUSTABILITY.
- 2) UNIQUE LIGHTWEIGHT MATERIALS & PRODUCTS.
- 3) MILITARY TESTED.
- 4) RX FRIENDLY.
- 5) FREE HARD CASE & CLEANING CLOTH.
- 6) REPLACEMENT LENS GUARANTEE & 2 YEAR FRAME WARRANTY!
- 7) YOUR IPMBA DISCOUNT!



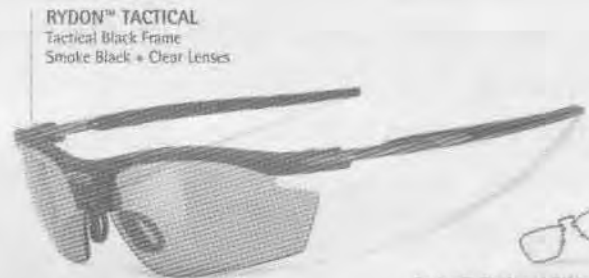
FREEON™ TACTICAL
Tactical Black Frame
Smoke Black + Clear Shields



EKYNOS SX™ TACTICAL
Tactical Black Frame
Smoke Black + Clear Lenses



Ekynox SX™ Optional RX Insert



RYDON™ TACTICAL
Tactical Black Frame
Smoke Black + Clear Lenses



Rydon™ Optional RX Insert



EKYNOS MASK™ TACTICAL
Tactical Black Frame
Transparent Hydrophobic + Smoke Lenses



Ekynox Mask™ Optional RX Insert



Klonyx™ Optional RX Insert & Interface



KLONYX™ TACTICAL Tactical Black Frame + Clear and Smoke Lenses



RB3™ TACTICAL
Tactical Black Frame
Smoke Black + Clear Lenses



RB3™ Optional RX Insert



Klonyx™ Optional Nose Protector



RUDY PROJECT

Technically Cool Eyewear™

www.rudyprojectusa.com

TO GET YOUR IPMBA 40% DISCOUNT:

Go To: www.rudyprojectusa.com

Click On: OTHER INFO then BATMAN

Enter Passcode: gopolice





Smith & Wesson®

PUBLIC SAFETY BIKES

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

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

Bringing Public Safety Professionals Closer to the Community



Custom Model



Perimeter Model



Check out our product line today!
www.cyclesourcegroup.com

Full Suspension Custom Model



For more information
on pricing and features
call toll free
877-5337245

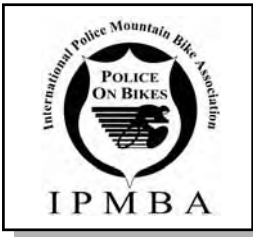
**CYCLE
SOURCE
GROUP, LLC**

445 County Road 101, Unit E
Yaphank, NY 11980

Tel: 631-205-1430

Fax: 631-205-1435

Toll Free: 877-533-7245



Be IPMBA

What does it mean to “be IPMBA?” It means ...taking the time to donate equipment when it could easily be stored ...taking the safety and quality of IPMBA’s programs abroad ...reuniting missing children with their parents ...being the key to apprehending a fugitive ...catching up to a suspect who has been (literally) outrunning other police for six years ...riding for charity ...and so much more. *IPMBA News* proudly presents its members as this issue’s focus. Pages 5 - 10.

Who You Gonna Call?

Fugitive Squad turns to Bike Unit for assistance

by **Russell Boatman**
Oklahoma County Sheriff’s Office

On Tuesday, August 10, 2004, I was approached by our Fugitive Squad supervisor, Corporal Larry Grant, in reference to assistance with apprehending a specific fugitive. This particular fugitive was being sought on warrants for felony stalking and some miscellaneous misdemeanor charges. There was also some interest in the subject by the Oklahoma City Fire Marshal’s office with regard to a few arson attempts. This subject’s history was not clean by any means. It was an assorted list of obstruction, assault with dangerous weapon, pointing a firearm at another individual, and a few other violent charges. So, we had our work cut out for us. One big reason for making this subject a priority was the traps that he set around his house. The devices were made of three-inch nails driven through pieces of plywood and discreetly buried around his house. Unfortunately, one of the members of our Fugitive Squad found one such device under a window outside of the subject’s bedroom and was injured.

The Fugitive Squad came to the Bike Team for help because this particular subject had eluded them on a BMX-style bike during a previous service attempt. As all officers who ride know, the car is really no match for the experienced cyclist. Therefore, the Bike Team was dispatched with the Fugitive Squad in an undercover mode. [By the way, I was glad I

attended the class at the conference taught by SAPD officer Steve Bazany, which helped in the planning and execution of our operation!] The team was dressed in plain

The Fugitive Squad came to the Bike Team for help because this particular subject had eluded them on a BMX-style bike during a previous service attempt

clothes, bikes were made to be less conspicuous, and we were ready. We began with parallel patrols of the neighborhood in which he was known to reside with his mother. After surveying the area and assessing possible escape routes, the bike team joined the surveillance on his mother’s residence. Three teams were posted in three different locations around the house. Team One was positioned in back of the house, just beyond the far side of the alley. This position offered a perfect view of the rear of the residence, yard, and alley approach from each direction without compromising the officers. Team Two was placed across the street from the residence on the side of a vacant house, which provided an excellent view of the front while

(Continued on page 6)

IPMBA in the Balkans

New IPMBA Instructor teaches bike skills *and* a new mindset

by **Barbara Winstead, PCI #731**
Cincinnati Police Division (OH)

Who would have guessed that my enjoyment for bicycling and police work would ever take me to the Republic of Macedonia? But this past summer, I inquired into a position looking for a female instructor who would be willing to mentor two female officers as bicycle officers and assist in the instruction of ten other bicycle officers. With my IPMBA Instructor Certification fresh off the printing press, I was anxious to teach – and the challenge of instructing in a European country was something I hadn’t even dreamed of. I eagerly accepted the opportunity when it was offered.

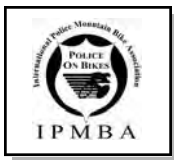
On July 11, I met Officer Chris Russ of the Pasadena Police Department. I would be co-instructing with him, and we discussed the many challenges that would await us as we began our task of training officers in Community Oriented Policing and bicycling. We landed in Skopje, Macedonia, at around noon. I was not surprised to see military helicopters, tanks and personnel surrounding the airport. I had read many State Department warnings advising U.S. citizens not to travel to the area. Despite the many political reforms in the works, it was still listed as a volatile country, and many of the communist-type stigmatism loomed in the air. We met our hosts from the International Criminal Investigative Training Assistance Program (ICITAP), Gary Bennett and Don Lizotte, at the airport. As we settled in with our host families we quickly set about organizing our schedule and meeting our team of officers.

With a translator to assist us, we began teaching the basic IPMBA skills, from slow speed maneuvers to emergency braking and the ever-so-exciting power slide. By day three, we realized we had an exceptional group of students who were up to the challenge of learning on a bicycle, but our greatest obstacles were still ahead.

The police officers in Macedonia are still somewhat perceived with the “us versus them” mentality of the communist era. (Macedonia is formerly a republic of Yugoslavia.) Generally, the duties of an officer do not include self-initiated activities or any type of decision-making. Each officer is assigned his or her duties of the day and does not stray from those duties for any reason. For instance, if you were assigned to traffic duties, you would not make police reports for victims of crimes; rather, they are expected to go to the police station to file reports. Also, in everyday community contacts, it is not normal for an officer to carry on a conversation with citizens. Our biggest challenge,

... in everyday community contacts, it is not normal for an officer to carry on a conversation with citizens

(Continued on page 9)



The Oklahoma County Sheriff's Office Bicycle Unit

by Denise Hudson, OCSO

Reprinted with permission from *The Standing Ready*, a publication of the OCSO.

As I caught up with Russell Boatman, Bike Patrol Team Leader, he and John Aylor were parked on a corner at the Paseo Arts Festival, repairing John's bike. This is one of the big advantages for a law enforcement agency supporting Bike Patrol. When maintained properly, bicycles last for several years, and maintenance costs run an average of \$100-\$200 annually. OCSO Bike Patrol Deputies carry spare parts and tools, and their training includes learning how to handle routine maintenance and repairs. And so they did and bike and rider were prepared to continue their watch in a matter of minutes.

Bike Patrols were a standard part of law enforcement as far back as the late 1800s. Then the patrol car became the preferred mode of transportation and bikes sat rusting in the elements. In the 1980s enthusiasm for Bike Patrol grew again as law enforcement agencies began to see the benefits of patrolling congested areas on mountain bikes. The physical fitness craze in the last quarter of the 19th century helped promote the popularity of biking and, no longer was biking just for kids.

A deputy on a bike has advantages over the foot, or mounted officer, and even over the patrol car officer. Mobility is the number one advantage. A deputy on a bike can cover 4-6 times the area of a deputy on foot, and can see and hear more than a deputy in a patrol car. At crowded events or on congested streets the Bike Patrol can respond to apprehend suspects or handle emergencies—medical or otherwise—much more quickly than other officers. A good example of this occurred during the 2003 State Fair, where the Bike Patrol was credited with re-uniting nine missing children with grateful parents.

Stealth is another advantage. At the top of community policing priorities are visibility and officer presence. It's ironic, but the strongest enforcement aspect for using bike officers is their ability to get close to crimes in progress *without* being seen or heard. It's not unusual for Bike Patrol to get within 10-15 feet of a suspect before being recognized as law enforcement.

A third advantage is public relations. OCSO Bike Patrol is one of the best public relations

tools for community policing. What man, woman, or child hasn't ridden a bike? And, an officer on a bike, in a pair of shorts, is more approachable than any other uniformed officer. Kids love getting their pictures taken with the Bike Patrol deputies and touching all the "cool" equipment on the bikes. But, pity the suspect that takes the deputy's easy charm and child-like spirit as anything other than a well-trained officer of the law!

Mountain bike training prepares the deputies for knifing through traffic and pedestrians, traversing curbs, stairs and other outdoor obstacles. They learn tactics to use in a pursuit—how to dismount and perform an arrest or fire their weapon. As first responders, they are prepared for medical emergencies, traffic stops and, if necessary, felony stops. The Bike Patrol officer carries an additional 8-10 lbs of equipment for these needs as well as spare parts and tools for bike repairs. Monthly training is mandatory and it is not a recreational ride! Training focuses on getting to any situation without posing risk to themselves or innocent bystanders. Deputies attend the International Police Mountain Bike Association (IPMBA) 40-hour training course.

Bike Patrol assignments include events requested by the public, other law enforcement agencies or Sheriff Whetsel. OCPD requested OCSO Bike Patrol to help with the 2004 Paseo Arts Festival, a three-day event which attracts more than 50,000 people. The co-chairman of the festival recognized the importance of the Bike Patrol's presence. He spoke very highly of their professionalism, their ability to interact with the community, and their visibility. In 2002, the Paseo District was placed on the National Historic Registry and was recognized as one of the best 'Inner-City comebacks' in the nation. The festival committee recognizes that the artists and the community will only come together if they feel safe. OCSO Bike Team added to that sense of security this year by apprehending a shoplifter at the festival.

The Bike Patrols service benefited two other OCSO Divisions recently. When they received new equipment, the Bike Team donated bicycles to OCSO Explorers. During the holidays, the Explorers support OKC mall security by riding through the parking lots, helping patrons with packages and finding "lost" cars. The Bike Team held a training day for the Explorers to teach them how to maneuver safely—even in parking lots! Together, these two teams helped OCSO Community Service

spruce up a vacant Montgomery Wards for a Senior Prom. It was reported that everyone in attendance had a wonderful time.

This summer OCSO Bike Patrol will team with the DA's office in a second prostitution sting. After numerous citizen complaints, the late Senator Leftwich approached OCSO asking for help. The operation was successful in ridding the neighborhood of prostitution, sadly, like many illegal activities...they just changed addresses.

Opening night 2004 was not uneventful for the Bike Patrol. A radio call came in for assistance and I got to observe the Bike Patrol in action. The appearance as we drove upon the scene was a growing crowd and two Bike Patrol Deputies corralling three drunks. As the crowd pressed in it was noticeable that it could take just seconds for things to escalate. What was interesting was watching these Deputies and the amount of time and energy they exerted trying to keep at least one of these "kids" out of jail. But the spirit of alcohol got the better of one of them and off to jail he went.

OCSO Bike Patrol began around 1991 with full-time deputies filling the positions. In 1992, the Bike Patrol was moved to the Reserve Division. Currently, members include ten reserve deputies and one full-time deputy. Deputy Boatman indicated he would like to see 15-20 members on the unit. Bikes outfitted with lights and siren cost approximately \$1100. Also required are uniform shorts, helmet, shoes, and gloves, duty belt with standard reserve equipment, and vest and radio. Those interested in being on the Bike Patrol can expect a 15-18 mile evaluation ride. Besides evaluating the applicant's strength, stamina and riding skills, the Team also takes into consideration age, physical condition, participation in Reserve activities and personality. Personality is important both as a team player and as a public relations representative of OCSO. The members of the Bike Patrol are (in alphabetic order): John Aylor, Don Carr, Jason Hamilton, Russell Boatman-Team Leader, Kelly Cavender, Tony Reynolds, Jason Barber, Jeff Crutcher, Tommy Rutledge, Bob Camp-Asst. Team Leader. (**Five of the team members are Certified Police Cyclists: Russell Boatman, Bob Camp, Don Carr, Jeff Crutcher, Stephanie Fullerton.*)

OCSO Bike Patrol's motto is: "Do It Right! Do It Safe! Do It Well!" And that they do!

Who You Gonna Call?

(Continued from page 5)

maintaining concealment. Team Three was comprised of me and another team member set up two doors down from the target house, on the same side of the street. In addition, there was a UC narcotics deputy in an UC car covering the opposite side of the residence. At approximately 2145 hours, a white male approached from the alley within 20 feet of Team One bike members, and entered the rear of the residence. At this time we notified Cpl. Grant; shortly thereafter, the Fugitive

Squad arrived with two K-9 units to search the house. The subject was apprehended without incident and the Bike Team was commended for the job well done. The dedication to helping bring the fugitive to justice was commended by the Fugitive Squad leader and our Sheriff, John Whetsel.

The bike team is comprised of Team Leader Dep. Russell Boatman, Asst. Team Leader Dep. Bob Camp, Jason Barber, John Aylor, Tony Reynolds, and Don Carr.

Russell can be reached at sorusboa@oklahomacounty.org.

Why "Mothball" When You Can Recycle?



This past summer, the Falls Church (VA) Police Department was fortunate enough to acquire new bicycles and equipment. Rather than "mothball" their old equipment, they chose to share their good fortune by donating it to a needy agency. They posted notice that the equipment was available to several law enforcement listserves and were flooded with requests. The bikes were donated to an all-volunteer auxiliary unit in Niagara County, New York.

Officer Justin Cuomo remarked, "we know times are tough, and recycling the bikes to a needy agency is the least we can do."

IPMBA applauds the Falls Church police department bicycle unit for recognizing that their used equipment could be put to better use than taking up space in a storage locker, and urges any agency with retired but serviceable equipment to consider a similar donation. *See their profile below.*

News Item: Niagara County Trimming the budget any way they can

Niagara Gazette (NY)
October 9, 2004

This week's budget discussion among members of the county's public safety departments brought up some creative solutions.

When legislator Richard Updegrove asked about ways the Sheriff's Department could cut down on increasing gasoline costs, Sheriff Thomas Beilein said they're starting a bike patrol in a mobile home park in Updegrove's district.

"We have bicycles in the Woodlands, which will save a considerable amount of gas," Beilein said.

No word on how that works in the snow.

-- Jill Terrari

Part-time Unit Works Gang Interdiction

By Officer Justin Cuomo
Falls Church (VA) Police Department

The City of Falls Church Police Department currently operates a part-time, two-officer bike team. The team,

responsibilities, officers' duties will oftentimes change as situations within the city dictate. During the week,

officers of the bike team normally patrol on bikes throughout the city's many parks, school grounds, bike and walking trails. A third officer, trained and equipped for bike duty, is permanently assigned to the Northern Virginia Gang Task Force, and operates regionally, communicating with the city bike team on local efforts. Each

Unit for search warrants, surveillance and other duties. The use of bicycles has allowed the Police Department to spend more time within communities in need of service, and more effectively communicate with citizens on a one-to-one basis. The unit regularly provides a high-profile bike patrol during the spring and fall city festivals, 4th of July, and local civic and community events as needed. The mix of community oriented visibility, and aggressive criminal interdiction has made the police bike team a motivated and capable presence within the City of Falls Church.

Officers of the bike team include Officer Joe Carter, Officer Justin Cuomo, and Officer Greg Vander Heiden.

Justin can be reached at 703-248-5100 x 7069 or e5hostile@comcast.net.

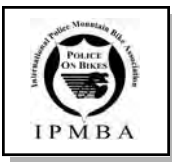


Photo courtesy Justin Cuomo

Falls Church bike patrol with their new rides.

which acts as the City Police Department's Problem Oriented Policing unit, has primary responsibility for gang interdiction within city limits, and will rotate from bike duty to vehicle work as needed. Due to the diverse nature of their

officer is issued a Trek 8000 and assorted accessories, and the unit has a fully stocked vehicle permanently assigned for both bike duty and gang interdiction/patrol work. The officers of the FCPD bike team will also augment the Criminal Investigations



Mr. Rogerson's Neighborhood

Newly certified PC is making an impact in his community

Ed's Note: Kevin is a police constable and police cyclist in Northumbria, in the northeast of England. He was certified as an IPMBA Police Cyclist (PC) in March 2004 and is hoping to attend the IPMBA Instructor Course in 2005. He has been a driving force behind the implementation of cycle patrols in his area, and as the following stories demonstrate, his efforts are having a positive impact in his community.

14 May 2004...A while ago I managed to secure £1,500 from Orange Mobile Phones in order to buy some good quality mountain bikes for some of the kids in care on my patch. The idea was to set them a challenge – the Coast to Coast bike ride. This is a national cycle route which starts on the west side of England at Whitehaven and finishes on the east coast at Tynemouth, which is in my Area Command. This is only 150 miles but there is some tough climbing across the Lake District.

We finally did the ride three weeks ago; it took us three days with two kids from care. We were aiming to raise sponsorship for two of the special needs schools in Whitley Bay and it looks like we've raised about £1,500. The bikes will now go to a local charity which specialises in taking kids into the outdoors.

On the first day we were just an hour into the ride when I got involved in an arrest using the mountain bike. I had stayed with 13-year-old Damien and his social worker

whilst the other group were about 300m up the disused railway line that is part of the route. About 200m in front of us was a bridge over the track with a police van parked on it. I saw a large sports motorbike with three teenagers on it, driving down the track towards us. Had to be stolen! I got off my bike and, put the bike sideways in front of me (remembering the IPMBA training!) and signalled for the motorbike to stop. It slowed down to walking pace as it approached and tried to slip by, so I moved my bike over to block. The motorbike hit my bike and luckily just snapped my pump bracket. I ordered the two pillion passengers to get off and sit on the ground – which they did without a word (it turned out this was their first time in trouble). The ride was a bit more vocal but when I explained that I was a police officer he calmed down. The local officers came down from their van and took them away. The bike had been stolen four days earlier. So that was good start to the journey. Little Damien thought that was quite cool...

11 August 2004...I've just had an excellent lock-up on the bike which I want to use to the bike patrol's advantage. A male befriended four ten-year old boys over a period of three days and masturbated in front of them. Depending on how the video interviews go with the kids, it may be quite a high profile case as

the male is the head of a department at one of the local universities. He is also a runner who specialises in 10K runs.

We've had a male who has been masturbating in people's back gardens in my area over the last six years. He has never been caught, although a team did get close to him one night when they had observations on a house that the offender had been targeting. They saw him in the garden and chased after him.

Unfortunately, he escaped by jumping a five-foot fence and then – get this! – waiting for the officer to catch up and then, as the officer reached the fence to jump over it –

punching him in the face and running off. We came to the conclusion that this male was a super fit runner who knew all the back tracks and was using them to his advantage. The man I arrested fits this offender and is previously unknown to us. He is in the running club that has a 400m track which backs onto the rear of the victims' gardens!

Trouble is, we have no evidence that we can link him to these historic offences. We'll see what happens with him....

I've just had an excellent lock-up on the bike which I want to use to the bike patrol's advantage

Congratulations to the Winners of the George Street Challenge

IPMBA congratulates all those who completed the George Street Challenge on July 25, 2004, in Worcester, Mass. This event, sponsored by the Major Taylor Association, pits riders against the clock in a climb up one of Worcester's steepest streets. On this 500-foot stretch of street where Major Taylor used to train, the grade averages 18 percent.

Prizes were awarded in a variety of categories, including public safety. Entrants in this category are required to ride their duty bikes and their full duty uniforms. Officer Ray Anair of the Winchendon Police tackled the hill with a time of 48:64 seconds, while Rodney Witkos of Worcester EMS lugged his panniers up the steep slope in 85:40.



Photo courtesy Major Taylor Association

First place rider Ray Anair.

Marshall "Major" Taylor, known as the "Worcester Whirlwind" was a world-champion cyclist in 1899. Overcoming barriers of prejudice and discrimination, Taylor raced all over the world in events ranging from one-quarter mile sprints to six-day bicycle races. He was only the second black person after boxer George Dixon to win a world championship.

The Major Taylor Association, Inc. was formed by residents of Worcester, Mass., who became intrigued with the story of the 1899 world champion bicycle racer from Worcester who overcame racial prejudice to become the first internationally acclaimed African-American sports star. The organization's mission is to memorialize Major Taylor with a statue on public land in Worcester, in recognition of his athletic achievements and strength of character – his sportsmanship, concern for those less fortunate, devotion to God, and personal struggle for equality.

Further, MTA aims to create a living memorial to Taylor by conducting good works in his name and educating people about his life and legacy. The event raised over \$5000 towards the MTA's goals. For more information, visit www.majortaylorassociation.org.

Ride for Kids Makes Money for Cancer Camps



IPMBA Instructor Chris Whaley rides for charity

by Jack Evans

Reprinted from *The Trentonian (Ontario)*
August 18, 2004

Close to 100 bicyclists pedaling around a swath of Ontario as part of the Tour for Kids to raise funds for cancer camps for children passed through many communities along the way.

But for at least one of the participants, this community was a special stop on Saturday afternoon.

OPP Traffic Sgt. Chris Whaley took time out after a long, hot day on the road all the way from Haliburton to greet his wife Sarah and two-and-a-half year old daughter Grace, along with other family members.

Sarah's sister Evelyn Wilson and her family live in Carrying Place and arranged a special display of balloons, signs and cheerleading along with her parents, Mr. and Mrs. Sam Clements, and other family members.

The cyclists on the tour had already stopped at Brighton a short time earlier so most bypassed the refreshment stop at Carrying Place to carry on to the day's destination of

Wellington and Camp Trillium, one of the camps being supported by the event, but Whaley and part of his crew could not pass up the chance for a quick greeting.

The refreshment stand was staffed by volunteers from the Trenton Oddfellows and Rebekah Lodges, which were among early supporters for financing Camp Trillium from the start, officials noted.

The entire tour covered some 800 km around central Ontario over four days, visiting the areas of three different summer camps used by children dealing with cancer.

Sponsored by the Bank of Montreal, it sought pledges for either the entire 800 km ride or any portion thereof, and according to reports raised around \$250,000 for the summer camp programs.

Other camps that will receive funds from the tour are Camp Quality, with four Ontario and one Alberta location, and Camp Oochigeas in the Muskoka region.

Besides the four-day, 800 km bike tour, there was a two-day 350 km option that



OPP Traffic Sgt. Chris Whaley of Orillia makes a brief stop at Carrying Place Saturday and gives a kiss to his daughter, Grace, who was waiting there for him.

traveled from Port Hope to Wellington to Lanark; a one-day, 175-245 km route, a 100 km route and a 10 km family route in the finishing area.

The final leg of the tour was Sunday from Wellington to Ottawa.

IPMBA in the Balkans

(Continued from page 5)

then, would be to change this mindset of the officers, and to do so in a very limited time. The bicycles were an easy way for the



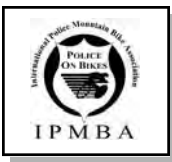
Photo Courtesy www.bikepatrol.nl

Macedonian officers apply the lessons learned in bike training — and show their support for the **LIVESTRONG** Challenge (see related article on page 21.)

officers to start. We began by having them engage with the children in the parks, handing out stickers and attempting to reach parents through their children. The parents were very standoffish at first, and the officers were reluctant. It took several days of constant encouragement to get the officers to self-initiate contact with both the children and parents. Within the first week, however, we were making progress in that the officers were beginning to say hello and hand out the stickers on their own. By the end of our training we, as instructors, were gratified to see that our lessons on bicycle skills were being used as a tool for Community Oriented Policing and were starting to chip away the barrier between the community and the police that had been built up over many years.

In 18 days we did not fix all of the problems, but we got our foot in the door with police on bicycles. This, I believe, is a solid grassroots effort to help out a fellow law enforcement agency to begin a new era in policing and make positive changes in their communities' perception of the police.

Barb can be reached at barbarawinstead@aol.com. She will be sharing her experiences in workshop format at the 15th Annual IPMBA Conference, April 21-23, 2005, in Scottsdale, Arizona. Register today to attend her workshop and dozens more! For more information about ICITAP, visit <http://www.usdoj.gov/criminal/icitap/>.



IPMBA Remembers

IPMBA recognizes the lives of members Fred Fanning and Jonathan Walsh

On August 30, 2004, Officer Fred Fanning of the Rochester (MN) Police Department lost his four-year battle with leukemia. Fred was certified as a police cyclist by Kirby Beck in May 1999, attended the IPMBA Police Cyclist Instructor Development class at the 2000 IPMBA Conference in Tucson, and received his Police Cyclist Instructor certification in June 2001.

Fred was one of the founding members of the Rochester Bike Patrol Unit, which began in 1997. He and Officer Doug Remling became interested in bike patrol, conducted research, and presented the department with the information they needed to implement the program. They found community funding to purchase the first bikes, and acted as coordinators for all aspects of the program. A strong advocate for bike patrol and training, Fred continued



to instruct even after his diagnosis, assisting with his last class in May 2002.

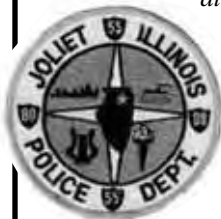
Fred was also an advocate for blood donations, and shortly before his death suggested that a blood drive be held.

According to his friend Sue Churchill, "He mentioned that he knew that this wouldn't help him but that he wanted to do whatever it was that he could to help others in situations similar to his." The blood drive was to be held in his honor; instead, it was held in his memory.

IPMBA extends sympathy to Fred's family and friends and urges IPMBA members to make one of Fred's last wishes a reality by donating blood. To learn more about blood donation opportunities, visit www.givelife.org or call 1-800-GIVE-LIFE (1-800-448-3543).

On October 24, 2004, the first annual "Fred Fanning's Fastest One and Five Mile Run" was held in Fred's honor. The proceeds were used to create a scholarship in his name for new cadets in the Rochester Police Department.

IPMBA instructor John Hanke of the Joliet Police Department (IL) contacted IPMBA with the sad news of the loss of Officer Jonathan Walsh. Officer Walsh attended the IPMBA Police Cyclist Course taught by Hanke on August 3-6, 2004, and was killed in the line of duty just two weeks later. According to Hanke, Jonathan was very proud to be a police cyclist, and his involvement with IPMBA was mentioned at the funeral. His bicycle was mounted onto his squad and followed the hearse to the cemetery.



Please keep Jonathan's family and friends in your thoughts and prayers. He will be missed.

Officer Jonathan Walsh was killed when his patrol car was involved in an accident with a hit-and-run driver. He was responding to a burglar alarm at the Pilcher Park Nature Center.

Officer Walsh was pronounced dead at Silver Cross Hospital. He suffered massive injuries when he collided with a Chevrolet Blazer and then crashed into an unoccupied lift crane parked on the side of Maple Road just east of Briggs Street.

Police located the Blazer abandoned near McKay Street and Garland Court. Following a five hour manhunt, the driver was arrested and charged as was his spouse, for her involvement in reporting the vehicle stolen.

Officer Walsh joined the Joliet Police Department in February, 2001, and was a certified member of the Bicycle Patrol and also served on the Gang Violence Suppression Unit. He was a founder and member of the Joliet Police Department FNG Softball Team, and a member of the International Police Mountain Bike Association. He previously served for two years as an officer with the Burr Ridge Police Department.

Officer Walsh is survived by his father, a retired Worth police officer, his mother and two sisters.

Source: Officer Down Memorial Page, www.odmp.org.



**Police Officer Jonathan E. Walsh
Joliet Police Department
Illinois**

End of Watch:
Friday, August 20, 2004

Biographical Info
Age: 27

Tour of Duty: 5½ yr
Badge Number: 305

Incident Details

Cause of Death:
Vehicular assault

Date of Incident:
Friday, August 20, 2004

Weapon Used: Automobile

Suspect Info:
Arrested and charged

On November 19, 2004, a dinner dance was held in honor of Officer Jonathan Walsh. The proceeds of the event were donated in his name to the Joliet Police Department Bike Patrol Program.

Compression shirt regulates body temperature and inhibits bacterial growth

by Michael Satlow, PCI #769
Jerusalem Civil Guard
Jerusalem, Israel

As if I don't have enough pressure living in Israel and patrolling in Jerusalem, I volunteered to test wear Zensah's new compression shirt. The micro-fiber shirts differ from others in that they have silver ions on the inside layer to regulate body temperature and inhibit bacterial growth. The compression factor is supposed to aid in preventing vibration of the muscles, which reduces fatigue (scientific-minded see the Penn State study at <http://physics.iop.org/IOP/Press/PR1501/html>). The fabric was developed in Israel and the shirts are in use by Israel's special forces as well as members of Israel's Olympic judo team.



2004 Olympian Ehud Vaks

I must admit that when I heard "compression fabric," the first thing I thought of was something akin to a circa 1950's girdle. While I always wondered how it would feel to wear one (no, I'm not one of "those"), I'm pleased to announce that it is extremely comfortable and really does feel like a second skin. As a matter of fact, you hardly feel its presence.

For officers who only wear a uniform shirt and no body armor, like me, it's probably less important to wear this type of

garment. (No, we don't wear vests. People here don't shoot at us; they just try to blow us up.) If you do wear a vest, I can see how this shirt would serve as a comfortable barrier between you and the vest. The seamless design of its sides would also help prevent chafing.

I wore the shirt while doing my standard shift in temperatures ranging from 60-90 degrees. I found that it warmed me at the lower temperatures and kept me relatively dry at the higher end. To check its effectiveness at peak exertion levels, I wore it under my bike shirt for a weekend 30K off-road trek through the hills surrounding Jerusalem. Even at near exhaustion level, it wicked away the moisture effectively and dried extremely quickly. My only suggestion is that people who don't like anything binding around the neckline should consider the v-neck model. (One of the reasons that I moved to Israel was so that I'd never have to wear a tie again.) The tactical shirts retail at \$35 and come in white, black, and olive drab. I'm now waiting for them to come out with bike shirts and padded bike shorts. If their comfort level is the same as the undershirts, they're bound to be winners.

For more information, visit their website at www.zensah.com.

Michael is a volunteer auxiliary officer in service to the Jerusalem Civil Guard. He can be reached at satlow_m@netvision.net.il.

Product Review: Saris

Bike rack's tubular aluminum construction is super-strong and adaptable

by Tom Woods, PCI #010T
Denton (TX) Police Department

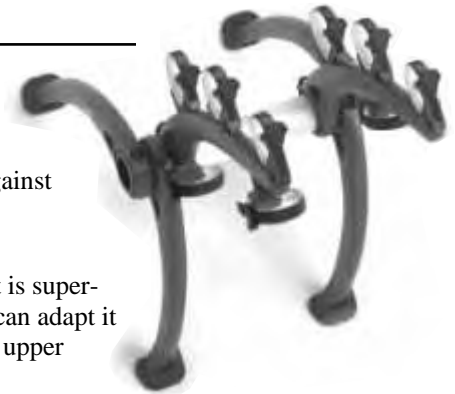
We've been using the Saris "Bones" racks for about five years or more. I'd put them up against any we've had since 1991 – and we've tried many. Saris is actually a subsidiary of Graber Products, which has been making great bike racks for many years.

We like the Bones because of the tubular aluminum construction used for the main body. It is super-strong and affords a indexed adjustment feature for the arms and lower stanchions, so you can adapt it to any vehicle. The bike mounts consist of a plastic straps-and-buckles system fixed to the upper arms. They hold the bikes firmly and prevent them from banging into each other.

And, probably the best feature is the top-notch customer service you get from Graber. If it sounds like I'm a Saris sales rep I apologize, but in my thirteen years of procuring equipment for my bike unit and for personal use, I have found very few products that endure the abuse we put them through like the Bones does. Likewise, I have experienced very few bike product customer service departments as cordial and prompt as these folks are.

Their website address is <http://www.graberproducts.com/>.

Tom's vast knowledge of administrative issues is shared freely with his fellow bike officers and medics each year at the annual IPMBA conference. Register for the 2005 Conference in Scottsdale, Arizona, for a chance to attend Tom's Administrative Issues workshop and many more. Tom can be reached at tom.woods@cityofdenton.com.



Danner Provides Support for Instructor Course

IPMBA gratefully acknowledges the support of Danner, Inc., manufacturers of a wide array of footwear. Danner generously sponsored a luncheon during the IPMBA Instructor Course, August 30-September 3, in Indianapolis, Indiana. As part of their sponsorship, they held a drawing for a free pair of Danner boots. The boots were won by Keene Red Elk of the Purdue University Police Department. IPMBA hopes that Keene will enjoy his new boots, and thanks Danner for their support. Visit Danner on the web at www.danner.com.

Product Review: *The League Guide to Safe and Enjoyable Cycling*

by Kirby Beck PCI #002T
Coon Rapids PD (MN)

Several years ago the League of American Bicyclists (the League) ended its long-time relationship with John Forester and his Effective Cycling Program. As a result, the League took the principles of EC and their existing cadre of League-affiliated cycling instructors and formed their own cyclist education program, called the League Cycling Program. It consists of a variety of courses, including ones focusing on road cycling, commuting, and touring.

The League's Education Committee recently completed a new book entitled, *The League Guide to Safe and Enjoyable Cycling*. It both synthesizes the new programs and serves as a textbook for students. In fairness, I should point out that I am a personal friend or acquaintance of seven of the ten credited authors or contributors. Like virtually all of the authors, we came out of the Effective Cycling mindset and have contributed to, or are familiar with, the goals and lobbying efforts that have long been part of the League's mission.

The League is charging \$14.95 for this 128-page book. The writing is well-done and provides a quick and easy read. It contains many nice black and white photographs and superb traffic cycling illustrations. It is important to point out that this book is written with a distinct bias toward road cycling. It briefly mentions BMX, trials, mountain, comfort/hybrid, commuter and recumbent bikes, but it undoubtedly is written with road, sport and touring bikes in mind. Virtually all of the skills discussed are intended to be used in traffic and on paved surfaces.

By scanning the names of the chapters, the reader can quickly identify the topics covered in the book:

- The Perfect Machine
- Why Ride?
- Finding Your Riding Style and Ideal Bike
- Rules for Riding on the Road
- Bicycle Handling Skills and Maneuvers
- Selecting A Route for Your Ride
- Bicycle Commuting and Utility Riding
- Riding for Recreation, Fitness, and Competition
- Bicycle Equipment and Gear
- Basic Maintenance and Mechanics

One of the most interesting paragraphs is found in the introduction. It is a quote from Bill Strickland's book, *The Quotable Cyclist*.

"Then there is the bicycle itself, an unparalleled merger of toy, a utilitarian vehicle, and sporting equipment. The bicycle can be used so many ways, and approaches perfection in each use. For instance, the bicycle is the most efficient machine ever created. Converting calories into gas, the bicycle gets the equivalent of three thousand miles per gallon. A person pedaling a bike uses energy more efficiently than a gazelle or an eagle. And a triangle-frame bicycle can easily carry ten times its own weight – a capacity no automobile, airplane or bridge can match. Perfection."

Like IPMBA's *Complete Guide*, the *League Guide* attempts to cover a lot of information. Both books try to put psychomotor skills into words even though it is very difficult for most people to learn psychomotor skills by merely reading a book or watching a video. Properly learning a physical skill like riding a bike, shooting a firearm, or driving a car requires practice and the personal attention of an instructor, i.e., hands-on training. Moreover, they usually require enough practice, performed correctly, to develop muscle memory. As a result, it is doubtful that anyone could simply read either book and go out and perform a perfect Instant Turn or Emergency Brake. Both books are intended to support formal training, not to replace it.

One may ask if this book offers anything for the public safety cyclist? While many of the traffic skills, concepts and principals are identical to those taught by IPMBA – because both had their origins in Effective Cycling – many of the topics, like route selection and *Why Ride?*, may be unwarranted. Certainly many IPMBA members ride while off-duty and ride for a multitude of reasons. The information in the *League Guide* is broad and a lot of it has no relevance to those who only ride off-road, or who only ride on duty. That said, it could be quite useful for public safety cyclists who are involved in civilian cycling education.

Since the *League Guide* is intended as a textbook for the League training classes, it seems to be written for people who have absolutely no basic information or experience with bikes. Another portion is spent trying to convince people to ride bikes

and why doing so is a benefit to them and their health, and to the "health" of the environment and society as a whole. It almost makes a political statement.

I found the chapter on Bicycle Maintenance to be quite noteworthy since it starts out by teaching the ABC Quick Check. As far as I can remember, the ABC Quick Check was originally brought into the PC Course by former IPMBA Education Coordinator Gene Miller of Tacoma PD. I'm not sure if Gene thought of it himself, or if he "borrowed" it, but as a former Effective Cyclist Instructor, I do know that it was not a part of the Effective Cycling training before that time. I am disappointed that there was no credit or reference given to either Gene or IPMBA for its inclusion in the League Cycling program.

John S. Allen is one of the credited authors and contributors to the *League Guide*. He also wrote a booklet entitled, *Bicycling Street Smarts – Riding Confidently, Legally, and Safely*. If I were to recommend additional reading to a new public safety cyclist or instructor, I would surely

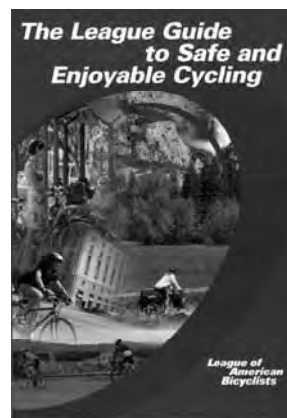
recommend *Bicycling Street Smarts* before I recommended the *League Guide*. It is more relevant, in regards to traffic cycling, but doesn't get sidetracked on issues of little concern to most public safety cyclists.

If you want to broaden your overall knowledge, expertise and insight into the world of bicycling then the *League Guide* may be for you. \$15 isn't a lot to pay for a book that is well written and up-

to-date. Just remember that it is intended as a text for the various entry level League Cycling Courses, including commuting and touring, in addition to traffic cycling. It may help you expand your knowledge into those areas, and to help you teach others.

The book may be ordered directly from the League, www.bikeleague.org or 202-822-1333.

Kirby is a founding member and past president of IPMBA. His teaching experience includes all ages and types of cyclists, from children to IPMBA instructors. He can be reached at kirbyp42@aol.com.



Product Review: *Art of Urban Cycling*

Industry

A book by Robert Hurst offers "Lessons from the Street"

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

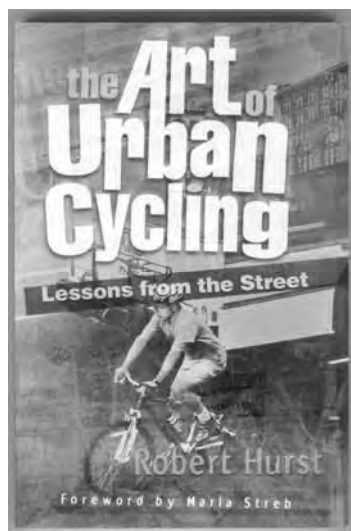
Many cyclists among us have colorful stories about accidents. It's safe to say that the riders probably carry some mental and physical scars from the event. Still, it's not uncommon to find them bragging about their experience and exhibiting the disfiguring scars like badges of honor. If those scars could only talk.

As I became more bike-wise from my own 'cycling episodes', I found out that the odds were more in my favor if I removed several factors from the urban cycling equation. For example, I'd select routes that kept me off the busier streets. By minimizing my contact with vehicles of all shapes and sizes, I was lessening my chance of a car vs. me accident, thus, effectively not adding to the scars. This became, somewhat, art out of necessity – if you know what I mean.

So it wasn't a surprise when I opened Hurst's paperback, *The Art of Urban Cycling*, and found a whole section devoted to "Route Selection". It's encouraging when there is someone out there who thinks like you do. I also found there were other sections in the book that aided in cyclist survival. My survival. In fact, Hurst compiled a host of tidbits on commuter-cycling wisdom into 234 pages.

I immediately took a liking to the format of Hurst's book. The book was laid out into seven sections, or units, with several small chapters contained within each unit. The chapters were short enough that I could sit down and read one or several chapters. This is a nice feature if you have to repeatedly bookmark due to frequent interruptions.

I enjoyed the way Hurst broke down the cyclist experience and scrutinized the behaviors that I've practiced and taught. As a good scholar should, I critiqued his take on a couple topics. I think Hurst would've welcomed it. For example, Hurst wrote that "Vehicular Cycling" is a "great starting point for beginners" and went on to critique the principles of vehicular cycling. Hurst proposed an unorthodox "mature" and "enlightened style" of cycling. Some of these bold



points were, well....taken, but if there were premises that I disagreed with, it was Hurst's notions of "liberal" (Hurst's description) adherence to traffic law and lane usage. These seem to be dangerous postures to promote. Even though these messages proved provocative, he reaffirmed much of my commuter-cycling knowledge.

Finally, Hurst features an informal writing

style infused with a good deal of dry wit. The black and white graphics enhanced and balanced the text. The "Chapter Notes" and "Bibliography" were useful reference tools.

Overall, I enjoyed reading Hurst's *The Art of Urban Cycling*. True to its title, it was like reading a book about the *art of urban cycling*, subject to Hurst's interpretation. I have to think the book is based on the harrowing and disfiguring experiences from which urban cyclists have learned firsthand.

Regular Cost: \$14.95

Contact: Falcon® (an imprint of The Globe Pequot Press) at www.falcon.com.

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.

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 International

Bill Stranathan
800-728-1536
www.alertesystems.com
Bill@alertesystems.com

BikeWorld/BikeWorld.com

Michael Beatty
800-928-5558
bikepatrol@bikeworld.com
www.bikeworld.com

Mocean

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

Patrol Cycles LLC

Murline Staley
713-472-0894
www.patrolcycles.com
sales@patrolcycles.com

Trek Bicycle Corporation

Jason Schumacher
800-313-8735 x 4911
www.trekbikes.com
police@trekbike.com

Wavecrest Laboratories

Heather O'Donnell
703-435-7102
sales@tidalforce.com
www.tidalforce.com

To become a corporate member, contact Maureen at maureen@ipmba.org or 410-744-2400.

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

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 50 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. Curious about a 4WD mountain bike? Save \$1000+ on a Christini. Looking for custom pins for your bike unit? IPMBA Instructor Erno Nandori from ELHN can help. Want to buy from someone who really "knows?" Check out Cyclops and Light Cycles, owned and operated by fellow IPMBA members Ashley Foster and Bob Light, respectively. 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 14-17.

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 INT'L

Product: "Trail-Blazer" Bike Light Kit
Regular Cost: Contact for Product List
Cost to Members: 10% off 1-10 units; 15% off 11-20 units
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 Int'l
 243 S. Madison Avenue, Loveland, CO 80537

ASLET: AMERICAN SOCIETY FOR LAW ENFORCEMENT TRAINING

Product: ASLET Membership
Regular Cost: \$50
Cost to Members: \$40
Form of Payment: AX, C, CH, DC, MC, PO, V
Ordering Options: Fax, Mail, Website
Contact Name: Membership
Phone: 301-668-9466
Fax: 301-668-9482
Website: www.aslet.org
Email: info@aslet.org

ASLET: American Society for Law Enforcement Training

121 North Court St., Frederick, MD 21701

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

ABBREVIATIONS:

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

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: racksales@biketrack.com

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



BIKE WORLD

Product: Bicycles and bike accessories.
Regular Cost: Competitive Internet Sale Prices
Cost to Members: Wholesale + 35%
Form of Payment: AX, V, MC, D
Ordering Options: Phone, Fax, Website, Mail
Contact Name: Mike Beatty
Phone: 210-828-5558
Fax: 210-828-3299
Website: www.bikeworld.com
Email: 210-828-3299

Bike World
 5911 Broadway, San Antonio, TX 78209
 Contact Mike Beatty at 1-800-928-5558

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, MC, PO, V
Ordering Options: Phone, Web
Contact Name: Albert Yeh
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: 801-829-6801/800-344-1256
Fax: 801-829-6104
Website: www.bushwhackerbags.com
Email: jss1205@aol.com

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

CANE CREEK CYCLING COMPONENTS

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 Pricing
Cost to Members: Wholesale Pricing
Form of Payment: CK, DC, MC, V
Ordering Options: Fax, Mail
Contact Name: Kelly Egan
Phone: 800-527-1527 / 206-676-1414
Fax: 800-583-7583
Website: www.cascadedesigns.com
Email: kelly.egan@cascadedesigns.com

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

CHRISTINI TECHNOLOGIES

Product: All Wheel Drive Mountain Bikes
Regular Cost: \$3100-\$4500+
Cost to Members: \$1800 +; quantity discounts
Form of Payment: AX, CH, DC, MC, V
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: Justin Kline
Phone: 215-351-9895
Fax: 215-351-9896
Website: www.christini.com
Email: sales@christini.com

Christini Technologies
 421 N. 7th Street, Suite 200, Philadelphia, PA 19123

Product Purchase Program

Industry

CYCLE SOURCE GROUP (SMITH & WESSON)

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

CYCLESIREN

Product: Cyclesiren Trooper, Patrol & EMS mini-sirens
Regular Cost: Visit www.cyclesiren.com.
Cost to Members: 10% off Retail
Form of Payment: MC, PO, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Greg Bohning
Phone: 714-628-8935
Website: www.cyclesiren.com
Email: sales@cyclesiren.com

Cyclesiren
226 N. Willow Springs Road, Orange, CA 92869-4534
E-mail or call with your name and IPMBA membership number.

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: AX, C, CH, D, DC, MC, PO
Ordering Options: Phone, E-Mail
Contact Name: Ashley Foster
Phone: 843-259-8368
Email: cyclopstact@hotmail.com
Cyclops Bicycle & Tactical Operations Equipment & Training
5003 Alpha Street, N. Charleston, SC 29405

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: 858-453-6672/800-453-6673
Fax: 858-453-6783
Website: www.desotosport.com
Email: contact@desotosport.com

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

DGB SERVICES (PEN-LINK DISTRIBUTOR)

Product: Mobile Intelligence Solution
Regular Cost: \$495
Cost to Members: Free 90-Day Trial
Form of Payment: C, DC, MC, PO, V
Ordering Options: Phone, Fax, Email
Contact Name: Charles Hamm
Phone: 805-258-2165
Fax: 402-421-9287
Website: www.penlink.com
Email: chuckhamm@verizon.net

DGB Services (Pen-Link Distributor)
3761 Ketch Avenue #D, Oxnard, CA 93035

DO WRAP PERFORMANCE

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, April Brittain
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

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
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

ELHN BADGE & EMBLEM DESIGN

Product: Custom Police Badges, Emblems, Pins, Coins
Regular Cost: Varies
Cost to Members: 10% off
Form of Payment: CH, DC
Ordering Options: Phone, Email, Mail
Contact Name: Erno Nandori
Phone: 203-364-8644
Fax: 860-693-9381
Email: elhnbadgedesign@aol.com

ELHN Badge & Emblem Design
615 Cherry Brook Road, Canton, CT 06019

Call or email design/quantity for price quote.

ERGO, LLC

Product: "The Seat" Ergonomic Bike Seat
Regular Cost: \$40 lycra/gel; \$29 vinyl; \$20 faux leather
Cost to Members: \$30 lycra/gel; \$23 vinyl; \$15 faux leather
Form of Payment: CH, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: Thomas White
Phone: 425-333-6161
Fax: 425-333-6355
Website: www.ergotheseat.com
Email: 425-333-6355

Ergo, LLC P. O. Box 659, Carnation, WA 98014

FUJI AMERICA

Product: Bikes & Accessories
Regular Cost: Contact for Product List
Cost to Members: Call for Special Prices on Selected Models
Form of Payment: C, CH, MC, PO, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Law Enforcement Representative
Phone: 800-631-8474 / 201-337-1700
Fax: 201-337-1762
Website: www.fujibikes.com
Email: info@fujibikes.com

Fuji America
5 Fir Court, Oakland, NJ 07436

GITA SPORTING GOODS

Product: Patrol Bike Shoes, Giordana Apparel
Regular Cost: Varies
Cost to Members: 25% off Patrol Bike Shoes, 10% off Giordana Wear
Form of Payment: MC, V
Ordering Options: Phone, Fax, Website
Contact Name: Nelson Frazier
Phone: 800-FON-GITA x 319
800-FON-GITA x 319
Fax: 704-588-4322
Website: www.gitabike.com
Email: info@gitabike.com

Gita Sporting Goods
12500 Steele Creek Rd, Charlotte, NC 28273

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

HECKLER & KOCH

Product: Officer Survival for the Mountain Bike Officer
Regular Cost: \$795
Cost to Members: \$745
Form of Payment: MC, PO, V
Ordering Options: Phone
Contact Name: Pat Rios
Phone: 703-450-1900 x 293
Fax: 703-405-7938
Website: www.hk-usa.com
Email: prios@hk-usa.com

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

IMBA: INTERNATIONAL MOUNTAIN BICYCLING ASSOCIATION

Product: IMBA Membership
Regular Cost: \$25 Basic; \$45 Supporting
Cost to Members: \$10 Basic; \$18 Supporting
Form of Payment: C, CH, DC, MC, V
Ordering Options: Fax or Mail
Contact Name: Kevin Stein
Phone: 888-442-IMBA/303-545-9011 x 106
Fax: 303-545-9026
Website: www.imba.com
Email: info@imba.com

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

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

Product Purchase Program

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.liftstore.com
Email: sjones@liftstore.com

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

LIGHTCYCLES

Product: Bicycle Parts & Accessories
Regular Cost: Contact for Product List
Cost to Members: 20-25% off Retail
Form of Payment: C, DC, CH, PO, USPS Money Order
Ordering Options: Phone, Email, Mail
Contact Name: Bob Light
Phone: 518-593-3361
Email: lightrj@plattsburgh.edu

LightCycles
 PO Box 517, Morrisonville, NY 12962

Email for details/availability/shipping charges.

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-\$399
Cost to Members: Contact for Discount
Form of Payment: COD, MC, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Rosita Chang
Phone: 642-401-1335
Fax: 642-401-1339
Website: www.marwiusa.com
Email: rosita@marwiusa.com

Marwi USA, Inc.
 11614 McBean, El Monte, CA 91732

MAXIT DESIGNS

Product: Headgator™/Hothead™; gloves
Regular Cost: \$16 Headgator™/Hothead™; \$9 (gloves)
Cost to Members: \$9.50 Headgator™/Hothead™; \$5 (gloves)
Form of Payment: DC, MC, V
Ordering Options: Phone, Fax, Email
Contact Name: Liz
Phone: 800-556-2948
Fax: 916-489-7031
Website: www.maxit-inc.com, www.headgator.com
Email: info@maxit-inc.com

Maxit Designs
 PO Box 1052, Carmichael, CA 95609

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

MAXXIS TIRES

Product: Bike Tires & Tubes
Regular Cost: Contact for Product List
Cost to Members: 50% off Retail (Pro-form)
Form of Payment: AX, MC, V
Ordering Options: Email, Fax, Phone
Phone: 770-962-8229 x 124
Fax: 678-962-7705
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: 949-646-1701/877-662-3680
Fax: 949-646-1590
Website: www.moccean.net
Email: mocceanbl@aol.com

Moccean
 1635 Monrovia Avenue, Costa Mesa, CA 92627

OLYMPIC UNIFORMS/J. MARCEL

Product: Bike Patrol Uniforms
Regular Cost: Contact for Product List
Cost to Members: 10% off Retail Prices
Form of Payment: C, CH, D, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Julie Cruise/Rachel Peterson
Phone: 888-722-9222
Fax: 206-722-1521
Website: www.olyuniforms.com
Email: reps@olyuniforms.com

Olympic Uniforms/J. Marcel
 5920 MLK Jr. Way South, Seattle, WA 98118

PARADIGM TACTICAL PRODUCTS

Product: FRISKER PRO Hand Worn Metal Detector
Regular Cost: \$179.95 + S&H
Cost to Members: \$150 + S&H
Form of Payment: CH, DC, D, MC, PO, V
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: James F. Marr
Phone: 978-352-6633
Fax: 978-352-7799
Website: www.frisker.com
Email: jmarr@paradigm tactical.com

Paradigm Tactical Products
 64 Central Street, #1, Georgetown, MA 01833

PATROL CYCLE LLC

Product: Patrol Cycle Shoe
Regular Cost: \$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: Barrie Gorton
Phone: ++61 7 3857 2454
Fax: ++ 886-4-2676-1611
Website: www.patrolcycle.com
Email: bgorton@patrolcycle.com

Patrol Cycle LLC
 31 Emma Road, Kalinga, QLD 4030

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

Product Purchase Program

Industry

PUBLIC SAFETY LOGOS

Product: Badges/Badge Cases/Jewelry/Patches/Etc.
Regular Cost: \$40-\$115
Cost to Members: 10% off + drop ship free on \$150 or more
Form of Payment: AX, C, CH, DC, MC, V
Ordering Options: Fax, Email, Website, Mail
Contact Name: Michael Carrizales
Phone: 281-251-0707
Fax: 281-251-4786
Website: www.publicsafetylogos.com
Email: sales@publicsafetylogos.com

Public Safety Logos
PO Box 11307, Spring, TX 77391-1307
Code: 20PMBA04 and IPMBA membership number must accompany order.

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: 425-355-3669/800-523-7558
Fax: 425-355-3661
Website: www.spokeswear.com
Email: info@spokeswear.com

PYI Inc. Spokes Wear
12532 Beverly Pk Rd., Lynnwood, WA 98037

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: Tina Lime
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
Phone: 800-865-7840
Fax: 800-459-2598
Website: www.redmangear.com
Redman Training Gear
10045 102nd Terrace, Sebastian, FL 32958

RUBEL BIKEMAPS

Product: Bicycling Street Smarts: 48-page booklet
Regular Cost: See website for price schedule.
Cost to Members: Free shipping on any size order.
Form of Payment: CH, DC, MC, PO, V
Ordering Options: Phone, Email, Mail
Contact Name: Madeleine Nolan or Andy Rubel
Phone: 617-776-6567
Website: www.bikemaps.com
Email: info@bikemaps.com

Rubel BikeMaps
P.O. Box 401035, Cambridge, MA 02140
Contact for free sample; see full text at www.bikemaps.com.

RUDY PROJECT

Product: Sunglasses, Sport Eyewear, Helmets, Goggles
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Form of Payment: MC, V
Ordering Options: Website, Mail
Contact Name: Jason Kinsey
Phone: 888-860-7597/303-333-9191
Fax: 303-333-9292
Website: www.rudyprojectusa.com
Email: jason@rudyprojectusa.com

Rudy Project
Union Station, 1701 Wynkoop, Suite 113, Denver, CO 80202

At www.rudyprojectusa.com, click on OTHER INFO, then BATMAN. Click "IPMBA Members Click Here". Enter passcode: gopolice.

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: rdowell@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.net
Email: info@swagman.com

Swagman
300-1880 Government St., Penticton BC, BC V2A 7J1
All Shipments Made from Orville, WA

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, MC, V
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: Ginny Weisel
Phone: 800-289-8379 x 15
Fax: 315-986-2104
Website: www.terrybicycles.com
Email: ginny@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
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: Robert Grippo
Phone: 570-992-9989 / 877-570-6963
Fax: 570-992-5026
Website: www.allwebscooters.com
Email: gandg@epix.net

Tracy Leigh Enterprises
P.O. Box 831, Brodheads, PA 18322

WTB

Product: Tires, Saddles, Headsets, Pedals, Wheel Parts
Regular Cost: Contact for Product List
Cost to Members: Wholesale Prices
Form of Payment: COD, MC, V
Ordering Options: Phone, Fax
Contact Name: Travis Haft
Phone: 415-389-5040
Fax: 415-389-5044
Website: www.wtb.com
Email: thaft@wtb.com

WTB
475 Miller Ave., Mill Valley, CA 94941

ZOIC CLOTHING

Product: Mountain Bike Apparel
Regular Cost: Retail
Cost to Members: 30% off Retail
Form of Payment: AX, VI, MC, CH, DC
Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: Brandt Furgerson or Wendy Misner
Phone: 858-731-0506/800-241-9327 x 532 or 531
Fax: 858-458-9714
Website: www.zoic.com
Email: brandt@zootsports.com or wendy@zootsports.com

Zoic Clothing
10280 Camino Santa Fe, San Diego, CA 92121

The Product Purchase Program was updated January 2004.

The information has been provided by the participating companies and is subject to change without notice. A company's participation in the Product Purchase Program does not indicate endorsement by IPMBA, nor does it indicate the company's sponsorship of IPMBA.

Dependability. Performance. Unsurpassed Quality.



A DIVISION OF
J. MARCEL ENTERPRISES

(206)722-1412

FAX (206)722-1521

www.olyuniforms.com

5920 M. L. King Jr. Way S.
Seattle, WA 98118





Inspector Nigel Tottie
North Yorkshire Police

Things have been pretty quiet on the UK scene recently, although the momentum with which forces are implementing bike patrol shows no signs of waning. It seems like not a week goes by without a newspaper article praising the concept and commenting on its effectiveness. In places like Avon & Somerset, Bath, Birmingham, Brampton, Cheshire, Derby, Solihull, Redland, Leicester, Liverpool, Aberdeen (Scotland), Coleraine (N. Ireland) – and London and Yorkshire, of course – bobbies are jumping onto bikes to combat crime. In some areas, such as Bath, South Tyneside, and Portsmouth, helmet-mounted cameras are being used for evidence-gathering (see related article, below). As citizens realise the positive impact cycle patrols have on their communities, force leaders have begun to take notice. Their response has been to increase the number of officers on bikes, and to seek out training.

IPMBA Police Cyclist Instructors David Parfitt and Charlie Irvine of the Met have both recently offered courses in London, and N. Yorkshire Police will sponsor a course in November. Participants from South, West, and North Yorkshire Police Departments, TENYAS (Tees, East & North Yorkshire Ambulance Service), British Transport Police, Royal Parks Police, and Humberside Police are expected. An IPMBA course will also be held for the Cleveland Police. EMS Cyclist Instructor Mark Inman (TENYAS) trained ten members of the London Ambulance Service (LAS), and in October, LAS team leader Tom Lynch was certified as an IPMBA instructor at the course held in Charleston, South Carolina.

On the industry front, IPMBA had a presence at the International Cycle Show in London, held September 23-27. Charlie Irvine created an attractive display of IPMBA materials (see photo below right), while Kevin Rogerson (Northumbria) and Steve Harvey (N. Yorkshire) combed the exhibit hall for vendors interested in getting involved with IPMBA. Contacts were made with Specialised, Evans Cycle Shop, and Lightrider. In the meantime, I have been discussing the Product Purchase Program with ZYRO, which supplies a wide range of high-performance cycling accessories. Stay tuned. A final note: Cycle-Force, the UK distributors of Smith & Wesson bikes and Mocean uniforms, are offering one year's free membership with the purchase of a S&W bicycle. If you buy one of these bikes, be sure to look through the paper and packaging materials for this valuable enrollment form. Many thanks to Cycle-Force for their support.

Plans are underway for the 3rd Annual 999 Emergency Services Cycling Seminar, to be held June 25-26, 2005, in conjunction with the CTC's York Rally. IPMBA will offer an Instructor Course immediately following the Rally, June 27-July 1, 2005. Details will be posted on the IPMBA website as they become available. To be placed on the email list for the Rally, please contact Nigel at nigel.tottie@ntlworld.com. To obtain an application for the IPMBA Instructor Course, please contact Maureen at maureen@ipmba.org.

Nigel can be reached at nigel.tottie@ntlworld.com.



IPMBA information on display at the International Cycle Show in London.

Photo courtesy Charlie Irvine

On the Record

Digital cameras record disorder on the spot for South Tyneside cycle patrols

Cameras fitted to cycle helmets are helping Northumbria Police officers on disorder patrols.

Community beat managers from the West Shields Team now have digital cameras available to record incidents as they patrol on bicycle in South Tyneside.

The four cameras costing £600 have been paid for from the Neighbourhood Renewal Fund.

Community beat managers now have digital cameras available to record incidents as they patrol on bicycle

Community Inspector Simon Charlton said: "These new cameras will enable officers to gather evidence on a variety of incidents. We will use this technology to disrupt patterns of

bad behaviour, nip it in the bud and prevent it from escalating.

"In particular they will be used to provide parents with first hand evidence of anti-social behaviour that their child has been involved in.

"Often when officers contact parents to discuss behaviour such as swearing in the street, they don't believe their child will have acted in this way. Now we will be able to show them the reality. We believe this will help parents to take appropriate action

before their child ends up in court."

South Tyneside Area Command uses a raft of measures to reduce anti-social behaviour committed by some young people including sending letters to parents, Anti-Social Behaviour Orders and Acceptable Behaviour Agreements.

Cameras will also be used to gather evidence on those riding off-road motorbikes. Under the Police Reform Act 2002, those who scare people by careless use of motorbikes in public places such as parks, fields and even paths risk having their bikes confiscated and crushed.

In some cases individuals ride motorbikes recklessly, putting their own and other's lives in danger as they are quite often not equipped with the correct safety gear and have had little or no instruction on bike riding.

Officers acting on complaints about noise and general nuisance are warning youths of the dangers and in some cases will seize the bikes.

Reprinted from Northumbria Police Newsroom, 4 September 2004 (<http://ww2.northumbria.police.uk/>).

Ed's Note: IPMBA member PC Kevin Rogerson has been a driving force behind helmet cameras in Northumbria. See page eight to read about some of his adventures.

by **Tommy Hamelink**
Politie Haaglanden, The Netherlands

On a rainy day in September, more than a hundred police cyclists came together for a day of training and exchanging experiences.

Bike patrol has expanded rapidly among Dutch police services in the past four years. Of the 25 forces in The Netherlands, 18 already have bike patrols. The bikers are more mobile and flexible in inner city areas. And they are quicker than the officers on foot. The public are more willing to approach a bicycle cop than an officer in a patrol car. This leads to better relations between the police and the people in the community, which pays off in better results in tackling crime. In some cases, the bike patrols has made so many arrests that there is no place for the suspects in the police station. This was one of the results discussed on this first National Training Day, organised by Police Force Haaglanden.

A series of bike patrol-related workshops were held on a cycling racecourse. There was an obstacle course and training in takedown and

arrest scenarios. There was a workshop about the prevention of common cycling injuries. A professional cycle mechanic instructed the officers in preventive maintenance and repairs. Bike patrol officers were introduced to the concept of search and rescue techniques.

Finally, on a mountain bike trail adjacent to the racecourse, the officers trained with two experienced mountain bikers to learn the proper way for hill climbing and descents.



Courtesy Peter de Vogel

At the same time the police cyclists were in action on the workshops, there were discussions in the canteen of the cycle club. Bike team coordinators, police sport instructors, and administrators discussed officer selection, bike unit marketing, funding, etc., etc.

Another important discussion was about establishing a national standard for basic police cyclist training. Most police forces have based their training on the IPMBA Police Cyclist course, while others have implemented training as long as eight days and as short as three days. Also, the secretary of the national commission

for the police uniform was there to explain the development of a new national uniform for bike patrol.

And finally, I held a presentation about the IPMBA.

We were very pleased with the Belgium delegation. The members of the bike team of the Antwerp Police give the day an "International" touch.

The first National Study Day for Bike Patrol was a great success. Contacts were made and networks expanded. We are now busy putting the final report together for participants. Inside, every participant will find information about IPMBA.

Our neighboring Police Force Hollands-Midden has already volunteered to organize the next study day of 2005.

Many thanks to: all the volunteers, Maureen for helping me to get IPMBA promotional materials, and the IPMBA UK, especially Inspector Nigel Tottie of the N.Yorkshire Police, for the invitation to come over to the York Rally 2004. This rally offered me an inside view on how to organize a study day.

Tommy can be reached at info@bikepatrol.nl, and his website is www.bikepatrol.nl.

New South Wales Police Doubles Bike Patrol

Formalised training programs prepare bike officers for duty

by **Adam Bernhardt**
New South Wales Police

The New South Wales State Police (NSWP) in Australia is set to double their bike patrols from 300 to 600, thanks to funding being provided by the State Government.

The upgrade recently saw 21 NSW Police officers graduate as Bicycle Patrol Instructors Course at the Police College on Goulburn on 1 October 2004. Although Australian Police do not use the IPMBA Police Cyclist Course as their starting point for bike patrols, the NSWSP was fortunate enough to have an IPMBA instructor present to assist. PC Mark Cockram from City of London Police (IPMBA UK) was on hand to

provide the NSW with some tried and tested IPMBA techniques and also to train the three senior NSWSP instructors as IPMBA Police Cyclists.

The course and graduation was the result of a four-year study conducted by NSWSP Bike Officers attached to the NSWSP Bicycle Project

Committee. The NSW Bicycle Project Committee was formed in 2001 to look at what type of training was offered to bicycle officers from other law enforcement agencies from around the world. Their mission was to create a bicycle training program that would make NSW Police officers some of the best trained bike units in the world.

The additional 300 MTB's have been custom spec'd for the NSW Police. The new MTB, based on the Diamondback Topanga Comp 2005, consist of high-end (XT/LX) Shimano components, hydraulic disk brakes, enhanced front shock absorbers, enhanced lighting/batteries, reinforced carry racks and bar-ends.

Bicycle patrol coordinator and chief instructor Senior Constable Adam Bernhardt said the course had been so successful that NSW Police had sought to get the training nationally accredited by the Vocation Education Training Accreditation Board (VETAB).

"The Police College facility is the only one of its kind in Australia," he said. "We had an instructor from the City of London Police Bicycle Patrol Unit PC Mark Cockram offer specialised training to us during the recent instructor's course. He's also an accredited instructor with the International Police Mountain Bike Association (IPMBA), which

provided us with training techniques from both the UK and USA. Our program has been so successful that police from other State and Federal agencies have expressed interest in having us train their officers in bike patrol and also use our specialist training facilities."

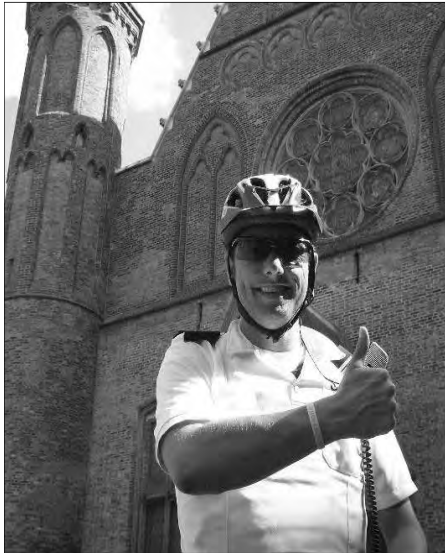
Before the new course could take place, Senior Constable Bernhardt, Senior Constable Ian Dodds and Sgt Jamie Tennent undertook a MTB mechanics course customised for the NSW Police Bike Unit.

IPMBA provided resources and information to assist with the development of bike patrol training manuals for officers and instructors, as did Park Tool USA and John Barnett, from Barnett's Bicycle Institute.

Senior Constable Adam Bernhardt will present a lecture at the 15th Annual IPMBA Conference on how to minimise risks to police officers performing bike duties. Some of the issues he will cover include: risk identification, documenting the risk assessment and management process, injury reduction during training and operational deployment and bicycle fleet management.

Any person going down under for some R&R or interested in learning more may contact Adam Bernhardt at bern1ada@police.nsw.gov.au.





IPMBA member Tommy Hamelink (pictured at left) of the Hague Police, Netherlands, has issued a **LIVESTRONG** challenge to his fellow police & EMS cyclists. If you wear a yellow **LIVESTRONG** bracelet, send a picture of yourself on duty, wearing the bracelet, to Tommy at info@bikepatrol.nl. More information — and several photos — appear on his website at www.bikepatrol.nl. Prizes will be drawn in late December or early next year.

A former cancer patient who won the Tour the France six times!

Although Lance Armstrong's victories in the 1999-2004 Tours de France are sweet, the battle against cancer has just begun — not just for him, but for all cancer survivors and people just like him. Lance Armstrong plans to lead this fight, and he hopes that you join him. This

is a life he owes to cancer. This is a choice to live strong.

We, police bikers, know how important our health is for our job, and how lucky we are to work on the bicycle. Bikepatrol.nl challenge all members of Police / EMS bike patrols to go on patrol wearing the yellow **LIVESTRONG** wristbands.

Every challenger who sends a photo, on duty and wearing the yellow wristband, will have a chance to win some yellow prizes.

Photos should be sent to info@bikepatrol.nl.

See another **LIVESTRONG** photo on page nine, in which Macedonian officers show their support alongside their new young friends.



Photo Courtesy: Corky Reed

IPMBA Education Director Donald "Corky" Reed recovers stolen merchandise in the form of an autographed Jan Ullrich jersey. Note the **LIVESTRONG** bracelet.



Professional Dual Xenon Strobe System

with wired remote switch specifically designed for police bikes complete system is compact and lightweight (10 1/2 ounces with batteries installed)

Visibility Systems Company

Proud makers of

Lightman Safety Products

428 Old Stratfield Road

Fairfield, Connecticut 06825

Phone: 203-367-4000 ~ Fax: 203-333-5577

Lightmanstrokes@worldnet.att.net

For more information, please contact any of the following:

www.lightmanstrokes.com or

elmwoodindustries.com ~ cyclopstact@yahoo.com ~ patrolbike.com ~ swbikes.com

IPMBA On the Road

IPMBA instructors and members have been very busy these past few months, promoting the use of bikes for public safety and IPMBA's training programs. Many thanks to everyone who has given generously of their time and knowledge to represent IPMBA at the following events: **Police Security Expo NJ**, Atlantic City NJ, June 22-23, 2004; **International Association of Campus Law Enforcement Administrators**, Ottawa ON, Canada, June 26-27, 2004; **999 Emergency Services Cycling Seminar**, York, England, June 26-27, 2004; **Police Security Expo Midwest**, Rosemont IL, August 17-18, 2004; **International Cycle Show**, London, England, September 23-25, 2004; and **EMS Expo**, Atlanta GA, October 21-23, 2004.



Bikes on campus: Kurt Feavel and Steve Forbes at IACLEA. *Photo courtesy IACLEA.*



Bike cops in action at Police Security Expo Midwest. Thanks to Ray Ranne and Rick Whitehead for heading the team. *Photo courtesy Miles Watkins.*

EMS Expo in Atlanta; thanks to Jim Bowell and Malia Daniels. *Photo courtesy Jim Bowell.*



Mark Inman demos TENYAS' new EMS bikes at the York Rally. *Photo courtesy Kevin Rogerson.*



IPMBA information on display at the International Cycle Show in London; thanks to Charlie Irvine, Steve Harvey, and Kevin Rogerson. *Photo courtesy Charlie Irvine.*

Show Your IPMBA Pride

IPMBA has recently authorized ELHN Badge & Emblem Designs, Inc., to offer custom IPMBA badges to IPMBA members and instructors. ELHN Badge & Emblem Designs is owned by IPMBA Instructor Erno Nandori of the Bridgeport Police Department in Connecticut. Erno, PCI #181, was approved as an IPMBA Instructor by Gene Miller in 1996. Erno is very proud of his affiliation with IPMBA and is looking forward to supplying not just IPMBA badges, but also other custom badges for IPMBA members.

These high-quality badges are available in three finishes (gold, silver, or two-tone), two styles (pin-back or wallet clip), and three types (Police Cyclist, EMS Cyclist, and Security Cyclist). They can be customized in various ways, such as IPMBA instructor number, department badge number, and title. IPMBA membership status for all orders will be verified with IPMBA. The cost of the badges is \$49 + \$6.50 shipping & handling; ELHN will donate a portion of all sales to IPMBA to assist in our efforts to provide resources and training for public safety cyclists. For more information, please email elhnbadgedesign@aol.com or call 203-364-8644. Order forms are available on the IPMBA page at www.hiddengoldgifts.com.

BIKE PATROL SIREN

CycleSiren Features:

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



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

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



Reprinted courtesy of artist Brick (www.brickbats.co.uk) and Bicycle Business (www.bikebiz.co.uk).

Bicycle Saddles Without Protruding Noses Reduce Problem-Causing Pressure

June 30, 2004

BICYCLE SADDLES WITHOUT PROTRUDING NOSES REDUCE PRESSURE ASSOCIATED WITH ERECTILE DYSFUNCTION MEASURE, STUDY FINDS

In a new study, scientists from the National Institute for Occupational Safety and Health (NIOSH) found that riding a bicycle having a saddle without a protruding nose significantly reduced physical pressure to the groin that has been associated with a measure of erectile dysfunction.

The study provides new information and recommendations pertaining to the question of whether men face a risk of sexual dysfunction or impotence from occupational bicycle riding. Some studies have raised that question, based on cases of impotence and genital numbness that have been reported among some cyclists. The new study itself does not conclusively answer the question. The report was published in *Medicine & Science in Sports & Exercise*, the journal of the American College of Sports Medicine.

The study follows previous research which found that riding bicycles having saddles with protruding noses exerts pressure on the perineum, the groin area behind the scrotum. In a 2002 NIOSH report, perineal pressure was associated with genital numbness in a group of bicycle-patrol police officers, and with a

decrease in the amount of time that the officers had erections during sleep.

The new study, conducted with cooperation from the International Police Mountain Bike Association, measured perineal pressure experienced by 33 volunteer participants who rode a stationary bicycle under controlled pedaling conditions. The researchers compared three types of saddles without a protruding nose, with a traditional sport-style saddle having a protruding nose.

Based on the previous research which found a relationship between "pressure on the saddle nose and the quality of nocturnal erectile tumescence," the reduction of perineal pressure from a noseless saddle "is believed to reduce the risk of erectile problems associated with occupational cycling," the researchers stated in the new study. They noted that because the study was conducted with stationary bicycles, further research in actual road cycling would be needed to:

- Determine whether saddle designs without a protruding nose affect bicycle maneuverability, handling, stability, and weight distribution, and whether these saddles can be safely and effectively integrated into police and security patrol cycling.
- Examine a larger group of participants over a longer study time.
- Determine cyclists' acceptance of saddles without protruding noses.

The report, "Effects of Bicycle Saddle Designs on the Pressure to the Perineum of the Bicyclist," was published in the June 2004 issue of *Medicine & Science in Sports & Exercise* (Volume 36, Number 6, pp. 1055-1062). An abstract of the report and access to the full text are available

through the journal's website, www.msse.com. For further information on NIOSH research pertaining to the assessment of effects associated with

occupational cycling, visit the NIOSH web page at www.cdc.gov/niosh/topics/bikerepro/bikepagetop.html.

Dr. Steven Schrader will conduct a workshop entitled "No-Nose" Saddles and Bicycle Patrol during the 15th Annual IPMBA Conference, April 21-23, 2005, in Scottsdale, Arizona. The workshop will discuss their past, present, and future studies related to the topic of occupational cycling and reproductive health.

Steve can be reached as sms4@cdc.gov.

The study provides new information pertaining to whether men face a risk of sexual dysfunction or impotence from occupational bicycle riding.

One more reason to ride...



As the price of fuel continues to increase, agencies around the US are seeking ways to reduce their fuel bills. IPMBA has a suggestion: bicycles. Bicycles are an efficient and environmentally friendly mode of transportation that can enable departments to save money without sacrificing effectiveness.

The *Niagara Falls Gazette* (10/9/04) in Niagara Falls, Ny., reports that the Niagara County Sheriff's Office is putting officers on bikes in a mobile home district. "We have bicycles in the Woodlands, which will save a considerable amount of gas," said Sheriff Thomas Beilein.

The *Victorville Daily Record* (10/13/04) reports that the Victorville Community College in California received bikes for regular patrols through a grant from the Mojave Desert Air Quality Management District. The primary purpose of the grant is to reduce emissions,

something that patrol cars generate a substantial amount of due to the time spent idling. Chief Jack Thomas believes that the two new bikes will save \$600-\$700 in fuel costs per month.

Florida Today (3/30/04) reported that the all-time gas prices in Florida were putting a crunch on fuel budgets across the state, including those of the police and sheriff's departments. In Cocoa, Police Chief Phillip Ludos has included putting more cops on mountain bikes in his plans for dealing with the gas crunch, along with carpooling and doubling up officers in cars.

In Grand Forks, Nd., the *Grand Forks Herald* (5/20/04) caught up with IPMBA Instructor David Spivey during a class, and he spoke about the cost-effectiveness of mountain bikes for patrol. Captain Kerwin Kjelstrom was quoted as saying that bike patrol officers would likely reduce the cost of fuel, which is consumed at a high rate by police vehicles left running to power computers and other electrical equipment.

LOOKING FOR GREAT IPMBA PRODUCTS?

Check out Hidden Gold Gifts & Collectibles!

Official Supplier of IPMBA Logo Merchandise



Great-looking products at even better-looking prices!

- *Polo Shirts*
- *Hats*
- *Henleys*
- *More*

"Visit IPMBA at www.ipmba.org"

IPMBA LOGO PRODUCTS: FOUND ONLY AT HIDDEN GOLD GIFTS & COLLECTIBLES

SHOP FOR GREAT PRODUCTS TODAY
www.hiddengoldgifts.com/IPMBA.htm

Email: hiddengoldgifts@comcast.net
 Call: Chris at 615-394-8552

Join IPMBA Today

For individual public safety cyclists. Mail, with membership fee of \$50, to address on page two. Name _____

Title _____

Home Address _____

City _____ State _____ Zip _____ Country _____

Home Phone () _____ E-Mail _____

Department _____

Department Address _____

City _____ State _____ Zip _____ Country _____

Dept. Phone () _____ Dept. Fax () _____

New Membership Renewal (Membership Number (_____))

Police EMS Security Other _____

How did you hear about IPMBA: _____

Do not use this form to obtain IPMBA Certification. Call 410-744-2400 or email info@ipmba.org for certification application.

THE NEXT GENERATION "TRAIL-BLAZER" LED BICYCLE PATROL PURSUIT/SECURITY LIGHT SYSTEM

Choice of Red, Blue, Amber or Green LED's to Meet Your Jurisdictional Requirements!

Long Use* Water Bottle Battery!
* (9 to 10 hours of continuous use)

NEW!
 1 Watt High Intensity LED Built-in Focused Beam Headlight

32 Super Brite LED Front Alternating Quad Flash Pursuit Lights

Low Battery Indicator

Choice of Steady or Flashing Rear Running Light

NOW AVAILABLE
 Rear Mounting Bracket for TOPEAK Rack System

32 Super Brite LED Rear Alternating Quad Flash Pursuit Lights



Built-In Siren With Choice of Hi-Lo or Wail Sound



ALERTE SYSTEMS INTERNATIONAL, LTD.
 "For Emergency Lighting - Just Turn Us On!"

Call or visit us online for more information or to order your Trail-Blazer Bicycle Light System.
 toll free: 1-800-728-1536 / e-mail: info@alertesystems.com / web: www.alertesystems.com

PRESIDENT

Monte May ('07)
 Kansas City PD
 11109 Hickman Mills Drive
 Kansas City MO 64134
 816-234-5550
 industry@ipmba.org

VICE PRESIDENT

Jim Bowell ('05)
 Troy FD
 19 E Race Street
 Troy OH 45373
 937-335-5678
 education@ipmba.org

SECRETARY

Loren Ryerson ('07)
 Aspen PD
 506 E Main St Ste 102
 Aspen CO 81611
 970-920-5404
 secretary@ipmba.org

CONFERENCE COORDINATOR

Artie L. Gonzales ('05)
 Topeka PD
 320 Kansas, Suite 100
 Topeka KS 66603-3640
 785-368-9075
 conferences@ipmba.org

TREASURER

Kurt Feavel ('07)
 UW Madison PD
 1429 Monroe St
 Madison WI 53711
 608-262-4520
 treasurer@ipmba.org

EDUCATION DIRECTOR

Donald Reed ('05)
 Denver PD
 1331 N Cherokee St
 Denver CO 80204
 303-475-4292
 education@ipmba.org

INDUSTRY LIAISON

Gary McLaughlin ('06)
 Sacramento PD
 2700 Front Street
 Sacramento, CA 95818
 916-264-8290
 secretary@ipmba.org

EMS COORDINATOR

Gene Williams ('07)
 TemCon
 PO Box 1210
 Tomball, TX 77377
 281-732-5073
 ems@ipmba.org

MEMBERSHIP COORDINATOR

Chris Davala ('05)
 Maryland State Police
 Ocean Highway
 Berlin, MD 21811
 410-641-3101
 membership@ipmba.org

In the Line of Duty

(Continued from page 1)

which an officer got out of his patrol car to write a parking ticket, slipped, fell, and broke his back. He was not awarded line-of-duty benefits.

Scott took the case to court and turned to IPMBA for information pertaining to the risks of patrolling by bicycle; information was supplied by then-vice president Kathleen Vonk. He lost the case but decided to appeal. In the Appellate Court of Illinois, Second District, the court reversed the decision of the earlier court and the Board, stating that Scott was entitled to line-of-duty benefits. This decision changed case law on this topic and made the front page of the Illinois Law Journal. The victory is bittersweet, however, because the Police Pension Board has asked the appellate court to reconsider the case, stating that, if necessary, they will take the case to the Illinois Supreme Court.

This case has been financially draining for Scott, and he has not received any assistance from the FOP. If you are aware of any source of funding that may be available to him, please contact him at almstr69@msn.com.

SCOTT ALM, Plaintiff-Appellant,
 v.
 THE LINCOLNSHIRE POLICE PENSION BOARD, Defendant-Appellee.
 JUSTICE KAPALA delivered the opinion of the court:

Plaintiff, Scott Alm, appeals from an order of the circuit court of Lake County affirming the decision of defendant, the Lincolnshire Police Pension Board (Board), denying plaintiff's application for line-of-duty disability benefits, and instead awarding him nonduty benefits. Plaintiff contends that the Board's decision is against the manifest weight of the evidence. We reverse.

On June 17, 2000, plaintiff was employed by the Village of Lincolnshire as a sworn police officer and was assigned to the police department's bicycle patrol unit. Plaintiff's shift was from 11 p.m. to 6:30 a.m. At the hearing on his application, plaintiff testified that his job on the date in question "was to do premise checks, check buildings in our industrial park, patrol the parking lots of businesses that are open, the downtown area, and then later on in the night head over to the residential area." The

assignment involved riding on a variety of terrain--up on curbs, through grass, and behind buildings. Additionally, plaintiff carried approximately 20 pounds of gear on his person and another 5 to 10 pounds in a police bag attached to the back of the bicycle. As a member of the bicycle patrol unit, plaintiff had performed such duties as making drug arrests, conducting traffic stops, and issuing both parking tickets and tickets for moving violations. Plaintiff also testified that during bike patrol training he was taught to stay on his bicycle as much as possible because the bicycle gave him a mechanical advantage over people on foot.

At about 2 a.m. on June 17, 2000, while pedaling his bicycle, plaintiff experienced significant pain in his right knee and noticed swelling. He had not fallen or had any other sort of accident. Plaintiff immediately sought treatment and was ultimately diagnosed as suffering from, *inter alia*, a tear in the medial meniscus of his right knee. Plaintiff underwent several surgical procedures, but his condition restricted his ability to perform various physical activities, such as running, kneeling, and crawling. Plaintiff had no prior history of knee problems.

At the Board's request, plaintiff was examined by two physicians, Dr. David M. Zoellick and Dr. Robert D. McMillan, whose reports were admitted into evidence, along with the reports of other physicians who treated or examined plaintiff. Dr. Zoellick indicated in his report that it was his impression that plaintiff was injured at work in June 2000. Dr. McMillan's report states, in pertinent part, as follows:

"As to the proximal [*sic*] proximate cause for the disability, it is unclear to me whether there was any discreet [*sic*] injury or whether this was a cumulative stress injury that may have occurred relating to his police work. [Plaintiff] denies significant athletic activity prior to the onset of his disability, and it seems that it was timed to his work, and was well documented as such as outlined in the letter from [plaintiff's attorney].

My speculation as to the evolution of [plaintiff's] problem is that he started with a torn cartilage that failed to improve probably because of the mild varus alignment (bowleg) that he has naturally. This puts more weight on the inner aspect of the knee."

Dr. McMillan also observed that records from plaintiff's third and fourth operations indicated the presence of an abnormality that had not been mentioned in earlier medical records. Dr. McMillan noted in his report:

"Not having seen initial MRIs or x-rays, I cannot date this abnormality, but it does point to the possibility existing of a pre-existing condition,

(Continued on page 26)

(Continued from page 25)

were this present on his initial work up. This may have contributed to the likelihood of abnormality evolving with his police work.

Nonetheless, it is clear that this man had an active and full physical life prior to the immediate onset of his symptoms and as such, it seems that the police activity certainly was the proximate cause for his abnormality."

In its written decision, the Board found that plaintiff was disabled, but that he had not been injured in the performance of an act of duty. The Board concluded that the manner in which plaintiff was pedaling his bicycle when his knee began to hurt did not involve any special risk not shared by civilians. The Board also noted Dr. McMillan's view that plaintiff's condition evolved from a torn cartilage that failed to improve because of plaintiff's mild varus alignment. Accordingly, the Board awarded plaintiff nonduty benefits. The trial court affirmed the Board's decision, and this appeal followed.

The findings and conclusions of an administrative agency on questions of fact are deemed prima facie true and correct and will not be disturbed on review unless they are against the manifest weight of the evidence, meaning that the opposite conclusion is clearly evident. Trettenero v.

Our supreme court has expressly rejected the notion that the term "special risk" encompasses only inherently dangerous activities.

Police Pension Fund, 333 Ill. App. 3d 792, 801 (2002). We review the decision of the agency, not the judgment of the trial court. Du Page County Board of Review v. Department of Revenue, 339 Ill. App. 3d 230, 235 (2003). Determinations regarding questions of law are reviewed de novo. White v. City of Aurora, 323 Ill. App. 3d 733, 735 (2001). In White, because the facts were uncontroverted and the Board of Trustees of the City of Aurora was charged only with interpreting the meaning of the term "act of duty" found in section 3--114.1 of the Illinois Pension Code (Code) (40 ILCS 5/3--114.1 (West 1998)), we decided that case under a de novo standard of review.

White, 323 Ill. App. 3d at 735. Likewise, in the instant case, the facts are undisputed and the only issue before the Board was the meaning of "act of duty." Accordingly, under White, we review the Board's decision de novo.

At the time plaintiff became disabled, section 3--114.1 of the Code provided, in pertinent part:

"If a police officer as the result of sickness, accident or injury incurred in or resulting from the performance of an act of duty, is found to be physically or mentally disabled for service in the police department, so as to render necessary his or her suspension or retirement from the police service, the police officer shall be entitled to a disability retirement pension of 65% of the salary attached to the rank on the police force held by the officer at the date of suspension of duty or retirement. A police officer shall be considered 'on duty', while on any assignment approved by the chief of the police department of the municipality he or she serves, whether the assignment is within or outside the municipality." 40 ILCS 5/3--114.1 (West 1998).

The performance of an act of duty need not be the sole cause of the disability, because, as this court has held, "section 3--114.1 does not bar the award of a line-of-duty disability pension based upon the aggravation of a preexisting physical condition." Olson v. City of Wheaton Police Pension Board, 153 Ill. App. 3d 595, 598 (1987); see also Kellan v. Board of Trustees of the Firemen's Pension Fund, 194 Ill. App. 3d 573, 582 (1990). Under section 3--114.2 of the Code (40 ILCS 5/3--114.2 (West 1998)), a disabled officer is entitled to a pension of 50% of the salary attached to the officer's rank if the disability is the result of any cause other than the performance of an act of duty.

For purposes of these provisions, the definition of "act of duty" set forth in section 5--113 of the Code (40 ILCS 5/5--113 (West 1998)) applies. See Robbins v. Board of Trustees of the Carbondale Police Pension Fund, 177 Ill. 2d 533, 540-41 (1997). As pertinent here, section 5--113 defines "act of duty" as "[a]ny act of police duty inherently involving special risk, not ordinarily assumed by a citizen in ordinary walks of life, imposed on a policeman by the statutes of this State or by the ordinances or police regulations of the city in which this Article is in effect or by a special assignment." 40 ILCS 5/5--113 (West 1998).

Our supreme court has expressly rejected the notion that the term "special risk" encompasses only inherently dangerous activities. Johnson v. Retirement Board of the Policemen's Annuity & Benefit Fund,

114 Ill. 2d 518, 521 (1986). Johnson noted that officers discharging their duties to protect citizens perform many tasks, such as driving automobiles, climbing stairs, and even crossing streets, that are similar to those involved in civilian occupations. Johnson, 114 Ill. 2d at 521-22. Johnson teaches that in determining whether an officer is entitled to a line-of-duty benefit, "[t]he crux is the capacity in which the police officer is acting" rather than the precise mechanism of injury. Johnson, 114 Ill. 2d at 522. As such, an officer performing duties involving special risks will be entitled to line-of-duty benefits even if the immediate cause of injury is an act involving only an ordinary risk.

In Johnson, a police officer assigned to direct traffic was summoned by a citizen requesting assistance regarding a traffic accident. While crossing the street to respond, the officer slipped and suffered a disabling injury. The Johnson court rejected the argument that the officer was not entitled to line-of-duty benefits because crossing the street did not involve any special risk:

"The provisions of [the Code] conferring the right to duty-disability benefits do not require that an officer be injured by an act of duty. Rather, the duty disability is awarded when an officer is 'disabled *** as the result of injury incurred *** in the performance of an act of duty.' (Emphasis added.) [Citation.] In the plaintiff's case, the act of duty was the act of responding to the call of a citizen for assistance. In performing that act, he was injured.

The defendant's interpretation envisions a police officer involved in a gun battle, a high-speed car chase, or some other obviously dangerous situation in order to qualify for duty-disability benefits. This is an overly restrictive and unrealistic interpretation. If this court were to adopt the defendant's narrow reading *** it could discourage police officers from the dedicated and enthusiastic performance of their duties ***." Johnson, 114 Ill. 2d at 522-23.

Similarly, in Wagner v. Board of Trustees of the Police Pension Fund, 208 Ill. App. 3d 25 (1991), an injury that occurred when a rotted plank on a porch gave way was held to be duty-related, where the officer was trying to serve a notice to appear at the time his leg fell though the rotted plank. The court noted that "[w]hile the act of walking across a porch is hardly unique to police officers, serving notices to appear generally is." Wagner, 208 Ill. App. 3d at 29.

On the other hand, a line-of-duty benefit is not available if the disabling condition is job-related stress associated with the general

(Continued on page 27)

(Continued from page 26)

nature of police work or with circumstances such as interpersonal conflicts and concern about job performance, which are common in civilian workplaces. See, e.g., Robbins, 177 Ill. 2d at 542. Nor is a line-of-duty benefit available if the officer is performing a function that civilians commonly perform. Thus, an officer who became disabled when a chair rolled out from under him as he was filling out a police report at his desk was not entitled to a line-of-duty pension. Morgan v. Retirement Board of the Policemen's Annuity & Benefit Fund, 172 Ill. App. 3d 273, 276-77 (1988).

In White, an officer assigned to patrol duties slipped and suffered a disabling injury when he exited his squad car to issue a parking ticket. A divided panel of this court held that the officer was not entitled to line-of-duty benefits. The majority compared an officer issuing a parking ticket to a civilian placing a notice or flyer on a windshield, and also noted that Aurora does, in fact, employ civilians to enforce traffic regulations. The majority concluded that Morgan rather than Johnson was controlling:

"Unlike the case at bar, the police officer in Johnson was performing an act that ordinary citizens are not obligated to perform; he was responding to a citizen in need of assistance. This is an 'act of police duty inherently involving special risk' because, 'unlike an ordinary citizen, the policeman has no option as to whether to respond' (emphasis omitted) (Johnson, 114 Ill. 2d at 522). Unlike the officer in Johnson, in this case White exited his car at his own discretion. White chose, at his own discretion, where and when to stop his vehicle and how and when to exit it. It is not the mundane nature of White's act that renders it ineligible for line of duty benefits but the fact that it did not involve any special risk not ordinarily assumed by ordinary citizens. Thus, White's actions were more like those of an ordinary citizen and less like those of the officer in Johnson who had to respond to a citizen's need for assistance whenever and wherever he was called. *** We believe that writing a parking ticket and placing it on a windshield without the driver being present is more like the clerical act at issue in Morgan than the responsive police action at issue in Johnson. Further, unlike the officer in Johnson, White in this case was performing an act performed by nonpolice officers, namely, placing a traffic citation on the windshield of a vehicle." White, 323 Ill. App. 3d at 737.

The injury in the case before us is unlike those in the Johnson, Morgan, Wagner, and White, in that it was not the result of any specific, identifiable, physical trauma.

Rather, the injury may have developed over the course of time. In his report, Dr. McMillan suggested that plaintiff may have suffered from a cumulative stress injury evolving from a cartilage tear that failed to improve because of a natural misalignment of the knee. In its written decision, the Board found that Dr. McMillan's theory of the injury was "relevant." We take this to mean that the Board accepted Dr. McMillan's entire report.

In its appellate brief, the Board raises the issue of causation. The Board's brief states,

The real question, therefore, is whether pedaling the bicycle was an act of duty ... we conclude that it was.

"Dr. Robert McMillan[] indicated in his medical report that it is unclear whether Alm suffered a discreet [sic] injury or whether his knee condition evolved over a period of time because of the natural alignment of his knees." The Board misapprehends Dr. McMillan's report. Although Dr. McMillan believed that the disability may have evolved from a preexisting condition, he also emphasized "that plaintiff had an active and full physical life prior to the immediate onset of his symptoms and as such, it seems that the police activity certainly was the proximate cause for his abnormality." (Emphasis added.) Thus, Dr. McMillan's report clearly indicates that even if plaintiff's disability could be traced to a preexisting condition, the performance of plaintiff's bicycle patrol duties aggravated the condition to the point that it was disabling. As noted, line-of-duty benefits are available when the performance of an act of duty aggravates a preexisting injury. Moreover, the Board's decision notes that the reports of Dr. Zoellick and plaintiff's treating physician, Dr. Eugene P. Lopez, state that plaintiff was disabled as a result of his work as a police officer. The only police work referenced by the Board's decision is plaintiff's job as a bicycle patrol officer.

Plaintiff established that he incurred a disabling injury in the course of pedaling his bicycle. The real question, therefore, is whether pedaling the bicycle was an act of duty. Mindful of the principles discussed above, we conclude that it was. While on

patrol, plaintiff faced risks not ordinarily encountered by civilians. He was required to ride his bicycle at night over varying terrain, looking after his own personal safety while also remaining vigilant in the performance of his patrol duties. Plaintiff was also carrying a significant amount of additional weight. Under these conditions, risks include falls and collisions as well as dangerous encounters with unsavory elements of society. This particular duty has no clear counterpart in civilian life. Therefore, we find that the bicycle patrol performed by plaintiff involved special risk. Consequently, he was performing in a capacity that amounted to an act of duty such that he was entitled to line of duty benefits.

The Board misses the point when it argues that plaintiff's act was simply that of riding a bicycle. The characterization might be apt if one focused narrowly on plaintiff's precise physical act at the moment of the injury. But in Johnson, it could just as easily have been said that the officer's act was simply walking across the street. As noted, however, Johnson makes clear that the proper focus is on the capacity in which the officer is acting, not the precise act leading to injury. Johnson, 114 Ill. 2d at 522. As in Johnson, plaintiff was acting in a capacity that involved special risks.

In its written decision, the Board found it significant that plaintiff was not responding to a call for assistance but rather was "riding at his own pace and discretion, choosing what route to take and when and where to stop." It is true that both Johnson and White placed some emphasis on the level of discretion involved in the performance of a particular duty. Johnson noted that, unlike a private citizen, the injured officer was not at liberty to ignore a citizen's request for assistance. In contrast, in White, the majority emphasized that the officer had discretion in deciding when, where, and how to stop and exit his vehicle. However, we believe that both the Board and the court in White misapprehended the discretion that our supreme court was referring to in Johnson. The Johnson court explained that the officer did not have discretion with regard to whether or not he would help the motorist. Johnson, 114 Ill. 2d at 522. This supported the court's conclusion that the actions performed by the officer were not those of an ordinary citizen because "unlike an ordinary citizen, the policeman has no option as to whether to respond; it is his duty to respond regardless of the hazard ultimately

(Continued on page 28)

(Continued from page 27)

encountered.” (Emphasis in original.) Johnson, 114 Ill. 2d at 522. In short, the Johnson court discussed whether or not the officer had discretion to perform the act, not discretion with respect to the manner in which the precise physical components of the act were performed. Whether an officer has discretion to perform an act is relevant to determine whether the capacity in which he is acting involves special risk and is, therefore, an act of duty. However, the discretion involved in performing specific physical activities is not relevant because such discretion does not bear upon the capacity in which the officer is acting.

Furthermore, we believe that the majority in White focused on the act performed instead of the capacity in which the officer was acting. The court in White focused on the manner in which the officer acted in stopping and exiting his vehicle and the discretion involved in performing these acts. However, we believe that under Johnson the proper focus should have been the capacity in which the officer was acting, namely, issuing a parking citation. Just like the officer in Johnson, the officers in White and in this case were required to “have [their] attention and energies directed towards being prepared to deal with any eventuality.” Johnson, 114 Ill. 2d at 522. Thus, to the extent that White focuses on the relevance of an officer’s precise physical activities and the discretion involved in performing them, we find its analysis to be at odds with the teachings of Johnson and we reject it.

For the foregoing reasons, the judgment of the circuit court of Lake County affirming the Board’s denial of line-of-duty benefits is reversed.

Reversed.

Annuity & Benefit Fund, 114 Ill. 2d 518, 522 (1986), when determining whether a police officer’s activity involves a special risk not ordinarily assumed by a citizen in the ordinary walks of life, “[t]he crux is the capacity in which the police officer is acting.” The majority never squarely addresses the capacity in which plaintiff was acting when he incurred his injury. Instead, it relies on general risks associated with bicycle riding and possible risks that plaintiff did not actually encounter at the time he was injured. In my view, none of the risks that the majority identifies, whether real or imagined, elevate plaintiff’s activities at the time of his injury to the level of a special risk.

The undisputed facts of this case demonstrate that, at the time of his injury, plaintiff encountered only general risks attendant to riding a bicycle. Contrary to the majority, I am of the opinion that civilian bicyclists regularly deal with varied terrain, sometimes at night, while at the same time observing their surroundings. Hence, while I am not minimizing the importance of plaintiff’s work, his actions at the time he sustained his injury did not involve a special risk that entitled him to line-of-duty disability.

Additionally, there is no support in the case law for the majority’s reliance on hypothetical dangers such as falls, collisions, and encounters with “unsavory” individuals, as a basis for finding a special risk. Rather, as in Johnson, the focus should be the actual circumstances surrounding plaintiff’s injury. See Johnson, 114 Ill. 2d at 522. The majority ignores the actual circumstances of this case, contrary to Johnson, and enlarges the scope of an “act of duty” to include any activity that might potentially involve a special risk. One can easily envision scenarios under which virtually any aspect of a police officer’s duties could involve a special risk. Thus, under the majority’s analysis, officers will be entitled to line-of-duty benefits every time they, while on duty, are injured while riding a bicycle, walking on a sidewalk, or riding in a car, regardless of the capacity in which they are acting at the time of the injury. Just as the legislature did not intend for the term “special risk” to include only inherently dangerous activities (see Johnson, 114 Ill. 2d at 521-22), I do not believe that it intended for “special risk” to include activities that might carry risk under hypothetical circumstances. That is why, in order to prevent the definitions of “act of duty” and “special risk” from becoming meaningless, we must look at what actually happened instead of what could have happened. There was nothing about the actual circumstances of plaintiff’s injury that would elevate his activities to an “act of duty.” Even though he was injured while on

duty and assigned to the bicycle patrol, he was not acting in a capacity different from that of any civilian bicyclist.

The majority relies on Johnson in reversing the trial court. Johnson does not support the majority’s position for the reasons stated above and, also, because it is factually distinguishable from the case at bar. The plaintiff in Johnson was injured when he fell while crossing the street to assist a citizen who asked for help. Johnson, 114 Ill. 2d at 520. The court held that Johnson’s act of duty “was the act of responding to the call of a citizen for assistance.” Johnson, 114 Ill. 2d at 522. The facts that Johnson was called upon to assist a citizen and that he had no option but to respond were the bases of the court’s determination that the plaintiff’s actions constituted an “act of duty.” Johnson, 114 Ill. 2d at 522. It is undisputed that plaintiff in the case at bar was not responding to any request for assistance, nor was he responding to any other situation that required his intervention; he was simply riding his bicycle while on patrol. Thus, the majority’s attempts to liken his activities to those of the plaintiff in Johnson are not persuasive.

Last, I disagree with the majority that this court’s decision in White is at odds with Johnson. The majority criticizes White for placing undue emphasis on the precise activities the officer was performing and his discretion in performing them. The majority acknowledges that consideration of an officer’s discretion is appropriate, but believes that White improperly focused on the officer’s discretion in performing specific physical actions rather than on his discretion in performing the act of issuing a parking citation. The majority’s reasons for refuting White are unpersuasive. First, police officers generally have discretion when deciding whether to issue a citation. Thus, the analysis in White would not have been any different if the court had addressed the officer’s discretion in issuing a citation instead of his discretion in exiting his vehicle. Moreover, the officer’s exercise of discretion in exiting his vehicle was not the basis of our decision in White. White relied on the fact that the activity the officer was performing when he was injured, placing a citation on a car windshield, is one that civilians routinely perform. White, 323 Ill. App. 3d at 736. We addressed the officer’s discretion only to distinguish Johnson, upon which the officer had relied. See White, 323 Ill. App. 3d at 737. Accordingly, the majority’s criticism of White is unfounded.

For the foregoing reasons, I would affirm the denial of line-of-duty benefits.

I respectfully dissent. In my view, routine police bicycle patrol, without more, does not qualify as a special risk

BYRNE, J., concurs

BOWMAN, J., dissenting:

I respectfully dissent. In my view, routine police bicycle patrol, without more, does not qualify as a special risk that

would entitle plaintiff to line-of-duty disability benefits. I also disagree with the majority’s rejection of this court’s previous decision in White v. City of Aurora, 323 Ill. App. 3d 733 (2001).

As our supreme court stated in Johnson v. Retirement Board of the Policemen’s

Nightmare on Lectern Lane!

Presentation Horrors and How to Handle Them

by Robert G. Nixon, BA, EMT-P

Almost anyone who has given a presentation knows the basic rules of public speaking: prepare, rehearse, and check out the room. But while people attending the program see the finished product, rarely do they witness the horrors that can plague even the most seasoned instructor.

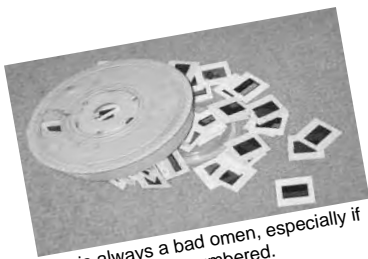
A near-infinite range of disasters can happen at the podium, but they fall roughly into the same categories as the basic rules themselves: The Material, The Equipment, and The Room. In nearly 30 years of teaching, I've experienced or witnessed most of the glitches you'll read about here. If you're aware of what could go wrong, you'll be better prepared to lessen the impact when they do go wrong. And, yes, they will go wrong at the worst possible moment.

The Material

You've spent untold hours developing your presentation, finding just the right information, adding the proper graphics, and creating great slides. Though many people now use PowerPoint presentations from a laptop computer, there are still plenty who use the tried-and-true 35 mm slide format. If you are still using 35 mm slides, here are a few tips—and most of this same advice applies to overhead transparencies, too.

Number the slides. If you need to remove the slides from the carousel for any reason, numbering the slides will make it easier to reinsert them into the carousel, especially if you drop them (see the next tip). It's always smart to carry a spare projector bulb, but it's smarter to carry the right spare projector bulb.

Do NOT drop the loaded carousel. Even if the locking ring is tightly in place, dropping a loaded carousel onto the ground will rarely have a happy ending. The locking ring tends to come off and your slides scatter onto the ground. This can be worse than 52-card pickup!



This is always a bad omen, especially if the slides are not numbered.

Put the slides in the "right" way. The right way is usually upside down. If you put the slides in right-side up, they will show upside down on the screen. If this happens to one or two slides, it will not be devastating (though your reputation as a rocket scientist may be threatened). However, if all of the slides are not in the tray correctly, your presentation will have to be halted to readjust the slides. Keep in mind that some facilities use rear projection, in which the projector is behind the screen. With

rear projection, the slides need to be placed in the carousel upside down and backward. The solution: do a dry run before the paying customers are in their seats.

"Thumb" drives are memory chips that plug into any computer with a USB port—but not all computers have them. CD-ROMs, however, are pretty universal. The best bet is to carry both.

Do not let the slides out of your sight or control. "Friends" have been known to insert new slides or rearrange existing slides! During one presentation, a speaker's friend inserted a slide of several people in a boat on a lake—something totally unrelated to the topic. Not missing a beat when the slide suddenly appeared, the speaker said, "Here's a bunch of people in a boat fishing" and proceeded smoothly to the next slide.

No matter how tempting the idea, do not pack your slides in your checked luggage while traveling on a commercial airline. Put them in a carry-on bag and keep them with you. X-ray scans aren't the problem. Baggage handlers are. If your suitcase is misplaced, you can always get new clothes in time for your presentation, but you cannot get new slides in a hurry. In addition, the Transportation Security Administration (TSA) has the authority to open your suitcase and inspect its contents. The TSA may open the slide box and could drop the slides or loaded carousel. TSA staff will not reload your slides, nor will they assist you in recovering any lost slides. Packing the slides in your suitcase on the way home is OK, since you may have time to replace the ones that are lost, but why risk the hassle?

Beware the weather. Humidity can make for interesting special effects. One speaker was traveling to a conference in a humid area. Because he arrived at the meeting moments before starting, humidity around the slides had no chance to evaporate. When the humid slides met with the cool, air-conditioned room followed by a hot projection lamp, the visual effect was like watching a psychedelic light show. Participants focused more on the show than on the information or the speaker.

If you have advanced into the computer age, technology can be a great thing, or it can make your life miserable. Here are a few tips for using PowerPoint or similar presentation programs.

Make at least two backup copies, and carry them with you. Having at least one or, better yet, two backup copies of your presentation is critical. If your computer's hard drive crashes, there may be no way to salvage your presentation before it is to be given. You'll have to use another computer, and having a backup copy of the slide presentation can be a show-saver. Additionally, make sure that your backup copies are on different types of media. For example, many speakers now use a "thumb" drive—a memory chip that plugs into a USB port. If the backup computer you are using runs on Windows NT, however, odds are excellent that it will not have USB ports.

Another helpful tip is to transfer your presentation to the replacement computer's hard drive. Do not run the show from the thumb drive. If the thumb drive is bumped or gets partially or totally unplugged, your show will come to a grinding halt! A second backup format to use is a compact disk (CD), a format recognized by most computers.

If you are forced to use a backup computer, be aware that your fonts, graphics, and sounds may not transfer to the new machine. Be sure to review all slides, fonts, graphics, and sounds to make sure everything is working properly. One speaker was using a new machine he had

purchased. The computer provided high-resolution images on the screen; unfortunately, one-third of each slide was not displayed.

Be sure your file is on compatible media. The media you use to store your presentation is important. Always shoot



Use different forms of media for the backup copies of your presentation.

for the lowest common denominator. One guest

speaker arrived at a seminar with his presentation stored on a Zip disk. No one had a compatible Zip drive available, so the speaker had to contact his office and have his staff e-mail the presentation to a third party so that it could be burned onto a CD for the meeting. The seminar was delayed about 30 minutes while he resolved the problem.

Along the same lines, keep in mind issues related to Macintosh and Windows compatibility. Most computer video projectors are set up for Windows-based computers. If you use a Mac, be very certain that you've packed the appropriate (and tested) video adapter cable or that you've practiced your session without the benefit of slides.

(Continued on page 30)

(Continued from page 29)

Do NOT loan your computer to anyone just before your presentation. If anyone asks to borrow your laptop computer, have them wait until after your presentation. If, for instance, you are relying on your computer's battery to power your presentation, the borrower could drain some of the battery's resources, forcing you to face a blinking "low battery" light in the middle of your presentation.

Review your presentation before the audience arrives. Arrive at your meeting room with plenty of time to review the presentation on the screen you will be using. Review the slides for ease of viewing from different areas of the room. If necessary and if time permits, you can make last-minute changes in the slide sequence, font style and size, background colors, and illustrations. If you do make any changes, remember the adage: Last-minute changes can cause last-minute surprises!

Don't believe it? Think Justin Timberlake and Janet Jackson.

Do not fret over typos. If, during your presentation, you notice a typo or misspelled word, do not bring it to anyone's attention. Most likely, the audience will not see the error unless you mention it to them.

The Equipment

Having the right equipment is important. Before the meeting, make sure you have the following items immediately available:

Power cords for your laptop and projector. Power cords for your laptop and projector. Setting up your projector is relatively simple unless the power cord is missing. Many power cords are interchangeable, so be prepared to borrow one from an unused piece of equipment. Remember: No juice, no show!

Extension cords—two-prong or three-prong.

If you are speaking at a local meeting, bring your own extension cord. You may become flustered if the extension cord available in the meeting room is two-prong and you need one with three. Also, consider how long

extension cord you might need! If possible, pack a 12-foot cord with you. A shorter cord might find your equipment a foot short of the plug.

Spare projector bulbs. Slide projector bulbs

can last up to 150 hours. Multimedia (LCD) projector bulbs last much longer, usually more than 1,000 hours. By the way, be sure that the spare bulb you are carrying works with the machine you are using. At one meeting, the slide projector bulb blew during the first part of an all-day Sunday training program. The replacement bulb with the projector was not compatible with the machine, and the stores in town that carried replacement bulbs were closed! "Winging it" was the operative phrase for the rest of the meeting.

Screen. The projection screen is extremely important when using any visuals such as slides. Make sure the image can be seen from just about any angle in the room. Walk around the room to make sure everyone has a good view. Keep in mind that you should sit in the chairs and look at the screen from the participants' level. Think about the movie you went to see when someone with a big hat, big hair, or a big head sat in front of you.

Additionally, for some projectors, the more you tilt the projector to raise the image, the more distorted the image becomes. This problem is known as keystoneing. Many projectors have capabilities to overcome this problem, so be familiar with the equipment and make adjustments as needed.

The Room

The location where you will be speaking is important. If your presentation requires the participants to take notes or tests, make sure tables or desks are in the room. Writing on laps, chair backs, or seat cushions makes for illegible writing and a miserable time attending the meeting.

Lighting is important, especially if note taking or testing is expected. Be sure there's enough light for visibility but not so much that it drowns out your slides on the screen. If you want to be well-prepared, think about what you'll do if there's a power failure. If someone is available to assist, have that person leave the room to check on the situation. The power should be restored shortly, but be prepared to move on if the glitch cannot be resolved within two minutes. You can use a keychain-sized LED flashlight to overcome the total darkness.

Competing noise can be a problem. At one seminar on tactics for passing the

state paramedic exam, the room was tense; everyone in the room was worried about the state exam and passing an allegedly tough test. Across the hall, though, a soon-to-open Six Flags amusement park was holding auditions for staff positions. Singing, dancing, and other

loud noises crept into the meeting room. One of those auditioning was a belly dancer. Sensing the tension in the room, one of the instructors asked the dancer if she could help. Without warning, the co-instructor walked to the front of the room with a boom box, pressed Play, and in danced an appropriately costumed belly dancer. The class was interrupted for about three minutes, but the stress and tension were gone!

The above incident highlights a key concept: When a problem arises, make light of it. Find something humorous, and invite everyone in the room to have a chuckle.

I was giving a talk about stress at a state EMT association meeting. Just after the presentation started, the projector lamp failed. It was a rear-projection setup, so I left the podium and proceeded behind the screen to change the bulb. Since I was wearing a wireless lavalier microphone, I knew that people could hear me if I said anything. I could sense an awkward silence in the room, so I intentionally muttered, "Talk about stress in EMS—sheesh!" The group laughed, and the tension was broken. Moments later, the presentation resumed.

Have a Disaster Plan

There are going to be smooth, error-free presentations along with horrifying disasters that could frustrate even the most seasoned speaker. Being aware of and prepared for catastrophes is a part of the speaker's responsibilities. Knowing what can happen and how to deal with such challenges can make the event more of a nuisance than a disaster.

Remember: Every good EMS system has a disaster plan. So does every good EMS speaker!

References:

Nixon, RG. EMS Field Training Officer. Upper Saddle River, NJ: Brady, 2003.
 Richardson, DW. Presentation Disaster Preparedness. Effective Meetings.com. 2003. Jan. 2, 2004. <http://www.effectivemeetings.com>.
 Peterson, R. Visuals: Avoiding a Disaster. Presentation Tip of the Month. October 2003. Jan. 2, 2004 <http://www.passociates.com>.
 Simmons, T. "First Aid for Podium Emergencies," Presentations Magazine. Nov. 2003.
 "The Presentation Business: Coping with presentation mistakes." Dec. 30, 2003. <http://www.presentationbiz.co.uk>.
 "The Total Communicator. 10 of the Most Common Mistakes Presenters Make." Dec. 30, 2003. <http://totalcommunicator.com>.

Robert Nixon has been in EMS since 1971 as an EMT, paramedic, and instructor. He has taught EMT and paramedic training since 1974 and has authored more than 30 articles for various journals as well as several textbooks. He is director of the Emergency Care and Safety Institute, Jones &



It would be hard to get power to the computer or the projector this way!



Congratulations, New IPMBA Instructors!

Congratulations to the following individuals for successfully completing the IPMBA Instructor Course! Two were held concurrently August 30-September 3, 2004, in Newport, Rhode Island, and in Indianapolis, Indiana; the most recent was offered October 25-29, 2004, in Charleston, South Carolina.



Photo courtesy Jim Bowell

Newport Graduates. **Richard Bourne**, Rutgers Police Dept., Newark NJ; **Joseph Carroll**, Newport Police Dept., Newport RI; **Matthew Clements**, Jacksonville Sheriff's Office, Jacksonville FL; **Jeff Ediger**, Grant County Sheriff's Office, Ephrata WA; **Douglas Evans**, Sugar creek Township Police Dept., Centerville OH; **Thomas Gorr**, Southington Police Dept., Southington CT; **Jonathan Ley**, Norwich Police Dept, Norwich CT; **Jonathan Pare**, US Navy/DOD, Newport RI; **Kenneth Rosa**, E Hartford Police Dept., E Hartford CT; **Michael Schusteritsch**, New Castle County Police Dept., EMS Section, New Castle DE; **David Sparango**, Cheltenham Township Police, Elkins Park PA; **Aaron Thomas**, Univ. of Southern Miss Police Dept., Hattiesburg MS; **Matthew Watson**, New Castle County Police Dept., EMS Section, New Castle DE.

Indianapolis Graduates. **William Kelly Chalfant**, Perrysburg Police Division, Perrysburg OH; **Jeffrey Christian**, Ashland Police Dept., Ashland KY; **Larry Collins**, Joliet Police Dept., Joliet IL; **Joseph Dziedzic**, Schaumburg Police Dept., Schaumburg IL; **Robert Hipple**, Indianapolis Police Dept., Indianapolis IN; **Shane Hollingsworth**, Kendallville Police, Kendallville IN; **John Maningas**, 88th Security Forces Squadron, Wright-Patterson AFB OH; **John Moore**, Purdue University Police Dept., W. Lafayette IN; **Gary Lee Raulerson**, Pasco Sheriff's Office, New Port Richey FL; **Keene Red Elk**, Purdue University Police Dept., W. Lafayette IN; **Robert Roske**, McHenry City Police Dept., McHenry IL; **Cathy Schmidt**, Mount Prospect Police Dept., Mt. Prospect IL; **David Smith**, IN State University Pub Safety, Terre Haute IN; **Randy Swindle**, Marion County Sheriff Dept., Indianapolis IN; **Adam Tellier**, Pasco Sheriff's Office, New Port Richey FL; **Anthony Watson**, Wright-Patterson, Wright-Patterson AFB OH; **John Zizzo**, Mnpls/ St. Paul Airport Police Dept., St. Paul MN.



Photo courtesy Kirby Beck

Charleston Graduates. **Mike Crisp**, Hickory Police Dept., Hickory NC; **Peter Faulk**, Pensacola Police Dept., Pensacola FL; **Jason Goodman**, Austin Police Dept., Austin TX; **Sean Gorham**, Austin Police Dept., Austin TX; **Thomas Hugonnett**, Austin Police Dept., Austin TX; **James Iacarino**, Howard County Police Dept., Ellicott City MD; **Charles James**, Temple University Police, Philadelphia PA; **Jennifer Jutkofsky**, Charleston Police Dept., Charleston SC; **Michael Land**, Ft. Campbell Dept. of the Army Civilian Police, Fort Campbell KY; **Thomas Lynch**, London Ambulance Service, London, England; **Garland McKenzie**, Pensacola Police Dept., Pensacola FL; **Bob Odom**, Johnson City Police Dept., Johnson City TN; **Kevin Peters**, Johnson City Police Dept., Johnson City TN; **Jason Ray**, Elkhart County Sheriff's Dept., Goshen IN; **Mark Riffin**, Springfield Police Dept., Springfield MO; **Greg Stotsenberg**, Duke University Police Dept., Durham NC; **Alison Wilson**, Ft. Campbell Dept. of the Army Civilian Police, Fort Campbell KY; **Jonathan Woodson**, Temple. Univ. Police Dept., Philadelphia PA.



Photo courtesy Kevin Peters

IPMBA Welcomes a New Instructor Trainer

Congratulations to Lt. Clarence White, PCI #211, of the Indianapolis Police Department. Clarence has earned the distinction of IPMBA Instructor Trainer (IT). IPMBA Instructor Trainers comprise a small group of instructors who teach the IPMBA Instructor Course. Becoming an IT is not easy. A candidate must have been an active IPMBA instructor for at least four years, have taught a minimum of 4,000 student-hours, have taught at least eight IPMBA PC or EMSC classes within the past four years (at least two with co-instructors and at least four as lead/solo instructor), and have been an instructor for a class with 20 or more students. Upon providing documentation that these criteria have been met, the candidate is required to complete at least one student teach under an experienced instructor trainer, who evaluates the candidate and makes a recommendation to the Education Director.

Clarence completed his student teach during the IPMBA Instructor Course held August 30-September 3, 2004, in Indianapolis, Indiana. Welcome to the cadre!



Top Ten Reasons to Come to Scottsdale, Arizona for the 2005 IPMBA Conference

1. **Weather:** The average April temperature is eighty-one degrees, and Scottsdale has 330 days of sunshine per year.
2. **Night Life:** Scottsdale has over 600 restaurants and bars.
3. **Host Resort:** The Chaparral Suites is a world-class resort with an ideal blend of business, recreation and elegance.
4. **Recreational Activities:** Mountain biking, fishing, hiking, golf, miles of multi-use trails.
5. **Outstanding Shopping:** Scottsdale features the Southwest's largest shopping facility – Fashion Square Mall – as well as unique boutiques in Old Town Scottsdale and Fifth Avenue.
6. **Art and Culture:** 125 art galleries and museums.
7. **Phoenix Sky Harbor:** Easy access to Scottsdale, just fifteen-minutes to the airport.
8. **State and National Parks:** Grand Canyon National Park, Petrified Forest National Park, Saguaro National Monument, Meteor Crater, Sunset Crater Volcano, Montezuma Castle, and Organ Pipe Cactus State Park.
9. **Professional Sports:** Arizona Diamondbacks, Phoenix Coyotes, Phoenix Suns.
10. **The Perfect Package:** A premier resort and conference community, temperate climate, cultural, recreational, and entertainment opportunities for attendees and families all combine to make the perfect conference site.

Lead, Don't Follow



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

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

IPMBA Members Rock!