



## When Eating Fruit, Remember the One Who Planted the Tree\*

by Maureen Becker  
Executive Director

To say that the past two years have been challenging would be an understatement. Most people are ready to leave them behind and are looking ahead with optimism. IPMBA is, too. That said, the past two years have not been a total loss. Time not spent on the conference was allocated to other initiatives. Arguably, the most important ones are the *Complete Guide to Public Safety Cycling*, 3<sup>rd</sup> Edition, and the accompanying Instructor ToolKit (ITK). Changes within the field of public safety cycling ripple through IPMBA, affecting our training materials, courses, resources, and recommendations.

As this newsletter goes to press, the *Complete Guide* is nearing completion and the ITK is a work in progress. The anticipated (not promised) publication date for the *Complete Guide* is March 2022; the ITK should be ready by the 2022 Conference, June 20-25, in Dayton, Ohio.



More than 200 people have been involved in the process thus far: members and their colleagues, instructors and instructor-trainers, industry partners, spouses and children, community members, and more. They have served as authors, reviewers, and editors; photographers and models; advisors and critics. All of them have been volunteers. It is incredibly gratifying to know that our members care so deeply about their profession and this organization that all we have to do is ask for their assistance and they will respond favorably. As is characteristic of public safety cyclists, when approached, they responded, "What can I do to help"? We owe each of them a debt of

gratitude for giving so freely of their time and talent. If any or all of them demanded compensation for their participation, this project would be doomed.

When a project involves so many people, it can be difficult – and unfair – to attribute its success to just one or a few. However, we would be remiss in not recognizing one individual who has been indispensable: Ranceford (Rance) Okada, PCI #246T. Many readers will recognize his name; after all, he has taught in at least 50 Police Cyclist Courses, 19 Instructor Courses, and six conferences. He is known to be tough but fair, and he leaves a loyal following of "Rance's Rangers" in his wake. As a retired U.S. Army Reserve Colonel, he doesn't shy away from taking responsibility and pulling rank as necessary.

Fortunately for IPMBA, when we knocked on his door, he answered it. Not only did he agree to assist, he volunteered to take on the responsibility of "Project Liaison" for the *Complete Guide* and "Team Leader" for the ITK. These titles do not begin to describe the many roles he has played in bringing these resources to fruition. He has formed teams and committees, appointed leaders, reviewed and edited submissions, taken photos and obtained photo and model releases, prodded, begged, pleaded, and cajoled, and when those measures failed, personally completed the task at hand.

It is not an exaggeration to say that without Rance, we would not be on the cusp of releasing two long-awaited, eagerly anticipated resources. Words cannot convey how grateful current and future members of IPMBA and the public safety cycling community are and will be.

Rance – on behalf of the IPMBA board, staff, and membership: thank you.

\*Vietnamese proverb.

## Polar Pedaling: The Art of Winter Cycling

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

*Ed.'s Note: The article appeared in Vol. 16, No. 1 (2007) of IPMBA News; hence, it does not reflect more recent developments such as fat tire bicycles and high-intensity lighting systems; however, the advice is still relevant.*

Ah, it's that time of year again. Fall is over, the nights are longer, there's a hint of snow in the air and a young man's thoughts turn to bicycle riding...

To answer your first question: No. I am not crazy!

Years ago, I decided I would ride, no matter the weather, as long as the roads would let me. I found myself frequently not riding when the mercury dipped below 40 F (4 C) because it was usually wet or icy, or there was snow on the ground. I decided that I could ride more if I dressed for the wet and the cold, and I resigned myself to not riding when there was ice and snow. In my search for clothing, I stumbled across the Ice Bike web site

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## Memoirs of a Board Member: Chapter 5



*Ed.'s Note: "Memoirs of a Board Member" is a very occasional series of articles written by board members about the experience of serving on the board. The first two were written by Monte May, the third by Mike Goetz, and numbers four and now five by current IPMBA president Craig Lepkowski. Visit <http://ipmba.org/membership/newsletter> to*

*read these columns and more from IPMBA's past.*

As my nine years as a board member draw to a close, I thought it appropriate to submit a final "memoir". It is my hope that current and future board members will continue the tradition; possibly with more frequency. It is also my hope that this glimpse at the "secret proceedings", as Monte referred to them in jest, will inspire others to serve on the IPMBA Board. We always need people to work together and steer the organization around and over obstacles and into the future.

The IPMBA Conference is one of the most visible signs of IPMBA's activities. While Executive Director Maureen Becker performs the bulk of the planning, organizing, scheduling, ordering, documenting, and tracking of the IPMBA conferences and courses, the board also plays a role. The board is ultimately responsible for site selection and implementation. While one lucky member serves as Conference Coordinator, the rest of us are assigned roles semi-related to our board positions and given a task list by Maureen. As secretary, I was the Workshop Coordinator; as president, my role has become more "ceremonial" and focused on the business of the association.

Since I was elected to the board at the 2013 conference in Baton Rouge LA, we have held conferences in Tampa FL, Chandler AZ, Asheville NC, Delaware OH, Saint Louis MO, and Fort Worth TX. One of the fun parts about serving on the board is traveling to all of these locations twice – once for the board meeting and again for the conference.

The Conference Coordinator also gets to go on site visits to potential host locations. Going to the conference is always an adventure and a chance to meet old friends and make new ones.

One of the difficult decisions the board had to make was to cancel both the 2020 and 2021 conferences due to COVID

restrictions and in the best interest of health and safety.

The board is involved with much more than just the conferences. Our job is to provide leadership and direction to the best of our ability. If you have ever wondered what the board does – and hopefully thought about serving – here is a list of accomplishments and decisions the Board has been a part of in the years I have been a member. This is not an all-inclusive list, but I hope to highlight how the board influences the direction and viability of the association as it maneuvers into the future of public safety cycling, including training and product advancements.

Since 2013, the IPMBA board has:

- Developed and debuted the Bicycle Response Team Training and Instructor Development module to meet the increasing demand for BRTs.
- Orchestrated a BRT Roundtable during the conference to share information and collaborate on operations and tactics.
- Researched and wrote a position paper for flat pedals, defining them as a form of pedal retention suitable for public safety cycling.
- Published a position paper broadening the definition of a "public safety bicycle" to include more than mountain bikes, in response to changes within the industry.
- Responded to the rapid expansion of e-Bikes by publishing a position paper regarding their use and applicability to public safety.
- Designed an eight-hour e-Bike module for instructors to transition students from conventional mountain bikes to e-Bikes.
- Formulated a response to media involving public safety cyclists and the negative perception by some of the public, reiterating our stance regarding use of the bicycle as an impact weapon.
- Composed a response to certain corporations' reactions to negative media depictions of public safety cyclists resulting from isolated incidents and mis-interpretations at riots and crowd management events.
- Authored a position paper regarding the removal of enforcement as one of

the pillars (E's) of bicycle safety by other cycling organizations.

- Developed a position paper defending the use of backpacks for EMS cyclists when panniers are not necessary or practical.
- Compressed the conference into a more manageable number of days and added universities as venues to reduce expenses, starting with Ohio Wesleyan University in Delaware, Ohio, in 2017.
- Finally, an important work in progress: updating the *Complete Guide to Public Safety Cycling* and the Instructor Tool Kit (both will release in 2022) to make improvements and keep the materials current.

Not a bad list of accomplishments for a bunch of volunteers and one full-time staff person!

I have been blessed to work alongside many highly talented individuals: skilled cyclists, inspiring instructors, dedicated public safety officials, deep thinkers, and tireless workers. We've enjoyed learning about each other; networking with those we might never have met without the board connection; struggling with how best to steer the Association while staying true to the founders' intent; and attempting to address membership questions and concerns. For the most part, I believe we have been extremely successful in our primary goal – maintaining our status as the premier organization for public safety cyclists.

However, as in public safety, the job is never done. There will always be challenges, technological advances and tactical developments, supporters and naysayers, issues to confront and manage, and accomplishments to celebrate. The future of the Association depends on its members. Without the willingness and dedication of board members, the Association would not progress, improve, or evolve, as it has since its inception 30 years ago.

I challenge – and implore – you to take an active role in steering the Association by applying for the board. The perks are few, and the responsibility is large, but the payoff in the end is quite satisfying.

See you in Dayton, June 20-25, 2022!



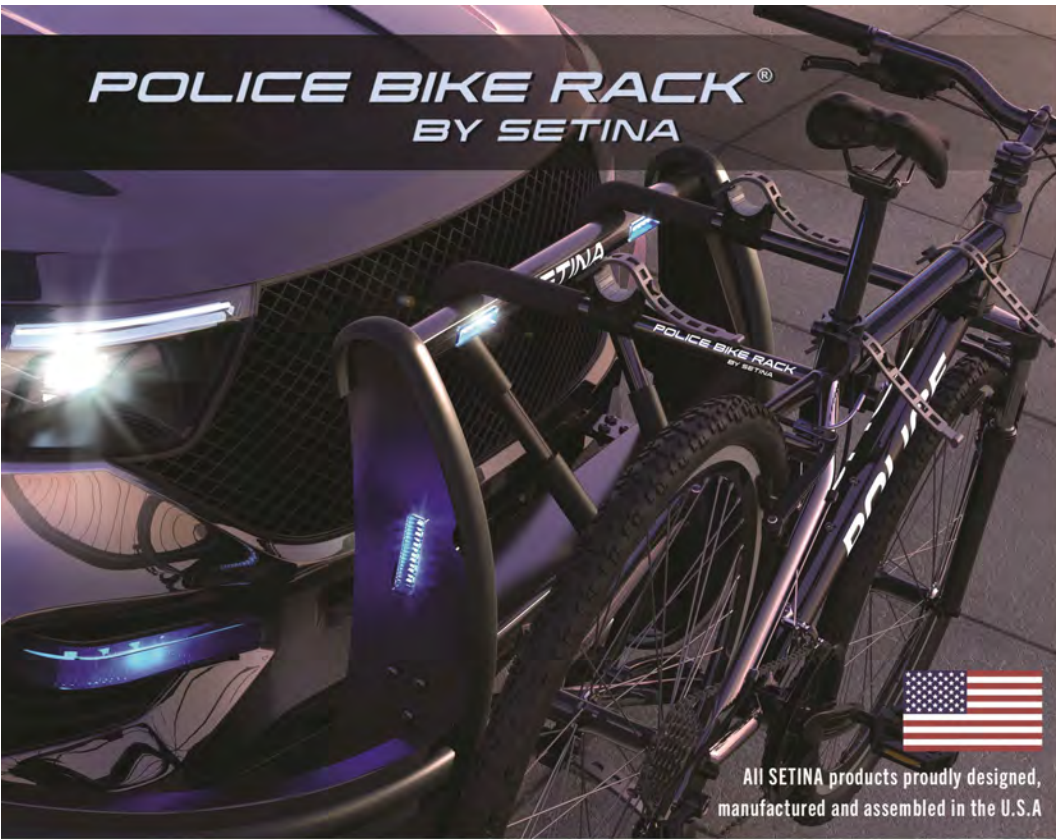
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# THE BOARD ISSUE

Our dedicated Board of Directors have been asked to come out from behind the scenes and share information about topics near and dear to their hearts. These individuals volunteer their time and experience to ensure that IPMBA maintains its status as the premier organization for public safety cyclists. Asked only to write an article about the public safety cycling-related topic of their choice, they selected subjects that are as varied and interesting as the board members themselves. Welcome to our annual "Board Issue". *Pages 5-13.*

## The ABC Quick Check of Leadership

by Craig Lepkowski, PCI #1180-B/EMSCI #272-B  
Lake Forest (IL) Police Department (retired)  
IPMBA President

There is a multitude of books, articles, and webinars on leadership offering an equal number of opinions, ways of performing, and advice to assist in developing leadership skills. I've written previously that bike patrol personnel can be leaders in their own right. Those who have yet to earn an official leadership title – corporal, sergeant, lieutenant, commander, deputy chief, chief, etc. – are still expected to take control of incidents and seek acceptable outcomes. Authors like to use catch phrases to highlight specific traits of leaders. I will join the movement and convey some insights in the context of IPMBA training.

One of the first things public safety cyclists learn in the IPMBA courses is how to complete the "ABC Quick Check". This mnemonic lends itself to a discussion on leadership skills as well.

**Awareness.** Leaders must be aware of the role they play in employee morale. They must recognize the individual skills of each team member. Those in charge should accept that personnel have different needs. Both good days and the unfortunate bad days need to be acknowledged. Leaders must notice the contributions made by employees and recognize people for their efforts. To quote an oft over-used phrase, this awareness means "having your finger on the pulse" of the organization. Being aware of the demands of society, the desires of the public, and the budgetary constraints of the agency is essential.

**Balance.** Leaders need to be balanced – psychologically, of course, but also emotionally, socially, and intelligently. In addition to being aware of an organization's needs, they must also balance them against the desires of the employees and the demands of those they serve.



From one leader to another: Allan Howard presents the Inaugural Allan Howard Award for Excellence to Artie Gonzales.

Although they need not be skilled in every aspect of the agency, leaders must take a balanced approach to hiring, developing, encouraging, and rewarding personnel. Fair and equitable treatment of people is essential to the success of any endeavor. Leaders must balance praise and criticism fairly between all deserving employees and ensure impartiality.

**Collaboration.** One of the most important skills of leadership is collaboration; not simply between those in leadership positions and their personnel, but also between other departments or organizations. Understanding the expectations of the public and meeting their needs is a primary goal of any

organization. One person, one department, or one organization does not have the ability to develop all the answers. Collaboration drives creativity and input and encourages new ideas to address current and future problems. Leaders who believe they can accomplish great things by themselves only diminish the incredible returns that are possible by including the ideas and input of others.

**Quick.** Leaders cannot let issues fester or delay their responses. They must be quick to praise and compliment good work, and pause before critiquing or disciplining shoddy work. They must not let situations continue without addressing them. When presented with problems and/or solutions, they should neither disregard them nor overthink matters. They must quickly confront them and institute measures to bring about positive change.

People may not like changes, but putting them off only exacerbates poor situations and can cause discontent and a lack of confidence from those affected.

Leaders should also be quick to assume responsibility for the direction of the organization. They should shoulder blame but highlight and spotlight others for successes.

**Check.** A leader should check in often with those whom they serve. Personnel desire a personal connection; frequent communication to ask how people are managing goes a long way towards nurturing loyalty and dedication. The people who are served by the organization also require frequent check-ins; not just to see how the organization is managing their expectations, but also to learn when expectations change. Transparency in

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## THE BOARD ISSUE

by Thomas Zermeno, PCI #1390T-B/EMSCI #412T-B  
Norman Police Department, Norman OK  
IPMBA Education Coordinator

**B**ack in August, I was co-instructing during an Instructor Course in Denton, Texas. During the course, I was reminded of a mantra that I strive to live by and pass on to each Instructor Course graduate. This is something that I would like to share with the rest of the IPMBA instructor cadre and all other members who serve in any instructor capacity. I challenge all of you to **BE INFECTIOUS**. Now, before you take that out of context, allow me to explain what I mean.

As IPMBA instructors, we are the first exposure that most public safety cyclists have to IPMBA. This means we have the opportunity to demonstrate the importance and value of the organization. It is easy just to teach the lesson plans; they will still be successful. We could just point out the cone courses, show them how to do each one, and coach them along. But what if we included something that isn't written into the lesson plan? Something that promotes successful attitudes as well as enjoyment of riding? I am talking about **enthusiasm**.

This brings me back to the Instructor Course. I was presenting the lesson on "The Delivery". During my presentation, I explained how the Old Guard at the Tomb of the Unknown Soldier

operates. This was my hook. While visiting Arlington National Cemetery, I stood in awe of their dedication to duty and the crispness of their movements. In preparing for my presentation, therefore, I researched the Old Guard and what it takes to qualify for it. It is very intense, and it is very clear that this responsibility is not meant for everyone, and those to whom it is entrusted take it very seriously.

I located a video online of what a soldier does when someone crosses the chains. The soldier immediately stops marching (which is rare to see) and turns toward the person or persons that crossed the chains. The soldier then issues a firm command: "Please stand behind the rails and the chains at all times."

### ABC Quick Check of Leadership

(Continued from page 5)

communication and in relationships allows for a free flow of information, which smooths transitions when problems develop and answers are sought.

The frequency with which a leader checks in with personnel or those served has a direct correlation to the open relationships that allow for the successful attainment of positive solutions.

While there are a host of leadership tips and many more avenues to develop and observe, this column is intended to condense some of the theories to an easy mnemonic and use IPMBA language to help highlight the concepts.

Hopefully, these straightforward ideas will assist you in continuing the leadership roles you play as a public safety cyclist and inspire you to take on additional leadership responsibilities, with or without a promotion.

## Infect your Students!

If the trespasser doesn't move, the soldier marches toward that person, stops, and states even more loudly: "Get behind the rails and the chains."

If this still doesn't get the attention of the trespasser, the soldier chambers a round in the M4, marches a few steps closer, and at an even higher volume, demands: "Get behind the chains and rails!" The soldier then just stops and waits, without any movement, but with intense focus on the trespasser. If they haven't moved by this time, peer pressure from the crowd or orders from staff eventually cause them to retreat behind the rails. Once the trespasser finally gets the message and moves, the soldier resumes marching, as if nothing had happened.

What would happen if the soldier just ignored the violator or delivered the message in a very soft-spoken manner, like "Officer Hooks" from the *Police Academy* movies? Would the message from the soldier be taken seriously? Probably not. The manner in which the message is delivered is what causes the trespasser and the bystanders to believe the soldier.

This brings me back to my original point: **BE INFECTIOUS**. How we deliver our message is what makes our students successful and promotes public safety cycling. The way we send our message is how it is going to be received. If we do the bare minimum to get the students through the class, we should expect to get the minimum in return. But if we give it our all and show our enthusiasm, the return will be immense. We can infect our students with enthusiasm and enjoyment. If we do this, they will not only be successful, but they will also leave our class talking about how it was the best learning experience they have ever had.

If we are enthusiastic and genuinely enjoy what we are doing, we will encourage positive peer pressure from the class participants. This can create leaders within groups who will help those who struggle, which in turn will result in stronger riders as well as a positive response about the training we have provided. AND, it will promote a positive image of the organization, for which we are all ambassadors, thus enabling IPMBA to continue to provide superior training to public safety cyclists.

So go forth, be infectious, and genuinely enjoy what you do!

*Thomas joined the Norman Police Department in 2009. He is currently assigned to night shift patrol and is the training coordinator and instructor for the bike team. He has been active with IPMBA since 2011, after taking the IPMBA Police Cyclist Course. He was certified as PCI at the 2013 conference in Baton Rouge and cross-trained as an EMSCI in 2017. He became an Instructor Trainer in 2019, BRT certified in 2020, and BRT instructor certified in 2021. He currently serves on the IPMBA Board of Directors as the Education Coordinator. He can be reached at Thomas.Zermeno@yahoo.com.*

Photo courtesy Thomas Zermeno.

*Craig retired in 2020 after 29 years at the Lake Forest (IL) Police Department and is currently influencing students of all ages through part-time teaching at a preschool, a law enforcement training organization, and a community college. After completing the IPMBA Police Cyclist Course in 2009, he attended the Instructor Course in 2010 and has enjoyed teaching IPMBA courses ever since. Craig was elected to the IPMBA Board in 2013 and served seven years as Secretary. He is currently serving as President and can be reached at CraigLepkowski@comcast.net.*

# A Leader's Learning Equation

by Michael Wear, PCI #516B-T/EMSCI #059B-T  
Prince William County (VA) Park Ranger  
Metropolitan (DC) Police Department (retired)  
IPMBA Vice President

“Leadership is not about the title that one holds in a public safety organization; it is about the influence all members of the profession have on the people they serve.”  
– *Public Safety and the Need for a Culture of Leadership Consciousness*

**I**nstructor, Teacher, Trainer. All are called upon to be leaders. H&K offers a quote that leaders embrace: *We Teach a Way, Not the Way*”. Delivering a valuable presentation is a task few do well, and is one that few even attempt. We must believe in the process of learning and understand that it is a complicated equation. The equation appears simple enough: identify an body of knowledge to impart to others and convey it. Develop a knowledge base and become well-versed with your interpretation of it. Believe in the information you have gained and trust in your level of competency. You possess above-average knowledge; you must reassure yourself that it is not possible to know it all.

Decide upon the focal points of your presentation as determined by a realistic scope of time and the nature of the audience. Prepare the presentation by utilizing a method you are comfortable with and capable of employing. Review the presentation and practice it. The presentation itself will be the “proof” of the equation. Will you be a presenter, teacher, leader or a combination of all three? The equation will be solved by the reaction or impact on the group or audience.

As leaders and instructors, we must be prepared to accept differences of opinion that we encounter in a class. We should expect students to present applicable ideas, welcome the interaction, build upon their concepts, and validate what blends with the intention of the current session.

A leader's intention should be to motivate the target audience. Leaders strive to impart knowledge; those who opt to simply

pass along information are presenters, not leaders. As public safety instructors, we should possess a passion to share ideas and thoughts with others as well as teach. What can change the equation is the opportunity to share a new idea and offer a personalized presentation.

Another variable marking the evolution from presenter to leader is knowledge of the concepts and how best to utilize media to convey the intended message. The knowledge variable validates our ability to earn audience trust and ultimately dictates our success as a presenter, but perhaps not as a leader.

To cross over into leadership, passion must be inserted into the equation. We exhibit our passion by the way we dispatch the idea. Understanding the information presented will positively affect the interactions within individual groups and guide students to a place they could not have found without assistance.

A presenter must often provide information to large groups and possibly via multiple sessions. Reproducing the event with consistent values is not an easy task to accomplish. One of the most common and familiar methods of presentation is to use a “canned” or “standardized” PowerPoint® platform. Why? Because we are comfortable with the system, both as a teacher and a student.

The choice of how to execute the presentation will affect the final proof of the equation. As leaders, we must offer standardization yet also welcome individualism in order to gain the audience's respect and confidence and provide an enjoyable experience.

While it is not necessary to interject comedy or eye-opening photos into the slides, such insertions can elicit the desired results. It takes more than visualization to gain the trust we seek as leaders. “They [students] want a campfire conversation, given by one of ‘their’ tribe” (Carpe Audience, Keyes, 2016). The less passionate tend to rest on the standardized platform and follow the prescribed path that will “check the box”.

Preparation is the unseen routine of the polished instructor. This variable establishes a fundamental duty of teachers. Their level of preparation defines their role as guides and mentors, steering others to realize their roles as developing practitioners. An early review of material ensures that major flaws are eliminated

## THE BOARD ISSUE



Courtesy Chuck Sanders.

from the organization, flow, and visual images. This variable can dramatically change the outcome of the equation. If the PowerPoint® presentation is significantly flawed, the audience may disengage, and the desired outcome will not be achieved. The intent of the presentation is to provide a constructive visual experience, organize thought, and maintain the audience's interest – all without distracting from the information.

As summarized by Dr. Marc A. DeSimone, Ph.D., of Johns Hopkins University: A leader is one who takes others to a place they would not have been able to go and to achieve a goal they desired. As an instructor, inserting the precise variables to the learning equation can transform a training event into a leadership opportunity, a true leader's instruction can offer an opportunity to guide and mentor others to roles they may not have ever considered.

As public safety cyclists and instructors, we have the incredible opportunity to impart cycling skills, professional knowledge, and the earned experience of a practitioner to assist in the growth of those we impact with our teaching. The equation's final proof can only be derived from those the subject was aimed to educate.

### References:

*Public Safety and the Need for a Culture of Leadership Consciousness* (<https://www.governing.com/gov-institute/voices/col-public-safety-culture-leadership-consciousness.html>)

Keyes, John-Michael. *Carpe Audience* (<http://carpeaudience.com/>)

Mike is a currently a Prince William County (VA) Park Ranger. He retired from the Metropolitan Police Department in Washington, DC (MPD) and the US Army Reserve with 30+ years in public safety. He discovered IPMBA in 1998 and has been a dedicated member ever since. He served the IPMBA Board for six years as the Education Director and is completing his third year as Vice President. He can be reached at [sgtwear@msn.com](mailto:sgtwear@msn.com).



Courtesy Chandler Police Department

by David Millican, PCI #1006T/EMSCI #343T  
Denton (TX) Police Department  
IPMBA Treasurer

A Scotsman, an Irishman, and an Englishman are each sentenced to a year in solitary confinement. Before being locked away, each is to be granted a year's supply of whatever he wants to help him get through the long, long spell alone.

The Scotsman asks for a year's supply of whisky; it is given to him and he is locked away. The Irishman asks for a year's supply of Guinness, so he is locked up with several thousand bottles of it. The Englishman asks for a year's supply of cigarettes; he is given a pile of cartons and the cell door is shut on him.

**One year later, their doors are all unlocked.**

The Scotsman staggers out and shouts, "I'm free!" and then keels over dead from alcohol poisoning. The Irishman is dragged out into the light, whereupon he promptly dies of liver failure. When the

door to the Englishman's cell is opened, everybody watches eagerly to see what sort of a wreck the man has made of himself.

To their surprise, he walks right out the door, sidles up to the first person he sees, and asks, "I say, you wouldn't happen to have a match, would you?"

We here at IPMBA feel like we have been locked away for the past year. Over the past year many things have been affected by the COVID virus. Everyone has been forced into making difficult personal decisions and adapt to many new changes.

Our members have been forced into isolation, often having to quarantine from others. We have not been able to interact with this organization as we have

in the past. We have relied heavily on technology for this long spell alone. Sales of computers, cell phones, iPads, and internet services have all skyrocketed.

Times are rapidly changing and IPMBA must adapt like many others. This change does not come without a cost.

For the first time in the history of IPMBA, we had to cancel the annual conference – not once, but twice. This created several unforeseen consequences. First, with the loss of a conference comes a loss of training opportunities. We have addressed this by increasing the number of regional courses offered, such as the Instructor Course and the Maintenance Officer Course, but we cannot offer a full complement of courses and workshops. This, too, has been challenging because of unforeseen closures and cancellations due to the virus.

Secondly, the loss of the conference brought about the need for technology to bring us back together. The conference unites public safety personnel from across the country to engage and socialize with one another. Attendees share experiences and pass on knowledge that will later be taken across the North American continent. Our use of technology increased to help bring us back together, but it is no substitute for in-person events.

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Members are IPMBA's best resource, so please become an ambassador for the cause of public safety cycling and IPMBA!

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Financial challenges are also always at the forefront. Nonprofits are placed in a unique position of having to fulfill their missions while being fiscally responsible and profitable in order to remain viable. With the loss of training opportunities



comes reduced income, but the demand for more technology means the need to spend more financially.

As concerned members, there are several ways to give back to IPMBA. The first way is to renew your IPMBA membership (preferably after your first renewal notice) and ensure your memberships stays active. Your dues are essential to keeping our organization afloat.



If you would like to overtly display your pride in and support for IPMBA, you can purchase merchandise from the IPMBA website. Purchasing merchandise will provide additional resources to IPMBA while at the same time enabling you to look professional.



Conference socks are always a hit (I hate to match up my socks), and so are Instructor shirts. The popular lapel pin has been redesigned, so even if you have one, it may be time for an update.



All three are available on the IPMBA merchandise page (<https://ipmba.org/resources/merchandise/>), along with other items.

There is other exciting news out there. Under the CARES Act, individuals who do not itemize their tax returns may still be able to deduct charitable contributions to non-profit organizations. Need more write-offs at the end of the year? Send in your tax-deductible donation to IPMBA. It can help in many ways. *(Individuals who plan to take the standard deduction for their 2021 tax returns may claim an above-the-line deduction of up to \$300 for cash donations to qualifying public charities. This above-the-line deduction is increased to \$600 for cash donations for married couples filing jointly who do not itemize tax deductions.)*

Donations help us create new curricula and update existing course material. They help with developing forums for public safety cyclists to share best practices, new ideas, develop resources, and conduct research.

We also make every opportunity to keep bike training affordable and accessible to the public safety community, while educating the public and elected officials about its benefits. Until this past year and a half, I often took the aspect of educating the public and elected officials for granted.

We should not forget about our Corporate Members, partners, and sponsors. We could not perform many aspects of public safety cycling without the dedicated support of these companies. The support they provide is invaluable to accomplishing our mission, so be sure to purchase your equipment from them whenever possible.

Of course, there are also non-financial ways to give back. You can write articles and product reviews for *IPMBA News* and the website. You can contribute blog posts and help develop resources. You can pass on your time, experience, and training by becoming an instructor.

You can also promote the association within your department and region. Instructors are encouraged to build certification into their fees and purchase the *Complete Guide* to distribute to their students (IPMBA earns a royalty on every copy sold), which add value to their classes and provides students with tangible, nationally recognized evidence of their accomplishment.

The best resource IPMBA has for advertising is our members, so please become an ambassador for the cause of public safety cycling and IPMBA!



*David has been with the Denton Police Department since 1999 and on the bike team since 2002. He is currently working as*

*a detective in the Criminal Investigations Division. He has completed the Police Cyclist, Public Safety Cyclist II, NO-FATS, MOCC, and MMR-IPMBA Core Skills and Scenarios Clinic. He was certified as an IPMBA Instructor in 2007 and earned the status of Instructor-Trainer in 2017. He is a TCOLE defensive tactics and firearms instructor and has served as an FTO. He holds a BA in Biology from the University of North Texas and attended paramedic school at North Central Texas College. He was elected to the IPMBA Board of Directors in April 2019 and currently serves as Treasurer after having served as Education Coordinator. He can be reached at [dsmillican@gmail.com](mailto:dsmillican@gmail.com).*

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by Alan Beadle, PCI #484/EMSCI #076  
Sylvania (OH) Police Department  
IPMBA Membership Coordinator

For the past couple of years, law enforcement officers have been in the crosshairs of community criticism. Incidents such as the ones involving George Floyd in Minneapolis, Minnesota, and Breonna Taylor in Louisville, Kentucky, have damaged many of the partnerships that communities and police have worked so hard to create. When a video of an incident involving police is shown on the national news, I am often asked by members of my community how come this continues to happen in a country like the United States.

These incidents represent only a small percentage of the interactions that law enforcement officers have with the public on a daily basis, but they continue to receive the most attention. Most interactions with the community are positive; these help to reinforce the public's confidence in the police.

In the late 1980's, there was a resurgence of community policing, and one of the leading aspects was the return to patrolling on bikes. The idea was to get officers out of motor vehicles and out interacting with the community. With this came the need for proper training and procedures. In response, IPMBA was created by a group of officers from all across the United States. These officers brought together procedures and techniques that had been proven to be successful in their own jurisdictions and combined the "best of the best".

Since then, IPMBA has been the leader in producing training and resources for public safety cyclists. One of the core concepts is safe public interaction. Because they are so approachable, many IPMBA-certified cyclists have put their training into action by creating programs to strengthen the trust between the community and the police. The number of bike-centric community outreach programs across the country are too numerous to highlight in this article, so I've selected a few that have been particularly successful. Many of these programs have inspired other departments to start similar programs.

**Bike Cops for Kids** – Minneapolis, Minnesota. As school resource officers, Mike Kirchen and Mark Klulow were trying to find ways to keep in touch with kids from their schools who were at risk of finding trouble during the summer months. These bike officers would ride around Minneapolis, passing out free bike

helmets. Companies in Minneapolis started seeing the success of this program and wanted to help by making donations. The program grew to include a fully-equipped ice cream truck, football giveaways, and free tickets to

Minnesota Twins games, something out of financial reach of many of Minneapolis' youth. Since 2009, this program has had thousands of positive interactions with the youth of Minneapolis. The success of this program inspired a similar program across the river in Saint Paul. Unfortunately, the George Floyd incident,

the resulting protests, and the pandemic have caused the programs to be put on hold, but it is hoped that someday they will be revived. Visit <http://bikecopsforkids.com/> or the Bike Cops for Kids Facebook page for details.

**Wheels of Hope** – Anne Arundel County, Maryland. Wheels of Hope is a collaboration among the Bicycle Advocates for Annapolis and Anne Arundel County (BikeAAA), the Anne Arundel County Police Department (AACPD) Bike Patrol Unit, the Anne Arundel County Food and Resource Bank, and Bike Doctor of Crofton. Their mission is to provide community members with healthy transportation and recreation, protect the environment by reducing waste, and help those in need. To this end, they have supported adults entering sober living housing and reentering society from prison, at-risk adolescents, high school athletes with transportation barriers to attending practices, and members of low-income communities, including those with English as a second language. They provide helmets, locks, lights, and education with each bicycle. In 2021, Wheels of Hope was awarded one of ten Park Tool Community Grants and was the sole recipient of the Park Tool President's Choice Award. Visit <https://bikeaaa.org/wheels-of-hope-refurbished-bikes/> for details.

**Bike with a Cop** – Multiple Locations. "Bike with a Cop" is similar to the "Coffee with a Cop" program in that its goal is to create opportunities for interactions outside of crisis situations. Instead of meeting for coffee, they meet for a ride. While "Bike with a Cop" events usually involve a degree of bicycle safety education, their primary purpose is to encourage informal conversations. Rides are open to children and adults and take place on multi-use trails and/or on low-traffic streets. They typically include a brief safety briefing about the rules of the road/trail, riding tips, bike and helmet fit, and an ABC Quick Check of all riders' bicycles. The ride itself is slow-paced and over a short distance to accommodate different ages and skill levels as well as create an atmosphere conducive to conversations. Kids and adults get to ride with the police officers and build lasting relationships.

These are just a few examples. Hundreds of departments across the country host events in which bike officers interact with the community. These include bicycle safety programs, bicycle giveaways, earn-a-bike programs, and bicycle theft prevention initiatives. The next edition of the *Complete Guide to Public Safety Cycling*, due out in early 2022, will have an entire chapter devoted to community engagement.

To learn more about community outreach programs and other programs, visit [www.ipmba.org](http://www.ipmba.org) and be sure to buy the book when it comes out!

Keep Riding and Stay Safe during these challenging times!

*Alan has been an officer with Sylvania Police Department since 1996. He got his start as a bike officer in 1993 as a park ranger with the Ohio Department of Natural Resources. He attended the IPMBA Police Cyclist Course in 1997 and the IPMBA Instructor Course in 2001. Alan became a firearms instructor so he could integrate firearms training into his IPMBA Course and has developed an OPOTA-certified bike patrol firearms course. In 2008, he became a certified SIMUNITION® Instructor and has since developed bike patrol SIMUNITION® scenarios for use in his Police Cyclist Courses and bike patrol in-service training. Alan was elected to the IPMBA Board in 2020 and is currently serving as Membership Coordinator. He can be reached at [southviewsro@gmail.com](mailto:southviewsro@gmail.com).*



Courtesy Scott Pequet

by Greg Bowen, PCI# 1227T  
Tarrant County College Police Department  
IPMBA Industry Liaison

Most people seem to have strong feelings about e-Bikes: they either love them, accept them, or are against them. When having their first e-Bike experience, they will either say, “wow, that was so much fun” or “nope, I am not going to ride that thing”. I think that when someone who calls themselves a traditionalist demo’s an e-Bike, they are smiling on the inside and while refusing to admit how amazing the experience was.

Whatever your feelings about e-Bikes, they are here to stay and are becoming more popular with the public and for public safety cycling.

I must confess, I am one of those traditionalists. My first experience on an e-Bike was at the 2016 IPMBA Conference in Asheville, North Carolina. I took a demo ride during the product expo. As I cruised around the hotel campus, I was grinning from ear to ear (on the inside). It was amazing. After the ride, the rep. asked me what I thought. I said, “it’s alright”. I was that stubborn. I would not let on that I was intrigued. I wanted to be anti-e-Bike and did not want to be seen on the thing.

As the IPMBA Industry Liaison, I have learned a lot more about e-Bikes. As technology improves, so does battery life, power, design, and weight. E-Bikes come in many configurations and with many features, such as pedal assist or throttle; front, rear, or center drive, even front and rear drive.

According to the model legislation authored by People for Bikes and being adopted throughout the United States, there are three classes of e-Bikes:

**Class 1:** The motor provides assistance when the rider is pedaling. The assist stops when the rider reaches 20 mph. These are called “pedal-assist” and they do not have throttles. The maximum motor power is limited to 750W and they have a top speed of 20 mph (32 kph).

**Class 2:** Both pedal-assisted and throttle-assisted. With the use of a throttle, the motor will propel the rider without pedaling. The power output of 750W and top speed of 20 mph (32 kph) is the same as the Class 1.

**Class 3:** These are pedal-assist only and have a top speed of 28 mph (45 kph). The maximum power output is 750W.

These classes currently guide e-Bike laws in most U.S. states. For an up-to-date list of states that have adopted this

*(Continued on page 13)*

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# Purpose and Benefits

(Continued from page 12)

model legislation and a one-page, state-by-state summary of e-Bike laws, visit <https://www.peopleforbikes.org/topics/electric-bikes>. *Note:* Canada regulates e-Bikes differently; consult the Motor Vehicle Safety Regulations (C.R.C., c. 1038) and the Criminal Code of Canada as well as provincial statutes.

As I have learned more about them, my willingness to accept e-Bikes has changed. I realize that they are not going away and that they really do have a purpose and benefit. Here is one example of how my perception of e-Bikes has changed.

I enjoy participating in organized endurance charity rides. These are usually 100 km to 100 miles. I started seeing more riders on e-Bikes. One day when I was on one of these rides, I was cranking up a long climb. I was tired and hurting. I looked back and saw an older lady gaining on me. She soon rode past me, with a puppy in the basket on her handlebars. I was not impressed. I felt that riders should not be allowed to participate on e-Bikes and that they were “cheating”. I thought that e-Bikes took away your bragging rights and made you less of a cyclist. I thought public safety officers who rode e-Bikes were not worthy of calling themselves cyclists.

Thanks to what I have learned from industry reps and other cyclists, I have come to respect what the e-Bike has to offer. Why do IPMBA members prefer to perform their duties on bicycle? Well, for one thing, we love to ride. More importantly, it is the best way for us to get out there and engage with members of our communities. We are more approachable when on the bike. We see, hear, and smell more. There is a greater chance that we will roll up on crimes in progress. Bike patrol supports the efforts of community policing. This can all be accomplished whether you are on a conventional mountain bike or an e-Bike. That is what is important to remember. It is not what we ride, it is that we fulfill our mission.

Let’s fast forward to the present. I think e-Bikes are a great benefit. Now when an older lady passes me on an e-Bike, on an incline, with a puppy in her basket and streamers on her handlebars, I say, “good for her”, and applaud her for riding and enjoying being on her bike.

With a pedal-assist bike, you still must move your legs, therefore, you are being active. If e-Bikes enable people to become more active so they can improve their health, get outdoors, and experience the joys of cycling, that is all that matters.

A friend who recently retired from my department called me last week. He asked, “Greg, would you think less of me if I told you that I was considering buying an e-Bike”? My answer was not what I would have told him a couple years ago. I supported and encouraged him and assured him I was happy he wanted to continue riding.

In addition to getting more officers out on bicycles, e-Bikes can be a great benefit to officer safety. What happens when you exert yourself on a bike? Your heart rate increases, you breathe harder, and you experience physiological effects such as tunnel vision, auditory exclusion, and time dilation. Part of what you learn as an IPMBA trained cyclist is how to overcome the physical and psychological challenges that occur under physical stress.

What you don’t want is to respond to a hot call (e.g., officer needs assistance), ride hard to get there, and, when you dismount, have your legs give out, gasp for air, and be unable to give verbal commands or engage a suspect. Now you are no good to your fellow officer and that officer must worry about your well-being. If your bike patrol area encompasses a large or hilly area, an e-Bike can get you there more quickly and with less exhaustion, enabling you to engage upon arrival more effectively.

Your purpose as a public safety professional is to serve the public by providing the best service possible. Bikes allow us to do it better. It doesn’t matter if you are on a conventional bike or an e-Bike. If the e-Bike enables you to become more productive and provide

better service, then you have kept the best interest of the public in mind. Who knows, it might even be a little bit more fun!

To learn more, visit [www.ipmba.org](http://www.ipmba.org) and hover over the RESOURCES tab for the section on e-Bikes. You will find a lot of useful information, including our best practices recommendations for e-Bike



Courtesy Paula F. Wilson

training. We recommend that all public safety cyclists complete the applicable IPMBA course on a conventional bike and then complete an eight-hour e-Bike training module to transfer the skills to the e-Bike environment. While you are on the website, check out the product reviews, articles, and the IPMBA Product Purchase Program, all of which include information about e-Bikes and public safety.

As you begin your quest for an e-Bike that fits your department’s needs, please put our Corporate Members first: Benelli, PWR Bike, and Recon Power Bikes. And be sure to tell them that IPMBA sent you!

*Greg has been in law enforcement for 26 years and is currently serving as a Captain with the Tarrant County College District Police Department in Fort Worth, Texas. He was co-host for the 2019 IPMBA Conference in Fort Worth. Greg is his department’s bike unit coordinator, a member of the TCC Special Response Unit, and Advanced SWAT, TCOLE, and firearms instructor. He has been an IPMBA member since 2006, was certified as IPMBA PCI #1227 in 2011, and earned Instructor-Trainer status in 2020. He was elected to the IPMBA Board in 2020 and appointed to the position of Industry Liaison. He is an avid cyclist, a home brewer, and enjoys wood-working and just being outside. He can be reached at [gbowen185@yahoo.com](mailto:gbowen185@yahoo.com).*



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IPMBA thanks **Bicycle Patrol Outfitters, EMS World, GeoOrbital, Jones & Bartlett Public Safety Group, Police Bike Store, and R&B Fabrications** for their continued participation in the IPMBA Corporate Member Program.



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## Product Purchase Program Updates

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### Updated PPP Listings

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*Phone:* 949-272-2468  
*Email:* rkucera@gorace.pro  
*Website:* www.rudyprojectna.com/vip  
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*\*Due to the supply chain disruptions, the discount on helmets has been temporarily reduced.*

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# Fat Tires in the Sand

by Robert Dunivin, EMSCI #205  
Los Angeles (CA) Fire Department

Here at the Los Angeles Fire Department Bicycle Unit, we are always seeking additional opportunities to deploy our bicycles in service to our



Sometimes those calls take the responders out onto the beach, so some of our team members decided to try using their fat tire bicycles as something of a pilot program. It was successful, so at some point when we find the funds and the right bike, we would like the department to invest in some.

There are a few things to keep in mind. Like any other vehicle that goes on the sand, you must lower the tire pressure. This becomes a balancing act because the lower pressure adds more drag when you are back on solid surfaces. I suggest starting at 30 to 40 psi below maximum pressure and then fine-tuning it. We have used both e-Bikes and conventional fat tire bikes. They both do fine on the sand, but the e-Bike compensates for the drag on hard surfaces. It also gives you start-up power when you have stopped and then start back up. It takes getting used to; you can't make quick turns or sharp turns; everything has to be gradual and planned.

As for maintenance, at the end of every weekend, the beach bikes are cleaned to remove the sand. We use a dry lube on the chain. At the end of the summer season, they are torn down for thorough cleaning and inspection because of the salt and sand.

citizens. The advent of the fat tire bicycle has enabled us to expand our operations at Venice Beach. Venice Beach is like a carnival every day. It attracts surfers, skateboarders, shoppers, body-builders, and spectators who come to gawk at the street entertainers, tattooed bodies, and self-proclaimed "freaks" who populate the boardwalk. Needless to say, it sees its fair share of medical calls.

What I like about riding a fat bike is that I feel more stable and I don't worry when I hit the sand drifts on the bike path that may grab a regular bike. In many cases, we will respond on the sand more quickly than if we used the boardwalk or bike path, which are always crowded.



Most of our on-sand responses are to the lifeguard towers. We carry the same gear as on our regular bikes.

Finding the right bike has been a challenge. Our regular fleet is 100% Volcanic; they make a really nice fat bike but they have not yet jumped into the e-Bike market. LAPD has been using the Bulls bikes for two years and are satisfied with their performance. We tried the Recon but it was too heavy for our purposes.

If your operating environment involves sand, give the fat bikes a try. You may find they will expand your horizons and give you further justification for maintaining or enhancing your bike team.

*Bob holds the rank of Captain with the Los Angeles Fire Department and has been a member of the Los Angeles Fire Department Bike Medic Team since 2004. He has been an IPMBA Instructor since 2008. He can be reached at rdunivin@gmail.com.*

Photos courtesy Bob Dunivin.

## P.I.G. TALES by Monte L. May



P.I.G. TALES ©2009 MONTE L. MAY

## Smith Session and Aegis Echo II: Comfort and Functionality

by Thomas Zermeno, PCI #1390T-B EMSCI #412T-B  
 Norman (OK) Police Department  
 IPMBA Education Coordinator

As part of setting the standards for safe operation of bicycles on duty, IPMBA has established requirements for personal protective equipment. Two of these are for the protection of the head and eyes: helmet and eyewear. So, it would only make sense to test products from a brand that offers both items; they complement each other while meeting the standards set forth by IPMBA.

It all started with me reading the IPMBA e-newsletter (as everyone should!) and seeing that product reviewers were wanted. As requested, I emailed Greg Bowen, the IPMBA Industry Liaison, to volunteer my services. He then put me in touch with a sales rep from Smith Optics, who informed me that he would send me a helmet and eyewear and that I had a couple of products from which to choose.

I made my selections and the products arrived shortly thereafter. The first thing that impressed me was that each of the products came with a handy manual that provided shelf life and other information for the helmet and proper cleaning for the eyewear to ensure that it remained anti-fog (yes, ANTI-FOG). The helmet is the **Smith Session** and the sunglasses are the **Smith Aegis Echo II**.

The **Smith Session** helmet utilizes Zonal Koroyd coverage, and is very lightweight and well-ventilated. It is equipped with MIPS (Multi-directional Impact Protection System), which is a slip-plane technology designed to reduce rotational forces that moves inside the helmet. This “extra skeleton of protection” allows the helmet to slide in an impact, thus reducing trauma to the brain.

The helmet comes with a Smith brand helmet bag with microfiber on one side for rubbing down the helmet and mesh on the other side to allow for drying during storage. The light weight of helmet is deceiving, considering the looks and the size. On a side note, there are different sizes, not a “one size fits all”. The website has a good description of how to measure your head and make the correct size selection. I selected the matte black finish, which is a great choice for police cyclists who wish to remain stealthy. Other colors are available for those seeking a bit more flare. The helmet is designed to be worn in conjunction with the Smith glasses and aids with the anti-fog feature of the lenses. In fact, there are extra vents in the front of the helmet that enhance air flow to the lenses. They also vent the front of the face, which is a bonus. The helmet boasts a total of fifteen vents.

I decided to test the helmet in every possible environment I could be exposed to in the short amount of time I had for the evaluation. I wore it during my night shift patrols as the temperatures changed, during the rain in a basic school, and in the Texas heat during an Instructor Course. Even with the amount of wetness caused by humidity, temperature changes at night, rain, and sweat, the helmet performed well, keeping my

head cool. It also dried out rather quickly. It was so lightweight that my head did not feel like I had been wearing a heavy burden during my many hours of riding. The helmet is very well-designed for both comfort and fit. Fortunately, I did not have the opportunity (or desire) to test it in a crash, but if it ever happens, I will definitely provide an update on the effectiveness!

**Smith Aegis Echo II** eyewear is equipped with an anti-fog and scratch-resistant coating on the lenses. The kit came complete with a hard case for protection, clear and gray lenses, band, microfiber cloth, and anti-fog cleaning cloth. The fit of the glasses is effective, as the ear pieces are thin and pliable, thus not pinching on the temples as other glasses have done. The glasses fit well with the helmet, without interfering with the straps. As mentioned earlier, the glasses are designed to work with the helmet, and the venting allows for adequate anti-fogging of the lenses.

Changing out the lenses from tinted to clear is very easy, and they snap in securely. There are easy to follow, step-by-step instructions in the manual. The manual also tells you how to blow onto the lens to demonstrate and test the anti-fog. It worked several times over, even with morning breath. In fact, I wore them while riding in the temperature change, rain, and heat as well. They did not fog during the temperature change or in the heat, and they wicked quickly in the rain without fogging.

I did some unintentional testing of the scratch resistance by dropping them several times; they stood up well to the tests. When I wore them on the shooting range during bike-specific firearms, they did not fog or make it difficult to see, despite the massive amount of sweat production caused by the Oklahoma heat coupled with the asphalt surface.



For the negatives of these products, I would say that the helmet strap loosened at times and I had to retighten it. Other than that, I enjoyed the overall fit, comfort, and function of the helmet. The only negative I had with the glasses are the shape. I prefer a sleeker style and these have a larger look. However, I was very impressed with the anti-fog properties and the snugness of the fit.

Information about pricing for public safety personnel should be directed to the manufacturer. On the website, [www.smithoptics.com](http://www.smithoptics.com), the Session helmet is priced at \$160 and the Aegis Echo II is priced at \$90. Smith Optics is a member of the Product Purchase Program. They offer a 40% discount to IPMBA members when purchased through Willy Breen. Email Willy at [willybreen@gmail.com](mailto:willybreen@gmail.com) in order to obtain the discount.

*Thomas joined the Norman Police Department in 2009. He is currently assigned to night shift patrol and is the training coordinator and instructor for the bike team. He has been active with IPMBA since 2011, after taking the IPMBA Police Cyclist Course. He was certified as a PCI in 2013 at the Baton Rouge conference and cross-trained as an EMSCI in 2017. He became an Instructor Trainer in 2019, BRT certified in 2020 and BRT instructor certified in 2021. He currently serves on the IPMBA Board of Directors as the Education Coordinator. He can be reached at [Thomas.Zermeno@yahoo.com](mailto:Thomas.Zermeno@yahoo.com).*

Photo courtesy Thomas Zermeno.

by Kevin Uhl, EMSC  
Cincinnati (OH) Fire Department

While reading pages and pages of IPMBA product reviews about items that are “better for us”, I didn’t see too many articles focused on items that are “better for the public we serve”. I felt compelled to share our experience in Cincinnati as we developed our EMS Mountain Bike Unit (CFD EMBU). I love gear and gadgets as much as, if not more than, the next person, but it ultimately all comes down to taking care of those we serve.

When we started building an Advanced Life Support (ALS) team of paramedics to deploy on mountain bikes, our process started the same way as I imagine yours did. In addition to arranging for IPMBA training, we developed inventory lists (down to the exact number of angiocaths) based upon local protocols, standards of care, and our medical director. I often equated it to taking a paramedic ambulance camping. We thought we were cruising right along, mirroring existing lists from current drug boxes and other EMS cabinets. Then the realization hit us: there is no way we would be able to carry our fancy, 30+ pound (13.6+ kg) monitor with ECG, 12- Lead, waveform capnography, pacing, cardioversion, et cetera; the one piece of equipment we turn to **a lot**.

So, an Automated External Defibrillator (AED) is what it had to be. There was no other option at the time. Well, back to the drawing – or rather deleting – board. We had to delete this drug because of no ECG, delete advanced airways because of no waveform capnography, etc. Arguably, a host of ALS equipment and drugs remained even with just an AED, but still, when I described us as an “ALS” bike team, I never felt right saying it. We lacked the equipment necessary to provide our public – our patients – with all of the current standards of ALS care.

Well, as they say, timing is everything. We weren’t up and running for very long when Philips got FDA approval for the Tempus LS to work in conjunction with the Tempus PRO, resulting in the Tempus ALS. At about four and six pounds (1.8 and 2.7 kg), respectively, these two little devices offer even more features than our 30-pound (13.6 kg) devices do, and they are easily carried on our bikes.

The Tempus ALS is a modular system. The PRO is the diagnostic tool (ECG, 12-Lead ECG, B/P, SP02, waveform capnography, temperature, VL, and more). The LS is the therapy tool (defibrillation, synchronized cardioversion, pacing, etc.). The system is rugged to military specifications, and the batteries are incredible.

In addition to being a clinically robust system, Tempus is a connected device utilizing a web-based cloud entitled Corsium. Corsium allows encrypted, HIPAA-compliant, two-way data streaming, enabling situational awareness of all interventions, photographs, patient acuity, via cloud-based e-PCR integration.

The choice was obvious, and although this system was originally designed for flight and NASA when developed under a smaller company called RTD many years ago, the same characteristics that made it ideal for those applications (small, lightweight, rugged, long battery life, connectivity) are needed by ALS mountain bike programs.



*Side note: As a new paramedic, my first monitor was rather large, weighed a ton, had a tiny green screen displaying one lead at a time, and had two paddles on which we applied the gel and which we applied directly to the chest using our hands. To think of what I can do now from the trunk bag of a mountain bike blows my mind.*

## Pros

- In addition to the aforementioned features, check out their website for a complete list of specifications. It is an amazingly powerful little device.
- We now have a truly 100% ALS Mountain Bike Team, capable of delivering the same level and standards of care as an ALS Medic Unit or ALS Fire Company.
- We have found compatibility and uploading with most EMS Software e-PCR programs.

## Cons

- **Cost:** We were fortunate as a municipality to have a source for funding the purchase. The price tag is no higher than that of any similar EMS monitor; however, it costs more than an AED.
- **Learning Curve:** There is a learning curve, albeit small, as there is with any new piece of equipment, particularly one of great importance.
- **More Stuff!** (could also be a “pro”): Once we became fully ALS, where we going to put all the stuff? We had to redo inventories and balance the bags, but it worked!

Local protocols vary, but there is consistency regarding patient standards of care across the country. Why serve your patients differently when your paramedics happen to arrive on bikes? Why send paramedics if you are not going to equip them with all the tools they need to do their jobs? Is it “time, not muscle,” just because of mode of transportation? For the patient suffering a heart attack, is delayed 12-Lead acquisition and transmission acceptable?

We have enjoyed deploying the Tempus ALS in Cincinnati and have seen our patients benefit. If you want to run a complete ALS bike program, we would highly recommend it.

*About the EMBU:* With administrative support, assistance from other established fire department-based EMS bike programs, Cincinnati Police Department’s IPMBA Instructors, private donations from the Cincinnati Fire Foundation, and voluntary participation by members, CFD has been able to assemble and develop an EMS Mountain Bike Team comprised of almost 10% of their Paramedics. The EMBU represents the fire department and places emphasis on professionalism and exceeding standards for the public they serve.

In addition to providing EMS coverage at large events, the EMBU makes it a point to engage in public safety events, public relations affairs, and community service. The EMBU (as a team) makes it a priority each year to “give back” each year by volunteering. In 2020, CFD’s EMBU used their pedals, bikes, and panniers to deliver turkey dinners to underprivileged families during Thanksgiving time.

*Kevin is been with the Cincinnati Fire Department for 22 years and currently serves as the Captain of Emergency Medical Operations. He began building Cincinnati Fire’s EMS mountain bike team in 2018 to meet the increasing demands for better EMS delivery and access during events. He can be reached at kevin.uhl@cincinnati-oh.gov.*

by David Cohen

Maryland National Capital Park Police Reserve Unit

As was the case with many of us, the pandemic turned my world upside in terms of time management. One of the items that got pushed to the back burner was routine maintenance on my personal bicycles. So, when I finally had the opportunity to start turning wrenches again, the wear and tear was far greater than I had expected. However, it gave me the perfect opportunity to both demonstrate and correct this kind of wear and tear on our department bikes, and provided plenty of fodder for the next few G&G columns. Let's start by looking at a very worn drivetrain, piece by piece.

**Chain**

Regardless of whether you are riding a human-powered or an electric bike, the chain is the critical component that enables the bike to get from one point to another. As chains age, they stretch. As they stretch, they start wearing other components down. If a chain stretches far enough, it will break, usually at the most inopportune time.



Checking chain elongation with a chain checker.

The best way to check the stretch of a chain is with a chain checking tool. Park Tool manufactures a range of chain checkers ranging in price from \$10.95 to \$27.95. The Park Tool CC-3.2 for \$10.95 is good enough for department bike fleet applications. It works quite simply: you put one end on a chain link and lay the tool down across the chain.

If the end of the tool is resting on one of the chain links, the chain still has life in it. If the end of the tool fits into the gap between the chain links, the chain has stretched. In this case, the 1.0 setting, indicating a stretch of 1% fits right into the gap. Time to replace the chain!

If you don't want to spend the money on a chain checker, there are two less precise methods of checking chain wear.

The first method is pretty straightforward: shift to the smallest rear cog and the largest front cog. Try to pull the chain from the chainring. If you can see daylight between the chain and the chainring, replace the chain.

The other method is to measure the chain with a ruler. Use the pin at the middle of a chain link as your starting point, or "0", on the ruler. Count 24 links on the chain. Number

*(Continued on page 21)*

*Meet*  
**Digger Davenport:**  
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Mountain Bike Association*

**THE BIKE COP** series is available in print or as an e-book from [TheBikeCop.com](http://TheBikeCop.com).

# Service Your Bike When...

(Continued from page 20)

24 should line up with the 12-inch mark on the ruler. If there is more than a 1/16<sup>th</sup> of an inch difference, replace the chain.

## Cassette

Wear on the cassette is always a little harder to spot. As we ride, the chain starts wearing down the rear sprockets. If you find yourself using certain gears more than others, those will likely be the ones with the worst wear. I tend to use the middle chainring in combination with the second, third, and fourth gear. Those are the ones that have the most wear. It is easy to spot as each of these sprockets has worn to the point at which they are pointed. Unfortunately, most manufacturers no longer produce cassettes that let you replace the individual sprockets. Replacing the cassette is an all-or-nothing proposition. Even if replacement sprockets are available, it is best to replace the entire cassette. When replacing the chain, you should always replace the rear cassette. If you do not, the new chain will not ride smoothly over rear sprockets and will cause the chain to wear prematurely.

## Chainrings

Typically, replacing a chain and cassette does not always necessitate replacing the front chainrings. Chainrings tend to have a longer life than both the chain and cassette. However, wear does happen. In this case, it is clear that the middle chainring is well beyond the point of replacement. The chainring looks more like a throwing star than a bicycle component. While the large and small chainrings do not have nearly as much wear, if you are going to replace a chainring, you might as well replace the others. Unlike the rear cassette, though, you can purchase individual chainrings. This not only allows you to replace ones that are the most worn, it also provides you with the opportunity to change the gear ratios up front.

With many bike manufacturers going to a single front chainring, the amount of wear on the front chainring will increase, as the wear will no longer be spread among the chainrings.

## Jockey Wheels

The jockey wheels on the derailleur are probably one of the most overlooked components. However, for the entire drivetrain to work properly, these two little wheels need to do their job smoothly. Like the front chainrings, it is not necessary to replace the jockey wheels when replacing the chain. In fact, they will typically even outlast front chainrings. That said, heavy wear is certainly possible, especially if you are operating in an environment (such as natural surface trails) that introduce dirt, mud and other abrasives into the picture.

While from the side, these jockey wheels appear to still have life in them, when you look at them from the top, you can see that they have been worn thin by the chain. These, too, will need replacement.

## Disc Brake Pads

Besides the entire drivetrain being shot on my mountain bike, the disc brake pads were badly worn and contaminated. Unlike rim brakes, on which the wear is relatively easy to spot, the only way to assess the condition of the disc brake pads is to remove them. Check the thickness of the pads and look for uneven wear patterns and signs of contaminants, such as oil or brake fluid, on the pads themselves. In the picture, it is very easy to see the difference between new pads and worn ones.

Over the next few G&Gs, I will be detailing the replacement of all these components so that the bike will ride, and stop, like new again.

*Gears & Gadgets is a blog written by David Cohen #1116. It features various repair tips and tricks that David has picked up in nearly 25 years of cycling, including 12 years of public safety cycling. Gears & Gadgets will also periodically review some of the latest "gadget" items of potential interest to public safety cyclists. The advice and opinions in this column are solely the author's and should not be interpreted as IPMBA mandates or recommendations unless explicitly stated.*

*David is a 12-year volunteer with the Maryland-National Capital Park Police. When he isn't riding or tinkering with bicycles, David can be found tinkering with vintage cars or World War II airplanes. An avid historian, David enjoys researching and writing as well. He can be reached at onyx@sax@aol.com.*

Photos courtesy David Cohen.



Rear cassette with uneven wear.



Middle chainring with excessive wear.



Jockey wheels: worn (top) and new (bottom).



Worn disc brake pads (top); new disc brake pads (bottom).

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# Inaugural Allan Howard Award for Excellence Presented to Artie Gonzales, PCI #141



Courtesy Topeka Police Department

Richard Johnson (retired Bike Unit Sgt.), Jayme Green (PCI #991, Sgt., former Bike Unit member), Guy Gardner (retired Bike Unit Sgt.), Jim Roy (retired Bike Unit Sgt.), Jerry Monasmith (former Bike Unit member & PCI #1007), Artie Gonzales (PCI #141), Damon Whisman (former Bike Unit member), Josh Klamm (PCI #1260, former Bike Unit member), Lance Green (former Bike Unit member), Jamey Haltom (former Bike Unit Cpl., Sgt. & PCI #1514; now Deputy Chief).

*On October 18, 2021, IPMBA founding member Allan Howard, past president Jim Howell, and Executive Director Maureen Becker traveled to Topeka, Kansas, to present the Inaugural IPMBA Allan Howard Award for Excellence to Artie Gonzales.*

*The Allan Howard Award for Excellence was established in 2019 to recognize individuals who have taken exemplary action to further IPMBA's mission.*

*After receiving the following nomination, it was the distinct pleasure of the Awards Committee to select Artie as the first recipient of the Allan Howard Award for Excellence. The surprise ceremony was arranged by IPMBA Instructor Jayme Green, PCI #991, during a Police Cyclist Course. It was attended by Topeka Police Chief Bryan Wheelers, past and present members of the Topeka Police Department Bicycle Unit, and the Police Cyclist Course students, as well as members of the community, family, and friends.*

*IPMBA is accepting nominations for the 2022 Allan Howard Award for Excellence. See page 24 for details.*

Artie has been a member of IPMBA since 1994, when it was a program of the League of American Bicyclists. An avid cyclist, he was one of the founding members of the Topeka (KS) Police Department Bicycle Unit in 1993. His initial training was conducted by the Omaha (NE) Police Department.

Impressed with his experience during the 1994 Police on Bikes Conference, he attended the IPMBA Police

Cyclist Course later that year. He was certified as an IPMBA Police Cyclist Instructor in 1995 via the practice teach method and attended the Police Cyclist Instructor Development Course (PCID) in 1996. He has since taught more than 30 Police Cyclist Courses and mentored five members of his agency as instructors. He continues to assist with the Topeka Police Department's Police Cyclist Courses.

He was elected to the IPMBA Board of Directors in 1999 and served until 2005, as Treasurer and Conference Coordinator. He has traveled extensively for IPMBA, attending board meetings, conducting site visits, and working/teaching at the conferences.

He has attended every conference since 1994 in various capacities, including as attendee, instructor, board member, volunteer registration coordinator, and competition "safety god".

He has served on both the Police Cyclist and the Police Cyclist Advanced Course cadres and conducted various workshops, including tactical maneuvers, Effective Cycling™, urban cycling, patrol procedures, and night riding. He is perhaps most well-known for his bicycle-specific firearms workshop, which incorporates physical exertion, simulated crashes, shooting from the ground, and shooting with the non-dominant hand.

While on the Board, Artie assumed responsibility for the conference registration desk and has managed and staffed it every year since at least 2002, always on his personal time.

Artie has conducted civilian bicycle safety education programs in Topeka and has provided information and assistance to advocacy groups seeking to improve cycling safety. He was a member of the project advisory committee for the development of the Topeka Bikeways Master Plan. He also organizes a fundraising run for a parochial school.

Artie is a humble person, not one to boast of his skills or accomplishments or seek accolades. He was a patrol officer for 36 years, passing on promotions in order to continue to directly serve the members of his community as a bike officer.

Congratulations, Artie. May your service be an inspiration to others!



Blue Racer poster featuring Artie (as well as Jim Roy and Jeff Holtzman), early bike team photo, and Artie's original wool uniform, complete with hand-sewn Spandex® insets.

IPMBA is accepting nominations for the 2022 Allan Howard Award for Excellence. The deadline for 2022 nominations is **March 20, 2022**. Awardees will be notified by May 6, 2022, and invited to participate in an award ceremony at the 2022 IPMBA Conference.

### Overview

The Allan Howard Award for Excellence

has been established to recognize individuals who

have taken exemplary action to further IPMBA's mission. It is presented to IPMBA members who have been nominated by a colleague and selected by the awards committee. Honorees must be current IPMBA members and must be nominated by someone who is familiar with their contributions to public safety cycling. Self-nominations will not be accepted. Nominations may be for work within their own communities, on a regional level, nationally, and/or within IPMBA.

Allan Howard is a retired sergeant with the Dayton (Ohio) Police Department. Allan started his distinguished career in law enforcement in 1982 and retired in 2008. During his career, he held various assignments, including foot patrol, motorcycle patrol, Dayton Police Academy instructor, SWAT team member, patrol operations supervisor, Internal Affairs Bureau investigations supervisor, fleet manager, and founding member of the bicycle patrol and the Dayton Bike School. Prior to becoming a police officer, Allan served in the

United States Marine Corps from 1977-1981 as a machine gunner.

From 1984 to 1997, Allan raced professionally as a United States Cycling Federation (USCF) and a National Off-Road Bicycle Association (NORBA) racer. He competed for DCC/Huffy, DCC/Huffy/Raleigh, Huffy/Hain Natural Foods and Chevrolet/LASD.

Allan is one of the founding members of IPMBA and was its first chair, serving from 1990 until 1997. He was a co-creator of the IPMBA Police Cyclist Course and a co-author of the *Complete Guide to Police Cycling*, the first manual for public safety cycling. Allen has authored numerous articles about bike patrol and training for *IPMBA News* and other publications. He is a highly respected instructor who has trained more than 3,000 bike officers and still makes guest appearances to assist with classroom and on-bike sessions.

### Nominations

IPMBA is seeking nominations for public safety cyclists who have gone above and beyond in their support of public safety cycling.

To be eligible, a nominee must be a volunteer, part-time or career law enforcement, security officer, firefighter or emergency medical services provider who is or has been actively involved with department-based bicycle operations, including retired individuals. Nominees must be also be current IPMBA members.

Please describe, in detail, initiatives and/or actions undertaken, developed, and/or performed by the nominee that demonstrate their outstanding dedication to public safety cycling

during the past calendar year or over the course of their affiliation with IPMBA. Efforts may include, but are not limited to, creating or expanding bike operations within their agency and/or others, developing community outreach programs, working with local, state or national elected officials in support of bicycle-related legislative actions, participating with and providing support for IPMBA's projects, programs, and initiatives, etc.

### Application Process

Download the *Allan Howard Award for Excellence* Nomination Form from the IPMBA website or email the Awards Committee at [awards@ipmba.org](mailto:awards@ipmba.org) to request one.

Submit the application, along with a nomination letter of no more than one page and up to five supporting documents (articles, letters of commendation related to the nomination, letters of recommendation, etc.), as well as a photo (if possible) to the Awards Committee by **March 22, 2022**. For guidance on how to write a compelling nomination, please consult "How to Write a Compelling Nomination" on the Allan Howard Award page on the IPMBA website.

The Awards Committee will review all applications and, at their discretion, select up to two awardees. Award recipients will be notified after the selections have been made, by May 6, 2022.

The 2022 Allan Howard Award for Excellence will be presented during the 2022 IPMBA Conference, June 20-25, 2022, in Dayton, Ohio.





# The Case of the Exploding Buckeye

MEMBER NEWS

by Robert Hatcher, PCI #629-B/EMSCI #103-B  
Delaware (OH) Police Department

It was just another day at the races. The world-famous Little Brown Jug harness race, that is, which is held at the fairgrounds in Delaware, Ohio. Attendees of the Bicycle Response Team Training at the 2017 IPMBA Conference will remember it as the site of the “Zombie Apocalypse”.

Part of the fun of the event is the “fair food”, most of which is, of course, fried. After a year without it, I set out on patrol, ready to make up for lost opportunities.



Photo Credit: Ohio State Fair Facebook Page

Those of you who are not from Ohio may not be familiar with the buckeye. A buckeye is a “useless nut from Ohio”.

Technically, it is the inedible fruit of the Buckeye tree, which is the state tree, but it is also a good-natured reference to

certain people, mostly fans of a certain university’s sports teams. More importantly, it is a tasty chocolate-peanut butter ball of goodness.

One works up an appetite on bicycle patrol, so I decided I’d try the deep-fried variety. Why not? I’m at the fair. So, I ordered ‘em up. Buckeyes are usually two bites of deliciousness. In this case, they are submerged in batter, then fried. Definitely two-bite territory...or so I assumed. I received the order and proceeded with caution, knowing that the peanut butter, wrapped in chocolate, submerged in batter, fried in oil, and sprinkled with powdered sugar, might be just a touch hot – or like molten lava.

I bit into said ball of potential lava and boom! The contents squirted out onto my face, hand, and the only napkin they gave me. Luckily, it was less like lava and more like Hershey’s syrup. The day was a bit windy, so the snow-like confection topping coating said deep-fried buckeyes flew about the area and landed on my black vest and pants. It was a total mess and my partner, Adrian, chuckled a wee bit. Lesson learned...deep-fried buckeyes are strictly one bite of deliciousness!

Would I buy them again? Probably not. Seven dollars is a high price to pay for the mess they made.

I do wonder which would be messier: the deep-fried buckeyes or the pretzel stuffed with s’mores that I was also considering. I will have to find out next year!

*Robert joined the Delaware Police Department in 1997. He is currently assigned to the Community Education Division and helps coordinate the bike team. He has been active with IPMBA since 2000, after taking the IPMBA Police Cyclist Course in Dayton, Ohio. He was certified as an IPMBA Instructor in 2002. He served on the IPMBA Board of Directors from 2009-2015 and organized the 2017 IPMBA Conference in Delaware, Ohio. He can be reached at rhatcher@delawareohio.net.*

## A Day at the Races

**Weather:** 50 degrees (10 C) and windy

**Hours On Duty:** 13

**Hours in the Saddle:** 6

**Distance Ridden:** 38.75 miles (60.35 km)

**Riding Conditions:** Mud (actually, a combination of rain water, dirt, gravel, and horse waste)

**Average Speed:** 6.5 mph (10.46 kph)

**Arrests:** 0

**Amount Spent on Fair Food:** \$30

**It was an awesome day!** (Really, it was!)

## ≡ IPMBA Members on the Move

Christopher Collins, Atlanta (GA) Fire Department (Airport) – Retired

Jim Everhart, Kingsport (TN) Fire Department – Retired

Joshua Finkler, Jefferson County (CO) Sheriff’s Office – Retired

Matthew Fogle, Georgetown (TX) Police Department – Retired

Jeffrey Foran, Manchester (CT) Police Department – Retired

Christopher Gerstner, Georgetown (TX) Police Department – Retired

Jeremy Martinez, Rio Rancho (NM) Fire Department – Retired

Kallen Richardson, Pierce Transit (WA) Public Safety – now with Tacoma Police Department

Lisa Taube – Joined the Michigan DNR Law Enforcement Division

Dustin Waters, Maricopa County (AZ) Sheriff’s Office – now with National Park Service at Saguaro National Park

Richard Wayock, Lower Merion (PA) Police Department – Retired

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**William Timson: A Well-Dressed Bike Officer**



Photo courtesy William Timson

**The Winnings!**

- MOCEAN Tactical:** Jacket, shorts, polo, pants, and vest carrier;
- Police Bike Store:** C3Sports MaxPatrol-600 DLX light;
- RECON Power Bikes:** Commando E-Bike;
- N-Ear:** Earpiece;
- Body Armor Vent:** I.C.E. retrofit kit;
- Original S.W.A.T.:** Alpha Fury shoes;
- Walther:** PDP Full Size 4.5";
- TRU-SPEC:** FiveStar hydration backpack, Circadian backpack, FiveStar Impact RK Gloves; and
- IPMBA:** 2022 Conference Registration!

Congratulations to William Timson, PCI #1351/EMSCI #304, of the LaVergne, Tennessee, Police Department! William was the lucky winner of *Police* magazine's annual "Well-Dressed Bike Officer Contest", sponsored by MOCEAN Tactical, Police Bike Store, RECON Power Bikes, N-Ear, Original S.W.A.T, Walther Arms, Tru-Spec, Body Armor Vent...and IPMBA! We look forward to seeing William and all of his prizes at the 2022 IPMBA Conference, June 20-25, in Dayton, Ohio!

**William Gish Pedals out of the Airport**

After 15 years and 16,300 miles (26,232 km), William Gish has parked his duty bicycle. William started in law enforcement in 1984 and worked part-time until joining the Columbus, Ohio, Airport Police in 2000.

He started the bike unit in

2006 with IPMBA's support, and became the first officer to ride a bicycle on patrol both inside and outside of the terminal. He began tracking his mileage right away and kept a tally until his retirement in April 2021.

William attended the IPMBA Conferences in 2006 (Dayton, Ohio), 2008 (Indianapolis, Indiana), and 2010 (Chesterfield/Saint Louis, Missouri). In 2017, he volunteered for the IPMBA Conference in Delaware, Ohio, greeting fly-in attendees at the airport and ushering them to ground transportation. Describing them as "fun and informative", William said he wished he could have attended all the IPMBA conferences during his career. Happy, healthy retirement, William!

**Public Safety Cyclists Serve CMH**

Using mountain bicycles in airports is a growing trend in airport public safety. At CMH the bicycle program was started by Officer **William Gish** after researching airport bicycling programs nationally. The program started in April 2006 and, since then, Officer Gish has logged nearly 10,000 miles while patrolling in and around the CMH terminal.

"There are many benefits to having officers on bikes – bikes are quiet, cost efficient and amazingly effective," said Officer Gish. "On mountain bikes we are able to bridge the gap between automobiles and foot patrol, and we can respond to a call quickly and begin dealing with an emergency while the medics or other officers are on their way. Such mobility can make a life-or-death difference in a congested airport."

CMH now has four bike officers who log between five and 15 miles per day: Officer Gish, Officer **William Roadruck**, Officer **Charles Shop** and Officer **Jonathan Steigerwald**, who are all trained and certified by the International Police Mountain Bike Association. Their training included learning how to ride a bike up and down stairs and how to maneuver in crowds.

"Experience has shown that citizens are more likely to approach a bike patrol officer than a patrol car or foot officer," explained Officer Gish. "Bike patrol officers are often able to approach suspects virtually unnoticed, even in full uniform."

As time allows, the bike officers answer questions from children and their parents as they're waiting in the terminal, fielding questions about bike safety, maintenance and riding. "Everyday I'm on bike patrol I hear the familiar words, 'Excuse me officer, can I ask you a question?'" said Officer Gish. "Bike patrol officers are always eager to help."



Bike patrol officer **William Gish** has logged nearly 10,000 miles on his bike since the bike program started.

This article appeared in a 2012 issue of the Columbus Airport *FlyColumbus*.

# DONATE TODAY!

In 2021, after deciding not to hold a conference for the second consecutive year, we focused on small-scale, regional trainings and continued to work on the third edition of the **Complete Guide to Public Safety Cycling** and other ongoing projects. However, the loss of conference other revenue continues to strain our finances and could hamper our ability to continue to provide you with the resources and support you expect and deserve.

Since 1991, IPMBA has been the driving force behind public safety cycling. Today, bikes are used in nearly every facet of public safety. IPMBA unites a diverse group of public safety cyclists to share knowledge and expertise, which in turn helps us to advance the profession of public safety cycling.

We produce the excellent, information-filled **IPMBA News**. We work closely with manufacturers to help ensure that their products meet your needs and encourage them to enroll in our **Product Purchase Program**, through which our members are eligible for discounts on a variety of products for personal and professional use.

We author publications ranging from educational materials to model policies and our signature work, the **Complete Guide to Public Safety Cycling** and the accompanying curriculum. We usually offer the only **training conference and product**

**exhibition** designed exclusively for public safety cyclists, and we fully expect to bring it back in 2022.

We host a **resource-packed website**, **FaceBook** page, and **LinkedIn** group to help you keep pace with public safety cycling news from around the world. We offer outstanding **networking opportunities**, through our live events and via IPMBA HQ, which serves as your **information clearinghouse** and referral point.

IPMBA has a lot of practice operating on a shoestring budget, but that string is going to be a little thinner for the foreseeable future. If you are in a position to do so, please make a **tax-deductible contribution\*** to help us keep those wheels turning!

*\*If you take the standard deduction on the 2021 tax return you file in 2022, you can claim an "above the line" deduction for up to \$300 per person in donations made to charity in 2021.*

Thank you for your support of IPMBA and public safety cycling!



## Thank You, Donors!

Michael Anderson, Saint Louis (MO) Police (retired)

Nathaniel Basner, Evanston (IL) Police

David Cohen, Maryland National Capital Park Police Reserve Unit

Dwight Edwards, Cabell County (WV) EMS (retired)

Adrian Elem, Bridgeport (CT) Police

Robert Ferguson, Howard County (MD) Fire & Rescue

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Al Simpson, Pompano Beach (FL) Police (retired)

Michael Wear, Metropolitan (DC) Police (retired)

Tom Woods, Denton (TX) Police (retired)

David Zeis, Medina County (OH) Sheriff's Office

## Please remember IPMBA in your giving plan.

Your support will help us continue to develop world-class training and resources for public safety cyclists. When it comes to police, EMS, and security cycling and Bicycle Response Team ops, IPMBA's got your back!

I support IPMBA's efforts to continue to offer resources and training for public safety cyclists despite the loss of revenue resulting from COVID-19 and fewer classes being conducted.

My tax-deductible contribution is enclosed:

\$100  \$75  \$50  \$25  \$ \_\_\_\_\_

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Membership Number \_\_\_\_\_

Address \_\_\_\_\_

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Phone Number (\_\_\_\_\_) \_\_\_\_\_

Amount of contribution: \$ \_\_\_\_\_

My check is enclosed (*payable to Police on Bikes, Inc.*).

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Donate online at  
[www.ipmba.org](http://www.ipmba.org)!



Scan here to donate now!

# IPMBA Remembers



## IPMBA Remembers Dean Douglas

*Little Rock Metropolitan EMS, Arkansas*  
**End of Watch:** Friday, November 26, 2021

### BIOGRAPHY

**Age:** 50

**Tour of Duty:** 29 years

**Badge Number:** Not available

### INCIDENT DETAILS

**Cause:** Bicycle Crash

**Date of Incident:** November 21, 2021



Major Dean Douglas, EMT, died after he was severely injured at the Little Rock Marathon on November 21, 2021.

Douglas was on duty for the MEMS bike team at the event. He was holding onto the roll bar of a utility vehicle on a bicycle when he was pulled under the vehicle, according to a report filed by the Little Rock Police Department. Douglas was responding to an emergency call when the incident happened at Daisy L. Gatson Bates Drive and South State Street.

Douglas had helped with many major events in Arkansas history, like assisting with the arrival of thousands of Louisiana evacuees during Hurricane Katrina in 2005. He saved countless lives during his years of service.

Douglas' emergency vehicle had a "mad hatter" logo painted on the back. It represented all the facets of his rescue abilities. He is survived by his wife and three children, parents, and a large extended family.

## Please Don't Cling

by **Thomas Zermeno, PCI #1390T-B EMSCI #412T-B**  
*Norman (OK) Police Department*  
*IPMBA Education Coordinator*

*Ed.'s Note: On November 26, 2021, Little Rock (AR) Metropolitan EMS (MEMS) suffered the loss of EMT Dean Douglas. On November 21, Dean was on bicycle duty during the Little Rock Marathon. While responding to a call, Dean made the decision to hold onto the roll cage of a department utility vehicle in order to arrive on scene more quickly. Tragically, this proved fatal as he was pulled under the vehicle and sustained serious injuries. We join MEMS and the community of Little Rock in mourning his loss. This article is intended as a timely reminder of the dangers of attaching oneself to a moving vehicle when operating a bicycle or any other conveyance.*

On July 4, 2021, I was riding in an annual parade. It is one of the longest running and largest parades in the Norman area. I have always enjoyed working this particular one because there are rarely critical incidents and everyone has a great time. Near the end of the parade route, I observed that one of the children on a bicycle hanging onto the back of the fire truck. I immediately directed the child to let go of the vehicle with the admonition that it was extremely unsafe.

Afterwards, I got to thinking about *Back to the Future*, when Marty McFly was late for school. He was riding a skateboard and grabbed onto the back of a vehicle so that he could get there more quickly.

It was a very memorable scene: *The Power of Love* by Huey Lewis and the News was playing and nothing bad happened to Marty. He made it to school safely and almost on time, until Mr. Strickland caught him in the hallway and issued him a tardy slip.

We as public safety cyclists have to bear in mind that, inasmuch as we want to respond rapidly to a call for help, clinging to a vehicle is a very unsafe and illegal activity, despite what we see done by actors, stunt-persons, and professional bicycle racers. We need to model positive behavior and set the standard for obeying the law. We must also remember that we need to arrive safely to the scene in order to make the positive difference we intend to make upon our arrival. Most importantly, we must remember that it is our duty is to go home at the end of each and every shift, and to help ensure that our fellow cyclists do, too.

So please remember: let the actors and stunt-persons do dangerous and illegal things. We need to stay safe, go home at the end of our shifts, obey the laws, and uphold the standards we set as IPMBA-certified public safety cyclists.

*Thomas joined the Norman Police Department in 2009. He is currently assigned to night shift patrol and is the training coordinator and instructor for the bike team. He has been active with IPMBA since 2011, after taking the IPMBA Police Cyclist Course. He was certified as PSCI in 2013 at the Baton Rouge conference and cross-trained as an EMSCI in 2017. He became an Instructor Trainer in 2019, BRT certified in 2020 and BRT instructor certified in 2021. He currently serves on the IPMBA Board of Directors as the Education Coordinator. He can be reached at [Thomas.Zermeno@yahoo.com](mailto:Thomas.Zermeno@yahoo.com).*

# Congratulations are in Order!



## IPMBA Instructor Course | December 6-10, 2021 | Tempe, AZ

**Nicolas Barth**, Delaware City Police Department, Delaware OH; **Mark Birkhauser**, US Department of Veterans Affairs Police Department, Albuquerque NM; **Craig Brown**, Minneapolis Police Department, Minneapolis MN; **Steven Castillo**, Rio Rancho Fire and Rescue, Rio Rancho NM; **Louis P. Garay, Jr.**, Upper Darby Police Department, Upper Darby PA; **Oscar Garcia**, Las Vegas Convention & Visitors Authority Security, Las Vegas NV; **Jeffrey Gowin**, Colorado State Patrol, Lakewood CO; **Travis Hansen**, Minneapolis Police Department, Minneapolis MN; **Derrick Hight**, Aurora Police Department, Aurora IL; **Kriston Howle**, Progressive Insurance Enterprise Security, Mayfield Village OH; **Dominic LaNasa**, Minneapolis Police Department, Minneapolis MN; **Adam Moniz**, Arizona State University Police Department, Tempe AZ; **Kyle Scheppmann**, Rio Rancho Fire and Rescue, Rio Rancho NM; **Tristan Smith**, Las Cruces Police Department, Las Cruces NM; **Dustin Waters**, National Park Service - Saguaro National Park, Tucson AZ; **Ryan Whitley**, Pearland Police Department, Pearland TX; **Thomas Woolfolk**, Annapolis Police Department, Annapolis MD.

## IPMBA Instructor Course | September 28-October 1, 2021 | Spokane, WA

**Joseph Berg**, Louisville Metro PD, Louisville KY; **Matthew Clark**, Seattle PD, Seattle WA; **Chris Couet**, Seattle PD, Seattle WA; **Michael Eastman**, Seattle PD, Seattle WA; **Jeffrey Fox**, Chandler PD, Chandler AZ; **Keith Gonsalves**, Spokane PD, Spokane WA; **Christopher Hodge**, Louisville Metro PD, Louisville KY; **Matthew Hoover**, Vancouver PD, Vancouver WA; **James Kellett**, Seattle PD, Seattle WA; **Jamison Maehler**, Seattle PD, Seattle WA; **Anthony Morasco**, Seattle PD, Seattle WA; **Rey Palacol**, Everett PD, Everett WA; **Robert Peterson**, Redmond PD, Redmond WA; **Renardo (Rey) Reynolds**, Vancouver PD, Vancouver WA; **Karl Richardson**, Spokane PD, Spokane WA; **Oscar Rodriguez**, Bellevue PD, Bellevue WA; **Joshua Ziemer**, Seattle PD, Seattle WA.



## IPMBA Police Cyclist Instructor #2000

IPMBA has certified our 2000<sup>th</sup> Police Cyclist Instructor! Amanda Williams of the Amarillo (TX) Police Department graduated from the IPMBA Instructor Course held August 9-13, 2021, in Denton, Texas.

This occasion marks yet another milestone for IPMBA. Since its founding in 1992, IPMBA has issued 2041 PCI numbers, 491 EMSCI numbers, and 42 SCI numbers.

Congratulations and thanks to Amanda and all other IPMBA Instructors for helping keep public safety cyclists safe!



## IPMBA Maintenance Officer Course Graduates | September 14-18, 2021 | Kansas City KS

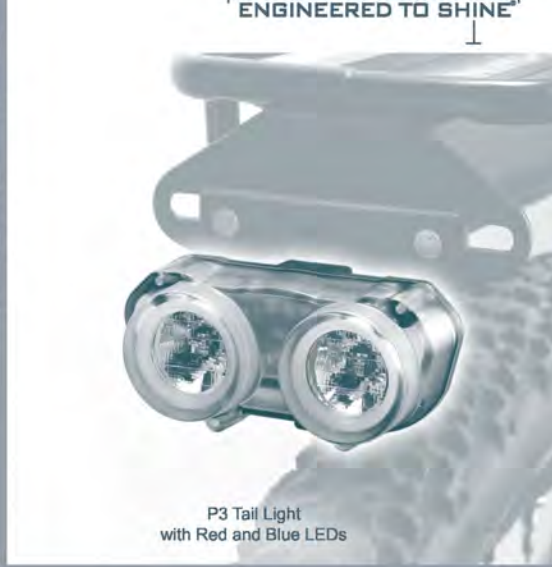
**Thomas Besich**, San Antonio PD, San Antonio TX; **Nathan Cantrell**, Lee's Summit PD, Lee's Summit MO; **Carla Jo Ehlinger**, Pearland PD, Pearland TX; **Austin Finch**, Pearland PD, Pearland TX; **Ian Garcia**, San Antonio PD, San Antonio TX; **Alexander Gorme**, Los Angeles Fire Department, Los Angeles CA; **Nathan Peach**, Monroe County Sheriff's Office, Bloomington IN; **Jared Shearer**, Kansas City PD, Kansas City KS.

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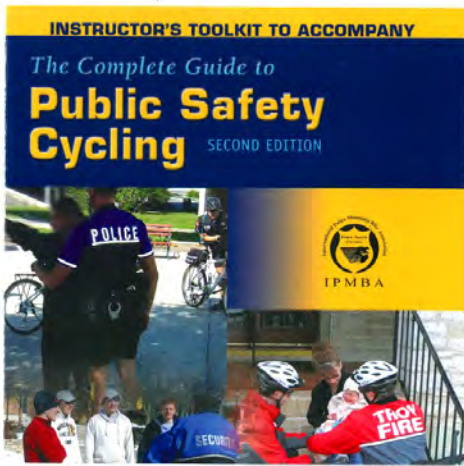
Contact Cygolite to learn more.

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Email: [patrol@cygolite.com](mailto:patrol@cygolite.com)  
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IN THE USA**

# Instructor ToolKit News!



As this newsletter goes to press, the *Complete Guide to Public Safety Cycling, 3<sup>rd</sup> Edition*, is nearing completion. The anticipated publication date is the end of March 2022. That is not guaranteed, but we are cautiously optimistic that we shall meet that goal.

As an instructor, we know that you place a high priority on the quality of your teaching materials, and we are happy to report that progress is being made on the next iteration of the Instructor ToolKit (ITK) as well.

Significant changes are being made to both the book and the ITK, which will make it necessary for all IPMBA Instructors to make the transition to the new materials in a timely manner. Upon release, current instructors will be required to purchase the ITK within nine months. This applies to all instructors, even those in agencies with more than one instructor.

Instructors who have not purchased the ITK at the end of the nine-month period will be required to attend the IPMBA Instructor Course as a recertification requirement or relinquish their teaching materials and

instructor certification. The cost of the ITK will be announced at a later date.

In an effort to make this easy and affordable, an in-person training will not be required. However, instructors are encouraged to register for the 2022 IPMBA Conference (June 20-25, in Dayton, Ohio) and enroll in the “Tour de New ITK” workshop.

Like the current version, the ITK will contain all of the documents needed to conduct an IPMBA course, including, but not limited to: Unit Plans, Lecture Outlines, PowerPoint® Presentations, Skill Stations, Mock Scenes, Written Tests, Practical Tests, Model Schedules, Forms, Fact Sheets, and Administrative Guidelines. Unlike the current version, the ITK files will be accessed via download rather than physical storage device.

We are thrilled to be so close to releasing the updated curricula and no longer having to read comments on the evaluation forms about outdated teaching materials.

We will notify you about availability and pricing as the information becomes available.

Thank you for your patience and your continued support of IPMBA.

**NEW LOW PRICE!**

**INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION BADGE ORDER FORM**

**\$95.00**

Option 1 (IPMBA Seal)    Option 2 (State Seal)

DESIRED STATE SEAL: \_\_\_\_\_

Banner 2 Options:  
 INSTRUCTOR  
 MEMBER

Order Total    Shipping & Handling  
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 \$101-\$250    \$20.00  
 \$251-\$500    \$25.00  
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**\*Send all forms and checks made out to Symbol Arts to the address below**

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The Board Issue

**ipmba news**  
 NEWSLETTER OF THE INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION

Newsletter of the  
**International Police Mountain Bike Association**  
 583 Frederick Road, Suite 5B | Baltimore, MD 21228  
 Phone: 410-744-2400 | Fax: 410-744-5504  
 E-mail: info@ipmba.org | Website: www.ipmba.org

**Craig Lepkowski** | IPMBA President  
**Maureen Becker** | Executive Director; Managing Editor  
**Jennifer Horan** | Design and Layout

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 The International Police Mountain Bike Association promotes the use of bikes for public safety, provides resources and networking opportunities, and offers the best, most complete training for public safety cyclists.  
 IPMBA Membership is \$60.00 per year.

Interested in submitting an article?  
 Interested in advertising in *IPMBA News*?  
 Email Maureen@ipmba.org for information.

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

*Ed.'s Note: This article appeared in IPMBA News, Volume 15, Number 1, Winter 2006, and has been updated for 2021.*

**T**his job stinks! We all got into this profession for similar reasons: help people, save lives, catch bad guys, drive fast, etc. Then along came the paperwork and the supervisors who wanted it done right the first time. My sergeant used to say, "If you don't have time to do it right the first time, when will you find the time to do it over again?"

We all started riding for similar reasons: get in shape, stay in shape, sneak up on the bad guys, so we could wear shorts, etc. Then we became instructors and along came the paperwork, and IPMBA wants it done right before you submit it, or else! Or else we'll put this article into the newsletter. You'd be amazed at how many eyes look over the paperwork you submit and how many different purposes the paperwork serves. We know it won't always be perfect; my latest submission certainly wasn't. However, there are a number of recurring issues with class paperwork that we'd like to try to resolve. The IPMBA office uses the coursework to track instructors' active status, maintain a database of all students trained, and invite successful graduates to become members.

In an effort to make all of our jobs easier, we'd like to bring to your attention, en masse, some of the more common problems.

**Student-Teacher Ratio:** The student-teacher ratio is no more than ten students per "Certified IPMBA Instructor." Even if you use a "Certified IPMBA Member" as a helper, you still need to have one certified IPMBA Instructor for every ten students.

**Course Forms:** In regards to paperwork, every instructor should have an IPMBA ITK (CD or download) with all of the IPMBA forms (housed in the administration folder), which are designed to be filled out on your computer. Please use those forms rather than departmental forms for your submissions. Fill each form out completely, especially instructor names/numbers, course dates, number of students who start and complete the course (yes, list those who withdraw for whatever reason as "DNF" and note why), student contact information, and written and on-bike test scores. And if you choose to fill the forms out by hand, please write legibly! If you don't have the forms, request them via email to [info@ipmba.org](mailto:info@ipmba.org).

**Updated Certification Applications:** Most of the forms haven't changed much since the ITK was released; the one that has been updated several times is the certification application. Fees and benefits have changed, and a new pin design has replaced the one we've had for decades. If your form does not show the certified member fee as \$75 and the pin as \$8, replace it now with the current one – download it from [https://ipmba.org/images/uploads/2021\\_IPMBA\\_Certification\\_Application-Tab.pdf](https://ipmba.org/images/uploads/2021_IPMBA_Certification_Application-Tab.pdf) or copy the one that appears on page 33 of this newsletter. It is very important to provide your students with the current form so they are not billed for the balance due.

**Save Paper and Postage:** In an attempt to reduce paperwork, IPMBA now has a waiver that you pass around the room, and all students sign on the same piece of paper. If you are still having students sign individual waivers, download the latest one from the COVID resource page (<https://ipmba.org/resources/covid-19>). Also, many photocopiers have what's called a combine/series mode, which enables you to copy up to four pages onto a single sheet of paper. This is a great way to copy your evaluations and waivers. If your machine isn't quite that high-tech, chances are that it can at least duplex, that is, copy single-to-double-sided. Check with your departmental copier guru to find out how to use this function. This will help save you the cost of both paper and postage. Of course, if you scan and email your paperwork, you will automatically save on both. Whether you copy and mail or scan and email, be sure to choose "duplex" if your paperwork is two-sided. If you have a scanner, by all means, scan and email the paperwork instead of mailing it.

**Postcard:** You'll receive a postcard shortly after your submission to acknowledge its receipt. In my case, and many others, there will be a request for the paperwork you forgot. Please send those forms back within two weeks and attach the postcard so the paperwork will go to the correct Course Record. If you are faxing the missing paperwork, fax a copy of the postcard along with it. You may also email the missing items to [info@ipmba.org](mailto:info@ipmba.org); just be sure to note in your email that you are completing a previous submission so it does not appear as another incomplete one.

#### Random Reminders:

- ▶ Make sure that all students who complete your classes fill out an evaluation, not just the ones who pass the test.

- ▶ Submit your paperwork within two weeks of the end of your class. Scanning and emailing it to [info@ipmba.org](mailto:info@ipmba.org) is preferred.
- ▶ Only submit membership & certification applications on behalf of your students if payment is also enclosed.
- ▶ Keep two full sets of coursework (or an electronic one), one for you and one for your department. It does not matter whether you submit the original or the copy to IPMBA, but again, scanned copies are preferred. People have been known to seek out their training records more than a decade after attending the class.
- ▶ Send only the course record and roster, evaluations, waivers, and incident report forms (and certification applications with payment). Do not send query sheets, test sheets, PAR-Qs, or check-in cards.
- ▶ List all students on the roster, even those who did not finish (DNF) or failed. If they did not complete the course, indicate why they withdrew in the "Notes" section on the course roster.
- ▶ Canadians: Please include your postal codes! The latest version of the certification application has a line for "Zip/Postal" code, so that's no longer an excuse for omitting it.

#### IPMBA is YOUR Organization

IPMBA continues to be a great organization because of fine instructors like yourselves, who started out as fine bike officers and medics. Our organization exists to serve its members through the Board of Directors and its Instructor Cadre. If we become stagnant or lose our members, we cease to exist. Therefore, we ask that you urge your students to join **YOUR** organization. Build the certification fee into your tuition. Hand out the certification application ([https://ipmba.org/images/uploads/2021\\_IPMBA\\_Certification\\_Application-Tab.pdf](https://ipmba.org/images/uploads/2021_IPMBA_Certification_Application-Tab.pdf)) at the end of the class. Direct students to enroll online at <https://ipmba.org/membership/join-renew>. If they choose to enroll online, be sure to instruct them to choose the certification option during the second step in the process.

Where would we be if we didn't strive to do better in our training, riding, recruiting, and even our paperwork?

*See you in Dayton!*



# Attention Instructors!

**A**ttention, Instructors! This is the ONLY version of the regular certification application that you should be using. All previous versions must be discarded as they do not reflect the current information. If your application does not look like this, visit [https://ipmba.org/images/uploads/2021\\_IPMBA\\_Certification\\_Application-Tab.pdf](https://ipmba.org/images/uploads/2021_IPMBA_Certification_Application-Tab.pdf) now and download it today!

## IPMBA Certified Membership Application



*IPMBA Certification is the official evidence of course completion and achievement of professional standards.*

### BENEFITS INCLUDE:

- Internationally recognized IPMBA *Police, EMS* or *Security Cyclist* Certificate;
- *IPMBA News* (training tips, product reviews, funding information, resources, more);
- Discounted registration to the IPMBA Conference;
- Access to advanced training opportunities, including the IPMBA Instructor Course;
- Members-only discounts on equipment for on- and off-duty use;
- Networking and information-sharing; and...
- IPMBA member decals!

*Please enroll me in IPMBA's Registry of Certified Public Safety Cyclists as an IPMBA-certified Police, EMS, or Security Cyclist.*

\$75.00 IPMBA

Certification (*includes one year of membership*)

\$8.00 Lapel Pin

Police  EMS  Security

\$ \_\_\_\_\_ **TOTAL**

*(Enter payment details below.)*

*Please submit applications and payment immediately following the course.*

- IPMBA certification is available to members only.
- IPMBA membership is open to individuals only.
- Membership materials will be mailed to your *personal* address (*Allow 6 – 8 weeks*).

**ENROLL ONLINE** AT [IPMBA.ORG/MEMBERSHIP/JOIN-RENEW](http://IPMBA.ORG/MEMBERSHIP/JOIN-RENEW)  
**OR COMPLETE AND SUBMIT** VIA MAIL, FAX, OR EMAIL.

Name \_\_\_\_\_  Police  EMS  Security

Personal Address \_\_\_\_\_

City \_\_\_\_\_ State/Prov \_\_\_\_\_

Zip/Postal \_\_\_\_\_ Country \_\_\_\_\_

Personal Phone \_\_\_\_\_

Personal E-Mail Address \_\_\_\_\_

Department E-Mail Address \_\_\_\_\_

Department \_\_\_\_\_

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

City \_\_\_\_\_ State/Prov \_\_\_\_\_

Zip/Postal \_\_\_\_\_ Country \_\_\_\_\_

Department Phone \_\_\_\_\_

Membership Number (for current/renewing IPMBA members) \_\_\_\_\_

*I have successfully completed the following IPMBA Course (check one), scoring at least 76% on the written test and passing the practical skills tests.*

*Police Cyclist Course*  *EMS Cyclist Course*  *Security Cyclist Course*

Primary IPMBA Instructor's Name \_\_\_\_\_

Instructor Number \_\_\_\_\_

Dates of the Course

Month \_\_\_\_\_ Dates \_\_\_\_\_ Year \_\_\_\_\_

Location of Course \_\_\_\_\_

(Facility Name, City, and State)

### Payment Method (U.S. Funds Only)

Check or money order (payable to IPMBA; mail to 583 Frederick Road, Suite 5B, Baltimore MD 21228)

Visa / MasterCard (circle one) Name on Credit Card (please print) \_\_\_\_\_

Email Address of Card Holder \_\_\_\_\_

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Expiration \_\_\_\_/\_\_\_\_ Code: \_\_\_\_\_ Signature \_\_\_\_\_

Billing Address  Personal  Department **Purchase orders accepted for multiple memberships only. Federal Tax ID: 52-2137781**

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(Continued from page 1)  
(www.icebike.com). There I learned that other people rode their bikes year-round and, amazingly, many of them rode when there was ice and snow on the ground. In fact, I discovered that winter riding is so popular in other parts of the world that Finland's Nokian tire company makes (at last count) nine different studded winter tires for bicycles! I was hooked. I have been riding to work, to the store, and running errands on my bike during the winter whenever possible ever since.

Your second question, obviously, is "why?" Why would anyone in their right mind want to ride a bicycle in the winter? For starters, to improve your skills, maintain your fitness, and keep your bicycling muscles fresh. Add to those empty bike trails, less traffic, meeting a challenge, having fun, and boasting rights – being able to say to all those who sat it out that you conquered winter. Personally, the look on my chief's face when I ride into the station during a snowstorm makes it all worthwhile!

The first thing you need to do if you are going to ride in the winter is figure out the kind(s) of weather in which you will be riding. Is it cold and wet, cold and dry, or is there lots of snow? Or do you experience it all? I do! Once you've figured that out, you can determine your limitations based on equipment.

#### **BICYCLES**

The first piece of equipment you need is a bicycle. Weather determines the type of bike you will be able to ride. Road bikes are ok until you need snow tires or fenders. The best type of bikes for winter riding are hybrids, mountain bikes, and bikes designed for loaded touring. These bikes all can take big tires and have better foul weather brakes than road bikes. Most can also accommodate some type of fenders.

#### **CLOTHING**

The next thing you need is proper clothing. Depending how cold it is in your area, this could mean anything from purchasing better raingear to adapting

heavy winter clothes for cycling. There is very little cycling clothing that works well below 40 degrees Fahrenheit (4 Celsius), and even less for riding at 30 degrees Fahrenheit (-1 Celsius) or below. This means you don't have to spend a lot of money on fancy clothes and that you can wear your summer cycling shorts under whatever outerwear you choose. Clothes that breathe are a must, and so is rain gear that is well-vented and breathable. You will be in a constant wind, equal or greater than your riding speed, so your rain jacket can also be your wind top.

Keeping your feet warm is essential. Depending on how cold the temps are



when you ride, you may be able to get away with only neoprene shoe covers over your regular cycling shoes. Lake makes winter-specific cycling shoes, but many of us "ice bikers" have adapted winter boots with stiff soles to meet our needs. Neoprene covers or waterproof shoe covers are necessary if you will be riding in cold, rainy conditions, and lined neoprene shoe covers can work in some snowy areas too. PowerGrips are the accepted pedal retention device if you wear non-standard cycling shoes, and they make extra-long straps to accommodate many winter shoes. Some people have had success with putting SPD cleats on winter boots, but I think the PowerGrips solution is probably the easiest unless you buy a winter bicycle shoe.

For really cold temperatures, mittens are the only viable option. However, if you are going to ride in cold, rainy conditions,

a waterproof glove is a must. "Lobster" mittens are a good choice because they allow you a little more dexterity. And for extreme riders, there are handwarmers called pogies, which look like huge mittens that attach to your handlebars.

Headgear is another item that is not only ride dependent but a personal preference. This could range from any combination of head bands, winter caps, helmet liners, or face masks. You will need to see what works for your conditions and what is comfortable. Many helmets are instantly adjustable and can be adapted by making a quick adjustment to the fit ring and loosening the chin strap to accommodate

your winter head gear. Many of us dress a little cool for our winter rides because it is very hard to change layers in the middle of your ride. You warm up from exertion while riding and if you want to get warmer, all you have to do is increase your effort. As a result, you can regulate your temperature throughout your ride by regulating your cycling effort.

#### **EYE PROTECTION**

Eye protection in the winter is a whole new ball game. You will need to experiment to find a product that is

suitable for your riding conditions while at the same time comfortable. If you are lucky enough to not wear corrective lenses, the choices are much easier. Normal glasses fog easily and much of the fogging comes from your own breath. At higher temperatures, fogging tends to only happen when you're not moving. At colder temperatures, it can happen all the time. Some glasses do well at moderately cold temperatures, but once the temperature dips past the mid-twenties, I go for skeleton-framed ski goggles. I haven't had them fog at -20 F (-28 C), though they do restrict my peripheral vision a little bit. Again, you need to find out what both works well and is comfortable.

#### **LIGHTING**

One important safety consideration in winter is lighting. Winter days are shorter

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# Art of Winter Cycling

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and you will need to either plan your rides around this or invest in a good light set. Winter road conditions usually require better lights than what you need in the summer. If all your riding is done on snow-packed trails, you can get away with cheap lights because the snow is a great reflector. However, potholes on a wet road are hard to see with a cheap light, and seeing ice on a road is next to impossible. The biggest problem with light sets in the winter time is batteries. Cold weather shortens battery life and extremely cold weather can make some batteries almost nonfunctional. There are a couple schools of thought on this. One is that only batteries that have an exothermic property (give off heat when it discharges) such as Li-Ion Ni-cad should be used. Lead acid batteries should be avoided as they will lose 50% of their capability if left out in these cold temps. Another school of thought is to keep the battery warm; many of those people advocate using helmet lights with flat battery packs that can be worn under the coat. Still another school says to skip batteries and use a dyno/generator. The type of dyno once again is weather dependent. Wheel-driven dynos don't work well in snow, while dyno hubs are not affected by any weather. If you choose to go with a dyno, price becomes a factor as most dyno hubs start at \$100 just for the hub, which then has to be built into a wheel.

Lighting choice is driven by money and personal preference. Good lights are costly no matter which option you choose, though there are quite a few plans on the

internet for do-it-yourself bike lights. My personal choice is a mix. I have a wheel-driven dyno for wet and dry weather. I also carry a 10w halogen helmet light with the battery pack inside my coat. This gives me extra light when I need it or a replacement for the dyno when snow is on the road.

## TIRES

The final item is tires. The tires you use in the summer will work in the winter until there is snow and ice on the ground. If you want to keep riding in snow and ice, studded tires are highly recommended. Good studded tires have studs made out of a very hard material like carbide to reduce wear. I ride on Nokians but Schwalbe also makes good tires. I've had the same set for four years and still haven't worn the studs off, despite the fact that I frequently ride them on dry roads whenever I hear there is a chance of snow. Many people think that studs are only needed for ice and that knobby tires are good for deep snow. Personally, I keep two sets of rims on hand. One has a mixed tread that is suitable for wet streets and thin layers of wet snow. The second set has an aggressive set of Nokian studded snow tires on it that I use whenever the roads are snowy or icy.

## CONCLUSION

A few final words need to be said. Riding in any type of weather has its challenges, but cold weather requires a few extra precautions. Be aware of the signs of frostbite and hypothermia. Once you know what to look for, winter riding is no more dangerous than riding when the

thermometer is in the 90's (30's C). Also, winter riding is difficult. Riding in the cold is strenuous; add ice or snow and it's a real workout! Riding in snow is like riding in beach sand; add ice to that and you ride harder and more slowly, so if you're planning to ride to work, don't forget to take that into account. You need to be in shape no matter what the weather!

The rest is up to you. Winter riding is about discovery and much of it is trial and error. Discover what works, what you've been missing, what you need to keep going and how to keep your bike upright on the ice!

## WINTER RIDING WEBSITES

*General riding information and an email list:* [www.icebike.com](http://www.icebike.com).

*Nokian tires:* [www.suomityres.fi/](http://www.suomityres.fi/).

*Schwalbe tires:* [https://www.schwalbetires.com/bike\\_tires/studded](https://www.schwalbetires.com/bike_tires/studded).

*Peter White Cycles:* [www.peterwhitecycles.com](http://www.peterwhitecycles.com)

*Fat Tire Guide (added 2021):* <https://completetri.com/best-fat-bike-tire-guide/>

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