



There's a Change in the Air

by Maureen Becker
Executive Director

There's a change in the air, and it isn't just the weather. As seasons change, so too must organizations. Most people agree that the two pandemic years were ones of unanticipated – and sometimes forced – change. Some changes were more difficult than others. But we discovered it was possible to work and learn remotely. We found previously unexplored ways to sustain ourselves and our livelihoods. And we learned to live without some of the constants in our lives.

For IPMBA, the constant we learned to live without was our conference. From 1991 until 2019, the IPMBA Conference happened every year; not in the same place or over the same dates, but it was an annual affair. When it was cancelled in 2020 and 2021, we mourned it, but we filled in the gaps with regional training courses and projects. The latter brought about two major changes: the third edition of the *Complete Guide to Public Safety Cycling* and the accompanying Instructor ToolKit (*Instructors: see page 49*). This was no mere update; this was an overhaul of our textbook and our Police, EMS, and Security Cyclist curricula to keep up with changes in the world of public safety cycling. It was a most welcome change.

2022 saw a return of the IPMBA Conference, this time without the word “annual” in the title. It was our 30th Conference, and it followed the model adopted in 2017, when we blended the “pre-conference” and “conference” together. That was a big change, but we got used to it.

When the IPMBA Board met in early 2022, the future of the conference was a hot discussion topic. After years of having agencies vie for the privilege of hosting it, we find ourselves with few prospects. Upon querying past host committee members, it became clear that hosting it in its current format is a burden. As a result of budget cuts and personnel attrition, most agencies no longer have the resources required to support the event, which was described by one host agency as “a conference within a conference”.

And so, another change is in the air. There are many details to work out, but the plan is to develop two models: one consisting of the certificate courses and one comprising the workshops portion. These will alternate each year and enable host agencies to select the model that best fits their facilities and resources. Each model is expected to include opportunities for our industry partners to participate, perhaps an outdoor demo one year and an indoor exhibit hall the next. Both will enable our members to gather among friends and colleagues and experience world-class, public safety cyclist training.

While we recognize that this change may be difficult for some to embrace, we anticipate that it will expand our horizons and make hosting an IPMBA Conference a more attractive and realistic option for the agencies upon which we rely to make it happen. More information will be available as the models are developed, but in the meantime, if you are interested in hosting a future conference – of either type – email events@ipmba.org for more details.

Hope to see you in 2023! We're working on it!

MedStar's BERT Delivers the Right Resource to the Right Place

The Bicycle Emergency Response Team (BERT) is engaging the community while providing quick response to difficult-to-access venues.

This article appeared on EMSOne.com on August 31, 2022.

by Ross Gaston, EMSCI #485
MedStar Mobile Healthcare (TX)

For MedStar Mobile Healthcare, the high-performance, public utility model EMS system serving Fort Worth and 14 other cities in North Texas, delivering patient-centered care, effective response, and maintaining economic efficiency is their mission. However, achieving that mission for a special district of MedStar's service area during peak times was becoming increasingly difficult during the summer of 2018.

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A New President Takes the Helm



Greetings, Everyone!

After two years without a conference, it was with great pleasure that we were able to host the 2022 IPMBA Conference in Dayton, Ohio. The excitement and enjoyment of coming together each year is truly a highlight, not to mention that we get to travel to a variety of locations. I have attended and enjoyed many conferences over the past 15 years, as have many of you, so the past two years have been tough on all of us.

In 2019, I was fortunate enough to be selected as an IPMBA board member. That responsibility is truly daunting. Board members not only represent the members, but are also charged with safeguarding the organization's well-being. During 2020 and 2021, the safe-keeping of the organization included many new dynamics which forced cancellations and organizational changes.

Hopefully as an organization, we can put the pandemic in our rear-view mirror. However, rest assured we have learned many lessons over the past two years and are prepared for the future.

During this year's conference, we had the great privilege of welcoming three new board members to our team: Adam Gaby, Albert Jackson, and Kevin Angell. I am amazed at the knowledge, experience and backgrounds these three individuals bring to our organization. Welcome Adam, Albert, and Kevin! To learn more about them and the rest of us, check out the board profiles on pages 52-53.

As much as we missed the conferences, not having them gave us more time to focus on other priorities. This past year, we completed the *Complete Guide to Public Safety Cycling*, 3rd Edition, and the accompanying Instructor ToolKit (ITK). It was a herculean effort, but it was so crucial to keeping IPMBA at the forefront of public safety cycling education.

It is my goal as President to position this organization for the coming generation: the next group of police, emergency medical personnel, security officers, industry suppliers, and professionals ...

So where do we go from here? It is the mission of IPMBA to offer the best, most complete training for public safety cyclists. To accomplish this task, we must never rest on our laurels; we must continue to strive toward future goals and plans. We must do so in a strategic manner to position ourselves for many decades to come.

I am honored that the board has graciously chosen me to represent the organization as President. I bring to the members an understanding of how this organization came into existence some 30 years ago, an understanding of what we have accomplished in the past two decades, and ideas about where we need to go in the future.

The past two years brought us a great opportunity for change. Technology is rapidly changing the bicycle industry and the way public safety operates. E-Bikes may become the standard sometime soon. With more than 23 years in law enforcement, I am beginning to realize I am now the old dog, but even old dogs need to learn new tricks.

We don't see ourselves age, but what does happen is we become a generation older. As this happens, we begin losing those in the generation before us. We are beginning to see this within our organization. A generation of comrades, a generation of friends, and a generation of those we call family.

It is my goal as President to position this organization for the coming generation: the next group of police, emergency medical personnel, security officers, industry suppliers, and professionals who will be able to carry this great organization into the future without us.

If you ever need anything, don't hesitate to drop me a message.

David Millican



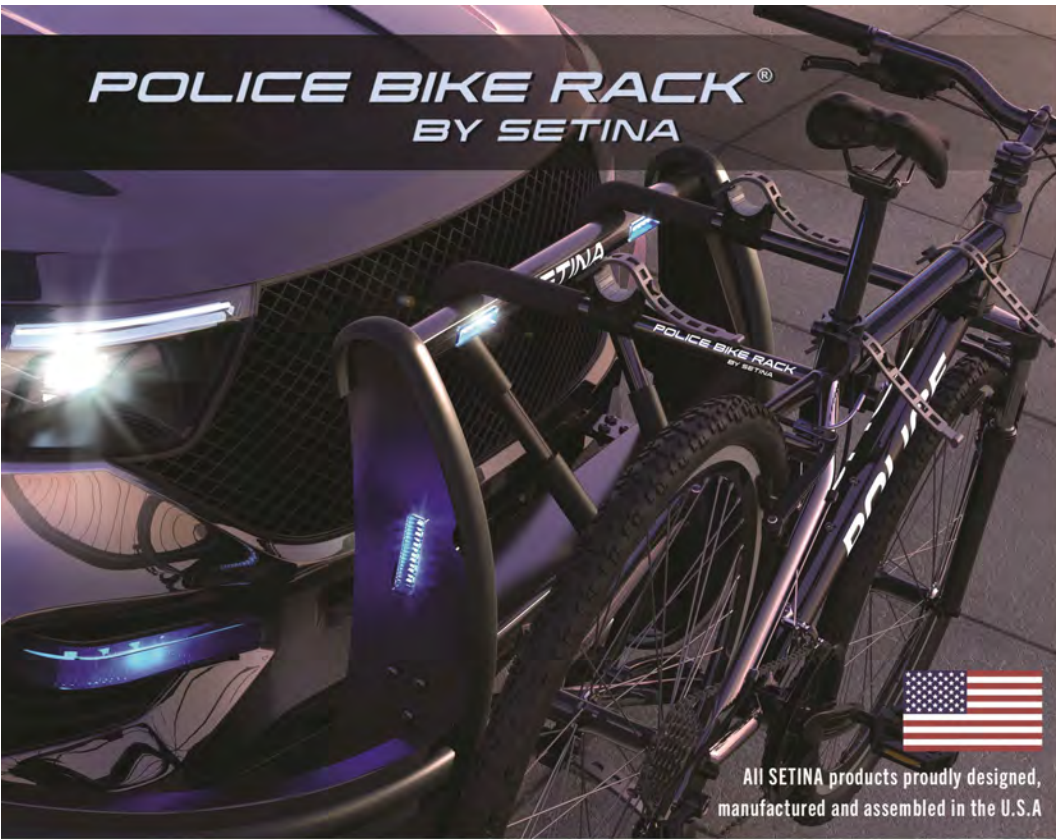
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Are You Fit for Duty?

by **Greg Bowen, PCI# 1227**
Tarrant County College (TX) Police Department
IPMBA Industry Liaison



Are you mentally, emotionally, and physically fit for duty? If you recognize the title, it could be because I wrote a similar article asking the same question for the 2020 *IPMBA News* Board Issue. The focus was on those who had died from heart attacks, with an emphasis on why public safety personnel traditionally suffer from poor diets, stressful situations, or lead otherwise unhealthy lifestyles that are mostly due to the nature of the job.

The Officer Down Memorial Page (ODMP.org) provides a breakdown of the reasons we lose officers throughout the year. As of November 14, 2022, the ODMP reported that nine officers had died in the line of duty due to heart attacks this year. These heart attacks occurred after the officers had performed “routine” job tasks. The count does not include those lost while not on duty, related to poor health habits or other factors.

After looking at the previous statistics compiled by ODMP, I felt compelled to revisit this topic with a slant on the importance of having a survivor mindset and how leading a healthy lifestyle can improve that mindset. We can be more mentally focused when we participate in a regular exercise program and consume at least a moderately healthy diet.

With the increasing number of tragic, hostile events around our country, the public expects more from first responders to stop threats and to save lives. Call it what you want: warrior mindset, survivor mindset, winning mindset, or guardian mindset. It is a state of mind that we must possess in order to be able to run toward a threat, stop the threat, stop the killing, and save lives.

If we don’t keep ourselves physically fit, our mindsets will suffer. If our mindsets suffer, we will be less motivated to keep ourselves physically fit.

Events such as Sandy Hook, Virginia Tech, Las Vegas, Marjory Stoneman Douglass, and Uvalde should be enough to motivate us to become better, faster, and stronger; to improve our mindsets; and train hard to be able to confront and combat similar threats. Attending one ALERRT class, watching a training video, or attending a conference is not enough. We must train on- and off-duty. We must put ourselves in uncomfortable situations during training to be able to respond to uncomfortable real-life situations. Train so you will not hesitate outside while people are dying inside. Train to have the ability to control your heartrate so you can combat the physiological effects of stress and exertion on your body. Train to have the courage to take command and lead your troops into a hostile situation to save lives.

As you struggle to muster the motivation to go on your next training ride, run, or workout, think of the nineteen children at Uvalde Elementary, the twenty at Sandy Hook Elementary, the seventeen at Marjory Stoneman Douglas High School, the thirty-two at Virginia Tech, and the many others whose lives have been lost to the evil that the public depends on all of us to protect them from.

As IPMBA public safety cyclists, we can set the example for our fellow officers to help them find the motivation to increase their activity level and improve their diet so they, too, can become better, faster, stronger, and better prepared to protect those whom we have sworn to protect.

Greg is a police captain for the Tarrant County College Police Department in Central Texas. He attended the IPMBA Police Cyclist Course in 2001 and started the bike unit for his department. In 2011, he attended the IPMBA Instructor Course in Richmond, Virginia. Over the years he was fortunate to attend several IPMBA Conferences. His department and Fort Worth Police Department co-hosted the 2019 IPMBA Conference in downtown Fort Worth, Texas. In 2020, he was elected to the IPMBA Board of Directors and appointed to the position of Industry Liaison. In 2021, he earned the rank of IIPMBA Instructor Trainer (IT). He can be reached at industry@ipmba.org.

Year	Number of LODD Heart Attacks
2012	11
2013	14
2014	23
2015	21
2016	17
2017	21
2018	20
2019	19
2020	9
2021	23
2022	9
(As of November 14)	

Source: Officer Down Memorial Page (www.odmp.org)



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Pay Attention to the Pain... and Your Partner!

by Joseph DuPree, PCI #1599-B/EMSCI #385-B
Columbia College (SC) Police Department

I am not trying to give anyone medical advice, and I am not going to give you a bunch of stats. However, I wanted to share an eye-opening experience. In December 2021, I retired from the State of South Carolina and my position at the University of South Carolina Division of Law Enforcement and Safety. It was a very difficult decision, because I had worked there for 15 years and made a lot of good friends. However, I was not happy in the role that I found myself in. I suspect that you feel the same way I do: I was never happier at work than when I was on bike patrol.

I wasn't ready for full retirement, so I had spent about three months looking for a job outside of law enforcement with no luck. When I saw that a small private college was advertising a patrol officer's position, I decided to make some inquiries. After talking with the Chief at the college, I accepted the position and filed my paperwork to retire from the state. It seemed like it took forever for my new commission card to come in so I could start carrying a firearm again.

On Saturday, January 1, 2022, I started my first night as a newly re-commissioned police officer. The college was closed for the holiday season. About three students, my partner, and I were the only ones on campus. I made my plans; I was going to keep up my old training habits by physically checking to make sure that every door in my area was locked. I drove the patrol vehicle to a centralized location and started walking. I was a bit winded, but I really didn't think much of it. I had just spent almost a year sitting on my butt, providing physical security for one of the campus buildings at my last department. But I pressed on, checking every door and building in my patrol beat.

At one point, I had to stop to catch my breath. The other thing I was experiencing was cramp in the back of my right calf; make a note of that – it will come up later. After completing my checks, I returned to the

vehicle and started a vehicle patrol of the surrounding area of campus. Once in the vehicle, I did not experience any shortness of breath or other signs of distress. The night went on without issue and my partner and I were relieved in the morning. I drove home, put my gear away, showered, and went to bed.

On Sunday, January 2, when I woke up to get ready for work, I felt great and energetic. After collecting my gear, my coffee, and my lunch, I left home and drove back to work. Just after we started our shift, a person who lives by the college's athletic fields called the

emergency number to report that someone was trying to break into their vehicle. We responded to the scene, along with the city police. We did not find any suspects, just the victim's broken-into vehicle.

At that time, I did not feel any shortness of breath, just the cramp in my right calf. I filed a report for the call and ate my lunch. I met with my partner at the gas pump to refuel my patrol vehicle and we talked for a few minutes. I then started my property check, same as I had the night before. Again, I had the shortness of breath, and I had to stop and catch my breath a number of times. However, once I was back in the patrol vehicle, I was

fine. The rest of the night was uneventful, and when it was time to unlock the only building that we needed to unlock, I told my partner that I would do it. I got out of my vehicle and walked to the front door. I got about halfway when I realized that I did not have the keys. I turned around and started walking back to the vehicle. That's when I started to feel light-headed and my vision started to shrink in.

A few minutes later, I came around and found myself looking up at tree limbs, black sky, and a street light. I remember trying to rationalize that all of this stuff was in my house and wondering what happened to my ceiling. A few seconds later, I realized what happened; I had passed out. I got to my feet – it took a minute or two – and made it to the vehicle.



Courtesy: Rance Okada

(Continued on page 8)

Pay Attention to the Pain ... and Your Partner

(Continued from page 7)

After opening the building, I drove back to the office. I was cold; cold like I have never been before. My body felt sluggish and it was hard to move. I also felt like I had something in my lungs that I needed to cough up. My partner pulled up in his vehicle and asked, "Where have you been?" I told him that I had scared the crap out of myself, and that I had passed out. He told me that I should go to the ER to get checked out. I was not loving the idea of an ambulance ride, or waking my wife up at 7:00am to ask her to pick me up and take me to the hospital.

I was hoping I could wait to see my general practitioner later that morning. Unfortunately, it did not work out that way. As I was moving my gear to my personal vehicle, I became lightheaded again; the next thing I knew, my partner was yelling at me to wake up. I had passed out for the second time, so I told my partner to go ahead and call EMS.

After what felt like an eternity, the city fire and county EMS crew arrived on scene to check me out. After hearing my story, EMS recommended that I get transported to the hospital for further medical treatment. I agreed, and they packaged me up and took me to one of the local hospitals. For some reason, I thought I was experiencing COVID-19. It was not until after they did the CT scan of my chest, and, I think, every other test known to modern medicine, that they realized I had blood clots in my lungs.

I was fortunate to still be alive because, as it turns out, it was actually a large number of blood clots. At some point I realized that I needed to call my wife to let her know I was in the hospital. After she arrived, we talked to the ER doctor about the various treatments and which plan we were going to take.

Now, I get the mental image that life was laughing at me for thinking I had a say in all of this. Because, when I took four steps to wash my hands after using the bathroom, I passed out a third time. I woke to see that the previously empty ER was as full as a Krispy Kreme on National Donut Day. That's when one of the cardiologists that they had asked to review my case walked in. He recommended a procedure that would go in to get the blood clots out of my body. This would be done with a catheter, from the vein near the groin area, up to the lungs. With little choice, I agreed to it, and asked, "Is it going to be tomorrow or the next day?" The doctor answered, "No, I would like to do the procedure in 30 minutes."

Even though I was not sedated for this procedure, I really don't remember a lot. By this point, I was running on very little sleep. After the procedure, the doctor confirmed that I had a very large number of clots in my lungs and that they appeared to be no more than a

week old. I do remember them showing me a 12 x 9-inch tray with red blobs covering most of it. As I write this article, I am still taking blood thinners and am undergoing testing to determine if I have a hereditary gene that causes blood clots.

However, all of the doctors – hematologist, cardiologist, ER doctor, and my general physician – all believe that it was an episodic event related to my 12 hours of travel to and from the holiday vacation. Perhaps even the added time in the seated position in my patrol vehicle caused the clots to form.

My doctors advised me that shortness of breath and pain in the lower legs are very common signs of blood clots. But those were just my symptoms; there may be others. They also advised me that some people are prone to developing blood clots, mainly after the age of 40. Particularly as we get older, it is a good idea to get out of our patrol vehicles or away from our desks every two hours and go for a walk to get the blood flowing. The seated position is the most common position to cause blood clots and they normally form below the knees, in the calf area.

Learn from my experience. You don't need to go through the same possibly lethal experience and expensive procedure that I had. Listen to your body and pay attention to the pain. I could tell that something was not right and I was too quick to blow off the signs. It could have been the last thing I did.

Be careful out there and treasure every minute with your loved ones!

Joseph is currently employed by Columbia College Police Department in Columbia, South Carolina. He has been in Law Enforcement since 1998 and has served the majority of his career in the capacity of Bike Patrol Officer. He believes firmly in the ability of bike patrol to play a central role in everyday law enforcement duties, regardless of the size of one's department. He was certified as an IPMBA Police Cyclist in 1998, a LEBA Mountain Bike Officer in 2006; a LEBA Instructor in 2008; an IPMBA Instructor and a BRT Instructor in 2016. He can be reached at jdupree@columbiasc.edu.

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What You Can't See CAN Hurt You: Don't Neglect Your Heart!

by Matt Watson, EMSCI #148
New Castle County (DE) EMS

My name is Matt Watson. I am 56 years old and have been in EMS for 33 years, more than 27 as a medic. In 2000, my department started an EMS Bike Team. I was one of the original members and was part of the first group from our team to take the IPMBA course in 2001. I have been helping coordinate the team since the early years. In 2004, I became an IPMBA EMSCI and have actively taught ever since.

My health story is all too common in the public safety field. I was overweight but extremely active. I have diabetes. I like my beer and I love food. I have lived hard, worked hard, and played hard all of my life. I was the picture of a workaholic. An average week for me was 60, 70, or even 80 hours a week at work. I didn't think too seriously about my own health.



Matt Watson (second from left), pre-surgery

My wife had bugged me for several months to switch cardiologists to one she felt was much more aggressive than the cardiologist I had been with for several years. To be honest, my cardiologist was the kind of doctor I liked. The kind that did not give me a hard time. The kind that would tell me to call back if I had a problem as long as I denied having any problems. He basically let me direct my cardiac care. What more could I ask for?

Finally, in May or June I gave in to my wife and went to this new doctor. I had actually dealt with him several times as a family member's

cardiologist, and really liked the attention he paid to his patients.

So, I called his office and scheduled an appointment. During that first appointment, it became obvious that I was not going to be able to dictate my care plan here. He ran bloodwork that I had never even heard of. He did a 2-D ECHO and sent me for a cardiac CTA. As it turned out, that test set the next phase of my life in motion.

At the end of June, I had walked into my HQ and told my boss that I was not going to work any overtime in July. I was also scheduled for two weeks of vacation. So, I decided I was only going to work about eight shifts the whole month. Normally, I only have five or six days off at most during any given month, but I just felt like I had to take a break.

While on vacation, I decided to replace 200 feet of split rail fence. During this time period it was in the upper 90's with nearly 100% humidity every day. On July 18, I was scheduled for the cardiac CTA. I went and had it done, came home, and went right back out to work on the fence. We have four dogs and I needed to get this fence back up.

About two hours after getting home, my wife came out of the house with a look of panic on her face. She made me sit down while she read the CTA results from the patient portal. The report indicated my LAD

(left anterior descending) artery was significantly blocked, so she called the cardiologist right then. He told me to not exert myself too much and scheduled me for the next available non-emergent cardiac cath. That was not until August 5.

Naturally, I went back to finishing the fence so we could stop walking our four large dogs by leash multiple times a day. I did take lots of breaks and kept well hydrated.

However, I ended up in the ER on July 30 with some chest pain and the cath was moved up to August 1. I went



Two days post-surgery

into the cath confident that I was going to walk away or, at worst, get a stent.

I was laying on the cath table laughing it up with everyone. I knew one of the nurses from when she was an EMT 20 plus years earlier, and I had met some of the cath team over the years being a medic and having been a part-time flight medic for that hospital.

The mood was very upbeat in that room until suddenly it was not. The room fell deathly quiet and nobody was talking or joking anymore. I remember that moment I felt so unbelievably cold and alone. The lights came up and the doctor told me that we needed to have a talk.

I vividly remember him telling me that he normally would stent just about anything, but he did not want to stent me. He said he would finish the cath and then we would talk more, but that

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What You Can't See CAN Hurt You

(Continued from page 9)

he was not going to do anything else that day.

My wife and I met with my cardiologist and the doctor who did the cath later that day. They both said that a CABG (coronary artery bypass graft) was pretty much the only reasonable option. I was told that I could elect to get a stent but that the odds the stent would fail within weeks to months was pretty high. After a long talk with my wife, I realized that a CABG was the only option. I did not have a heart attack. My heart function was normal and there were no signs of any muscle damage. It was made clear to us that the best option was to get the bypass before any damage was done.

The next four days were full of talking: with my wife, my mom, my kids, my siblings, my friends, and clergy. I had made peace with what was going to happen. I don't remember ever asking, "why me?" For years, I overlooked my own health, justifying that I could not be too sick. "Look how active I am, look at how much I



Twelve weeks post-surgery

work, look at how I can ride circles around many of the younger folks on our bike team!" When it came to my health, I mostly took a "what I can't see can't hurt me" mentality.

The night before my CABG, I sat in my hospital room. I had said my goodbyes to my wife, my mom, and my kids. My surgeon came in, pulled up a chair, and we talked. I asked him to give me the real picture of what was going to happen. He knew my EMS background and he did not BS me.

He told me that the first couple of days would be hell, but that things should rapidly improve since I did not have any heart damage. He also told me that my progress and return to work

would be largely based on how motivated I am as a patient. He said his impression from our brief conversation and from talking to my cardiologist is that I would be a very motivated patient. As he left the room, I realized I was totally at peace with what was going to happen in just a few short hours. I actually got one of the best night's sleep I had gotten in years.

I remember the next morning up to the point they gave me Versed (a sedative). The next memory was being extubated, which sucked. And then I remember talking to my cardiologist very late Friday night. On Saturday, I woke to find all these tubes and wires sticking out of me. I had a decent amount of pain Saturday and Sunday, especially at night, but on Monday, I woke up with no real pain.

I pushed myself to get the water weight off over the next couple of days and had all the tubes and wires out by Tuesday afternoon. Then Wednesday I was sent home. I realized at this point that I had a new lease on life.

I took it easy for a couple of days and only walked to the end of the driveway and back a few times. I refused to sit any more than I had to. On my post-surgical follow-up via Zoom, I reminded the surgeon that I had told him the night before the

surgery that as soon as he said I could walk, I would walk and walk and walk. On August 12, I was told to walk as much as I could. Well, over the next 10 days, I logged 110 miles of walking around my neighborhood and the three nearby neighborhoods.

On October 28, I was cleared to return to full, unrestricted duty — twelve weeks from my surgery. I was told by my cardiologist before the surgery that it would be up to five months before I could return to this kind of work. The surgeon had said a minimum of 12 weeks.

My cardiologist was uneasy with that time frame until he got my cardiac rehab reports about how hard I was working and how far ahead of the

normal pace I was. He agreed to the 12 weeks. My first shift was Sunday, October 30, and on Tuesday, November 1, I started teaching a four-day IPMBA EMS Cyclist Course.



Thirteen weeks post-surgery

I am truly blessed. I have been given a second chance at life. If my wife had not pushed me to see this doctor, I am sure I would have died by now or at least be a cardiac cripple.

I never took my health seriously enough. I assumed that being fatigued all the time was the result of years of working too much, eating too much, and drinking too much. Now, while I am sure those all contributed to me always being tired, I am equally sure that my proximal LAD being 97+ % blocked was also a big factor.

I am so fortunate that this was found and fixed without having a heart attack or damage. I cannot stress enough that if you are in your 40's or 50's or older and work in public safety, see a cardiologist. Make sure that cardiologist is aggressive. Push to have tests done early. Start making lifestyle changes before you have to, or before you can't.

None of us are invincible. We can't help others if we need help ourselves. You are worth staying alive.

Photos courtesy of Matt Watson.

Matt has been in EMS for 33 years, including 27 as a medic. He was a founding member of the New Castle County EMS Bike Team. He was certified as an IPMBA EMS Cyclist in 2001 and as an IPMBA EMS Cyclist Instructor in 2004. He can be reached at pmedic550@hotmail.com.

It Takes Courage

FIT FOR DUTY

by Allan Howard, PCI #001T
Dayton (OH) Police Department (retired)

Al Simpson, PCI #165T/EMSCI #005T, is one of IPMBA's most prolific instructors. During his two decades as an IPMBA Instructor, Al taught 97 Police/EMS/Security Cyclist Courses and 28 Police Cyclist Instructor Development/ Instructor Courses.

That's nearly 61,000 student-hours in basic classes and 22,000 student-hours in instructor trainings!

Some of you may know that our friend and colleague is a victim of Parkinson's disease, and it has been taking its toll. As much as he wanted to, he was unable to travel to Dayton for the IPMBA Conference this past June because of it.

While his story has a predictable and sad end, it is also a great example of triumph. One of the things Al chose to do with his life is the same as us: train others so they might have an easier/safer experience in their chosen professions/lives. Training isn't always easy, and in fact, sometimes training can be more intense/harder than the actual event we're preparing for. I mean, that's the idea, right?

Maybe not now, but at some point, Al knew what he was in for. Instead of taking the easy way out, he chose to stand and fight.

Al has always been a smart man; he didn't go into this thing not knowing how it was going to end. He chose to live his life in the minutes of physical and mental clarity he knew he was going to get. And live he has. How many of us would have called Kirby to take us to the 2017 IPMBA Conference, knowing people would see us in a diminished state? That takes courage and love.

Al showed immense courage coming to the conference, to allow others to see firsthand that you don't get on your knees and beg or cower in a corner when faced with scary things. He showed us that you stand and fight to the last breath as if it were instinct.

Al also showed us how much he loves IPMBA by disregarding his own feelings about what some people might think when they saw him. Those two things provide us with a real-life example of how to conduct ourselves in times of extreme trouble. Al is training us just as he has trained thousands of others. Our job is to recognize it and file it away for when we land on such a rocky road.

This picture is not of the man that Al Simpson once was; it is a picture of what all of us should strive to be: a fighter to

very end without capitulation or submission. This disease will one day kill Al Simpson's body, but it will never conquer what made his body Al Simpson. In my mind, that's the best victory of all.



Courtesy Clarence White

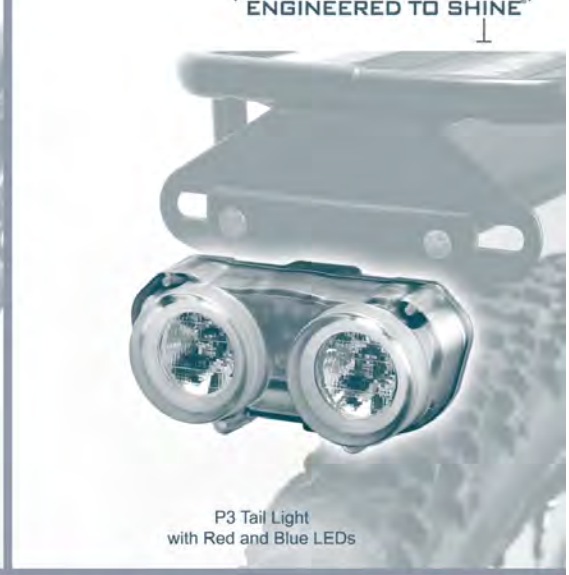
— Allan

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The Allan Howard Award for Excellence 2022 Recipients

Ed's Note: The Allan Howard Award for Excellence was established in 2019 to recognize individuals who have taken exemplary action to further IPMBA's mission. The following are condensed versions of the nominations submitted for the recipients of the 2022 Awards for Excellence, to whom Allan presented the awards during the 2022 IPMBA Conference in Dayton, Ohio. Nominations for the 2023 Awards will be accepted until March 1, 2023. See page 14 for details.

Ranceford (Rance) Okada PCI #246T

Westminster (CO) Police Department (retired)



Rance has been an IPMBA member since 1995, when he was certified as an IPMBA Police Cyclist. He was certified as an IPMBA Instructor in 1997, completed the required recertification in 2001, and attained the status of Instructor-Trainer in 2014. He has conducted at least 50 Police Cyclist Courses and has participated in 19 Instructor Courses, serving as lead IT in twelve of them. He has also co-instructed in three conference Instructor Courses

in which enrollment consisted of 50 or more students.

Rance took on leadership roles in updating the *Complete Guide to Public Safety Cycling, 3rd Edition* and the accompanying *Instructor ToolKit (ITK)*. As project manager for the *Complete Guide*, Rance was responsible for overseeing the many volunteers and keeping them on track with their assigned chapters.

As project leader for the ITK, he guided the efforts of the team of Instructor-Trainers charged with the task, filling in the gaps as necessary. Even as the committee's work ended, he remained actively involved as the project neared completion.

In addition to his teaching and participation in these projects, Rance has authored several articles for *IPMBA News* and the website and contributed numerous photos.

Rance's knowledge of public safety cycling skills, tactics, and technologies is unsurpassed by many other IPMBA members. His oversight of the *Complete Guide* and ITK updates helped bring the materials and processes up to current standards and placed IPMBA in a favorable position for future projects. Rance's constant involvement with the Association over his many years of membership, especially his volunteerism and participation in very important projects, certainly showcase his dedication to IPMBA and the field of public safety cycling.

Michael A. (Mike) Wear PCI #516T-B/EMSCI #059T-B

*Metropolitan (DC) Police Department (retired)
Prince William County (VA) Ranger Division*

Mike has been an IPMBA member since 1998, having "discovered" it six years after he joined MPD's first mountain bike unit. He was certified as an IPMBA Police Cyclist in 1998 and as an IPMBA Instructor in 2001. He earned Instructor-Trainer status in 2008. He was one of the primary authors of the IPMBA Bicycle Response Team Training and the accompanying BRT Instructor module. Mike participated in the filming of the *Fundamental Skills for Public Safety Cycling* video in 2009 as well as the IPMBA promotional video in 2013. Mike has instructed at least 70 Police, EMS, and Security Cyclist Courses, 12 BRT Trainings, 13 Instructor Courses, and a number of BRT Instructor Development modules.

Mike is first and foremost an instructor. Watching him work with his students gave me the impression of a person who has the maturity and demeanor to work with cyclists of vastly different cycling skills.

Mike's commitment to his students' education and training goes far beyond the classroom. Every moment is a teaching moment. He always believes that the needs of the students come first and that training can be both educational and fun. He has the ability to take his students to the edge of their comfort zone and then guide them past it to set the bar even higher.

Mike's commitment to IPMBA is apparent. He was a member of the Board of Directors from 2013-2022. After having served multiple terms as the Education Director, he took on the role of Vice President. He truly believes in the mission of IPMBA and he brings great credit upon himself and the organization.

Muhammed Ali once said "Service to your fellow man is your rent for a room on Earth". As a police officer, teacher, instructor, and mentor, Mike's rent has been paid tenfold.



Photos courtesy of Deanna Flaughter.

IPMBA is accepting nominations for the 2023 Allan Howard Award for Excellence. The deadline for 2023 nominations is **March 1, 2023**. The award(s) will be presented at a date and location to be determined.



Courtesy Rance Okada

Overview

The *Allan Howard Award of Excellence* has been established to recognize individuals who have taken exemplary action to further IPMBA's mission. It is typically presented during the IPMBA Conference 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.

Nominations Sought!

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 of Excellence* Nomination Form from the IPMBA website or email the Awards Committee at 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 1, 2023**. 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 by April 15, 2023, or taken by surprise during the presentation.

The 2023 Allan Howard Award of Excellence will be presented at a date and location to be determined.

Being the Boss of You

by **Albert Jackson, SCI #038**
Cobb County (GA) Sheriff's Office (Ret.)
Atlanta Downtown Improvement District (Ret.)
Owner, Jackson PTT&TS, LLC
IPMBA Secretary

Disclaimer: There are many legalities involved with starting a business and various types from which to choose. Always consult with attorneys, accountants, bankers, tax advisors, insurers, and regulatory agencies with applicable expertise when considering launching a business.

The last thing I would ever have thought that I would be was an entrepreneur, especially at retirement age. But here I am – the owner of a small but growing business that has found a niche and settled into it. If you are nearing retirement age, starting your next chapter, or just want to take the leap, here are some of the steps that I followed on my path to “being the boss.”

First, know what you want to do. Whether it is providing a service, selling a product, or both, decide on something that is near and dear to you, one for which you have a passion. At the same time, make sure you are solving a problem, filling a gap, or otherwise attending to the needs of others. I once heard a five-second snippet from a commercial promoting a motivational workshop in which one of the featured speakers said, *“If you don't love what you do enough to be the absolute best there is at it, get out of it like you were getting out of a burning house.”*

I concur. You must be enthusiastic about your business in order to remain dedicated to it even when you are not making money. Do not get me wrong. No one goes into business to fail or just get by. That is not Business 101. But there will be lean times, so you must love what you are doing if you are going to achieve long-term success.

Second, have a formal business plan that is well thought-out and on paper. That is, 8.5”x 11” paper. A napkin or drive-through bag will not look good to the commercial banker with whom you sit down to open your business



Courtesy Albert Jackson

accounts and/or take out a loan. Nor will those to whom you pitch your “plan” take you seriously. If you do not have a computer and printer, borrow one or go to the library or office store. That business plan shows that you have a path to turn your passion into profit. It demonstrates professionalism.

Third, seek out well-versed people who are successful in business to help guide you through the start-up phase and beyond. They are your mentors, board of directors, and confidants during this process. If you can, include someone who is good at finance to help with your plan. They will tell you where your limits or liabilities are.

Now it is time to hit the ground running while you have your nerve and momentum. You will need to file with the IRS for an Employer Identification Number (EIN). This is like a Social Security number for your

business. As you send invoices for accounts receivable to commercial clients, their accounting departments will ask for a W-9 form from your business. It will have to include your EIN.

Next, if your state collects sales and/or use taxes, you will need to contact your state Department of Revenue and apply for a Sales Tax Registration Certificate. This will register you as a collector of sales taxes and enable you to report and pay them to the state. You will have to do this monthly for any month that you have sales of taxable goods or services.

Your next step is to acquire your business license. Consult with your local government to determine if you will need to apply with your county, city, or township individually, or if one license will cover all transactions. Do not be afraid to ask these questions of the governmental bodies that you

(Continued on page 16)

Being the Boss of You

(Continued from page 15)

approach. They are there to answer your questions; you are their customer. This is also something that you need to get right so you stay in compliance with the laws.

Now it is time to talk money. How you fund your start-up depends on your resources. Only you know what you must spare or invest. Remember that you are investing in you. If you loan yourself the seed money, the business must pay you back at some point, with simple interest. Yes, interest. If you borrow from a financial institution, you must pay interest. You are now your own financial institution.

Pick a bank that can help you as well as make money off of you. I chose a nationally known bank that has great business products and services. My business specialist gave me advice on areas of which I had not thought. She walked me through the process of not just opening a checking account, but also applying for a business credit card and a line of credit, which is easier to get from the start than it is when you need it; it might be rejected because of built-up debt. Another financial adviser helped me see the wisdom of opening a business savings account, which is now in place.

Now that you have a business, keep it business. To this day, not a single penny has been spent from my business

accounts on anything but the business. Purchases of supplies, tools, and parts are tracked. A percentage of every sale goes into the savings account for the quarterly tax payments. An extra five percent from each sale goes into the savings account to do exactly that: save.

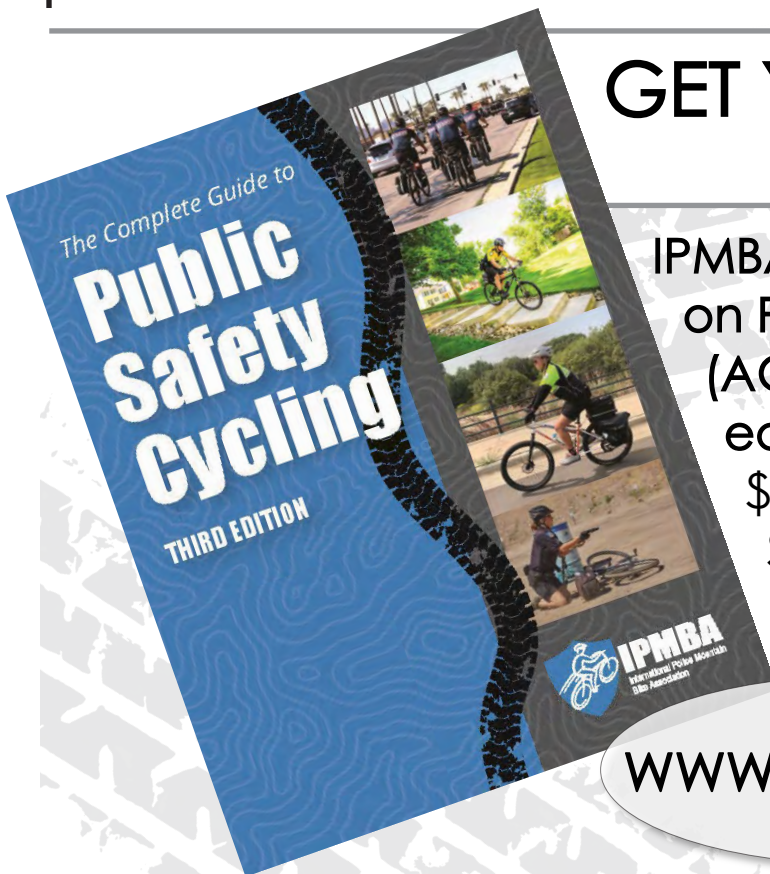
Running your own business takes dedication, discipline, and arduous work. But there is nothing more humbling – and rewarding – than seeing your name on the letterhead or in the logo. It makes it all worth the effort. To see what I mean, visit my website at www.jacksonpttandts.com, follow me on Facebook at Jackson Personal Transportation Training & Technical Services, LLC., and subscribe to my YouTube channel, Jackson PTT&TS, LLC.

Now, Entrepreneur: Start Your Own Business!

Albert joined the Cobb County Sheriff's Office in 1980 and retired in 2008. He attended the IPMBA Police Cyclist Course in 2003. He joined the Atlanta Downtown Improvement District, where he was as a Security Cyclist for nine years. He was certified as SCI #038 at the 2018 IPMBA Conference in Saint Louis and completed the Maintenance Officer Certification Course at the 2019 Conference in Fort Worth. He is retired again and operating Jackson PTT&TS, LLC. He was chosen to be a member of the IPMBA Board at the 2022 Conference, and currently serves as the Secretary. He can be reached at albert.jackson306@att.net.

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Welcome, New Instructor-Trainer!

Congratulations to Jay Littlejohn, PCI #1100T, of the Chickasaw Nation Public Safety in Norman, Oklahoma, on having achieved the status of Instructor-Trainer during the Instructor Course in Gallatin, Tennessee. Jay attended the IPMBA Police Cyclist Course in 2003 while with the Oklahoma University Police Department. He was certified as an IPMBA Police Cyclist Instructor at the 2008 IPMBA Conference in Indianapolis. He has conducted more than 60 Police and Security Cyclist Courses, training more than 500 students and amassing nearly 14,000 student-hours.

In his Instructor Course application, Jay stated, “There really is no other organization that best meets the need – IPMBA is setting the mark for all Police/EMS/Security officers – I want to be our IPMBA Instructor and get OUPD to be THE agency officers come to for excellent training.” Jay has achieved this goal and, having been mentored by Rance Okada, is ready to take on the challenge of training instructors to carry on the IPMBA tradition of excellence.



Courtesy Jay Littlejohn



Courtesy Deanna Faugher

Instructor Course Graduates – June 20-24, 2022 – Dayton, Ohio

Brandon Archuleta, Los Alamos PD, Los Alamos NM; **Grant Avery**, Illinois State University Police, Normal IL; **Matthew Barber**, Lower Providence Township Police, Eagleville PA; **Marc Bellotti**, Erie Police, Erie PA; **Matthew Bradburn**, Mount Lebanon Police, Pittsburgh PA; **Maxwell Brozell**, Erie Police, Erie PA; **Jennifer Brzozowski**, Toronto Police Service, Toronto ON; **Thomas Bugsch**, Bowling Green Police, Bowling Green KY; **Luke Bullard**, Walmart Global Security, Bentonville AR; **Stephanie Burke**, Allentown Emergency Medical Service, Allentown PA; **Nicholas Carl**, Greenwich Police, Greenwich CT; **Sean Crawford**, Paladin Security, Etobicoke ON; **AnnMarie Dalton**, Ocean View Police, Ocean View DE; **Chad Davidson**, Niagara Regional Police Service, Saint Catharines ON; **Daniel Doll**, Cincinnati Fire Department, Cincinnati OH; **Barrett Erwin**, University of Wisconsin-Madison Police, Madison WI; **Alex Harley**, Toronto Police Service, Toronto ON; **Tyler Heiman**, Spokane Police, Spokane WA; **Nicholas Hill**, University of South Carolina Police, Columbia SC; **Troy Hummel**, Abington Township Police, Abington PA; **Matthew Irvin**, York City Police, York PA; **Jason Kramer**, Kettering Police, Kettering OH; **Elizabeth Lenz**, Denver Health Paramedics, Denver CO; **Hans Maestre**, Aventura Police, Aventura FL; **Christopher Martin**, York City Police, York PA; **Zachary Martin**, Farmington Police, Farmington CT; **Juan Martinez**, Marquette University Police, Milwaukee WI; **Matthew Mayeux**, Louisiana Department of Public Safety, Baton Rouge LA; **Todd McNeerney**, Charlottesville Police, Charlottesville VA; **Christopher Metzler**, Dayton Police, Dayton OH; **Eric Meyer**, Richmond Ambulance Authority, Richmond VA; **Michael Molchan**, Trotwood Police, Trotwood OH; **Jemuel Montoya**, Los Alamos Police, Los Alamos NM; **Eric Pesino**, New Haven Police, New Haven CT; **Matthew Petersen**, Denver Health Paramedics, Denver CO; **Ryan Prindle**, Boone County Sheriff's Department, Burlington KY; **Jessica Rakoczy**, Peel Regional Police, Mississauga ON; **Janssen Redcay**, Sandy Springs Police, Sandy Springs GA; **Andrew E. Rogers**, Bethany Beach Police, Bethany Beach DE; **Ian Rubel**, Niagara Regional Police Service, Saint Catharines ON; **Joseph Setty**, Dayton Police, Dayton OH; **Sharod Shah**, Georgia State University Police, Atlanta GA; **Michael Sly**, West Chester Police, West Chester OH; **Jose Solis**, University of North Dakota Police, Grand Forks ND; **Jason Thornton**, Danville Police, Danville VA; **Kevin Uhl**, Cincinnati Fire Department, Cincinnati OH; **Brandon Williams**, York-Poquoson Sheriff's Office, York VA.

Instructor Course Graduates

July 25-29, 2022 – Cheltenham MD

Joseph Bruno, Elizabeth Cobb, Adam Durette, Neil Epps, Matthew Flood, Timothy Lively, Ryan Parker, Sean Parker, Steven Place, Joshua Pollitt, Alexandria Sims, William Smith; United States Capitol Police

September 12-16, 2022 – Bloomington MN

Matthew Brodin, Saint Paul PD, Saint Paul MN; Mark Grundhauser, Saint Paul PD, Saint Paul MN; Travis Johnson, West Fargo PD, West Fargo ND; Matthew Kuhfuss, US Federal Reserve Police, Washington DC; Joseph Lanute, Huntley PD, Huntley IL; Josh Luinstra, Minneapolis-Saint Paul Int'l Airport Police, Saint Paul MN; Harry McClung, Mall of America Security, Bloomington MN; Seth Morrissey, Castle Rock PD, Castle Rock CO; Christopher Motiejunas, Scottsdale PD, Scottsdale AZ; Laura Newell, Boise PD, Boise ID; Zachary Nipper, Mall of America Security, Bloomington MN; Jamie Nowaczewski, Minneapolis-Saint Paul Int'l Airport Police, Saint Paul MN; David Piepho, University of Colorado Public Safety, Boulder CO; Justin Popovich, Janesville PD, Janesville WI; Benito Rocha, Janesville PD, Janesville WI; Michael Roszko, Enfield PD, Enfield CT; Joshua Vogel, Wayzata PD, Wayzata MN.

October 17-21, 2022 – Gallatin TN

Donald Becker, San Antonio PD, San Antonio TX; Montarious Campbell, Belmont University Campus Safety, Nashville TN; Samuel Gerard DeGrave, Asheville PD, Asheville NC; Shanae DeShotel, Scottsdale PD, Scottsdale AZ; Kristopher Higgins, Gallatin PD, Gallatin TN; Kenneth Hockless, Baytown PD, Baytown TX; Michael Hughbanks, Saint Petersburg PD, Saint Petersburg FL; Mark Mara, McMinnville PD, McMinnville TN; Nathan Mejia, San Antonio PD, San Antonio TX; Santos Pagan, New Hanover County Sheriff's Office, Castle Hayne NC; Sean Pulizzano, Metro Nashville PD, Nashville TN; Jeffrey Russell, New Castle County EMS, New Castle DE; Michael Schusteritsch, New Castle County EMS, New Castle DE; Paul Smith, Metro Nashville PD, Nashville TN; Andria Smith, Cincinnati PD, Cincinnati OH; Michael Smith, Winslow PD, Braddock NJ; Kevin Sullivan, Sarasota PD, Sarasota FL; Gregory Vollner, Cincinnati PD, Cincinnati OH; Robert Wells, Winslow PD, Braddock NJ; Adam Williams, Shelby County Sheriff's Office, Memphis TN.



Courtesy Michael West



Courtesy Jacob Coyle



Courtesy Thomas Zerrano

Mike Palmeri Recognized for Role in Saving Runner's Life

On July 4, 2022, Willie Hatchett, a runner in the Peachtree Road Race, collapsed into sudden cardiac arrest on the course at Peachtree Road and Highland Drive in front of the InterContinental Hotel Buckhead.

An Atlanta police officer was the first to reach the victim and began CPR. Other runners in the race who were identified as doctors and nurses stopped to render aid. Two employees from the hotel came out with the hotel's AED and applied it to Mr. Hatchett. An Atlanta Fire Rescue Department bike medic team responded and continued the resuscitation. Mr. Hatchett regained a pulse on scene. A Grady EMS unit arrived and transported the patient to Piedmont Hospital. Mr. Hatchett survived and discharged to full neurological recovery.

On October 13, 2022, Better Outcomes held a Cardiac Arrest Survivor-Rescuer Reunion and Recognition Reception at the InterContinental Hotel Buckhead.

Peachtree Road Race runner Willie Hatchett, the survivor, was joined by rescuers Atlanta Police Officer Melina C. Lim; bystander/runners Drs. Jae Goines, Anita Mallya and Komal Paladugu; InterContinental Hotel employee rescuers David Buissereth and Eric McMillan; Atlanta Fire Rescue Department bike medics Mike Palmeri (IPMBA EMSCI #394) and Christopher Peringer; and Grady EMS medics Jacob Clay and Brian Trinkle.

Each rescuer and agency received a Letter of Appreciation from Fulton County Commissioner Lee Morris; a Better Outcomes "Star of Life Award" certificate; a "Heartsaver Hero Award" from the American Heart Association; and a CARES Award from the Cardiac Arrest Registry to Enhance Survival.

Better Outcomes is a health and safety education and training company providing a series of programs of premium high-quality, best practices-driven training and education in heart disease awareness; 911, CPR, AED, EMS, emergency medicine and critical care; emergency preparedness, first aid and first responder programs; bloodborne pathogens safety to audiences both layperson and professional anywhere in the State of Georgia.



IPMBA Instructor Mike Palmeri with survivor Willie Hatchett

Courtesy Mike Palmeri

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2022 Conference Highlights

ipmba news

NEWSLETTER OF THE INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION

IPMBA: PROMOTING AND ADVOCATING EDUCATION AND ORGANIZATION FOR PUBLIC SAFETY BICYCLISTS VOL. 31, No. 2 (DOUBLE ISSUE)

Newsletter of the
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IPMBA Membership is \$75.00 per year.

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by Paul Peluso
Editor, *Officer.com*

This article appeared in the June 2022 issue of *Officer magazine* and online at <https://www.officer.com/vehicles-fleet/vehicles-equipment/bicycles-accessories/article/21268265/coastin-on-the-coast>.



In the mid-Atlantic region, beachside towns in states like Maryland, Delaware, Virginia, and New Jersey have shaken off the frost and are in full gear for the summer. Vacationers are coming back after the COVID-19 pandemic kept them away two years ago, and shops and restaurants that depend on their business are once again fully open. For police departments in these towns, summertime means staffing bike patrol units to keep a watchful eye over boardwalks and other areas not easily accessible by patrol vehicles.

Sgt. Patrick Foley, [PCI #1322], who oversees the bike patrol program for the Bethany Beach Police Department in Delaware, and Officer Corwin Vincent, who is a member of the bike patrol unit with the Ocean City Police Department in Maryland, recently spoke to OFFICER Magazine about how patrolling beach towns differs from other areas.

Off-Season vs. In-Season

During the off-season, the population of Ocean City consists of approximately 5,000 full-time residents. In the summertime, and more specifically holiday weekends such as Memorial Day Weekend or the Fourth of July, the population can jump to as many as 500,000 people, according to Vincent.

Approximately 70 Ocean City police officers are certified by the International Police Mountain Bike Association

(IPMBA). During the summer season, approximately 40 of those certified officers operate in a uniformed bicycle patrol capacity. The bike patrol in the off-season is primarily detailed to special events that draw large crowds, such as car shows, parades, and city-sponsored events.

The town of Bethany Beach is one square mile and the boardwalk stretches roughly between 10 city blocks. While it is not as busy and commercialized as neighboring beach towns like Ocean City, which is about 15 miles down the coast, it still grows substantially in the summer months. There are only about 1,600 year-round residents, but in the summer season, which spans May 15 to October 1, that number increases to close to 25,000. This includes rentals, beach homes, and visitors of the beach, according to Foley, who has served with the department full-time for 17 years and for four summers as a seasonal police officer before that. "It's two drastically different police departments in June than it is in January," he says.

There are 10 full-time, year-round officers on the Bethany Beach Police Department. Eight of those officers work the road and two are administrative. The department is approved for 16 part-time seasonal officers.

In the off-season, the Bethany Beach Police Department also deploys the bike patrol during special events. "If there are localized events—we have 5k runs, boardwalk events, arts-and-crafts shows, and in the winter-time we have some ice sculpture events that just keep the tourism going—we utilize the bike patrol just to have a police presence, so you're not merely sitting in a police car and nobody can approach you. We like to be out and integrated with the community."

Bouncing Back from COVID

According to Vincent, at the height of the pandemic, hotel rates in Ocean City were reduced while people were receiving COVID relief funds. "As a result, Ocean City did not experience much of a decline in visitors, as people still flocked to the resort town as relief

from COVID restrictions in their home states," he says.

Last summer, the beach town returned to 'normal' to a certain degree. "Ocean City was busy during the summer. In 2020, we experienced a rise in violent crime as compared to years past. Then in the summer of 2021, we started to see crime statistics returning to pre-COVID numbers," says Vincent. "Ocean City is adding multiple special events to the summer of 2022 schedule and the number of visitors is expected to rise as a result."

While the COVID-19 pandemic limited the number of visitors to Bethany Beach, Foley says that the bike patrol stayed busy. "When COVID was in the thick of it, our bike patrol actually became more increasingly present. More officers were assigned to bike patrol, believe it or not, during the COVID months in 2020 than in 2021, just simply because there was mandatory mask enforcement on the beach as well as the boardwalk and the main commercial areas of Bethany Beach."

He says that the bike patrol had a high visibility of presence, telling people to adhere to the governor's restrictions and enforcing the mask mandate. "In 2021 – I don't want to say things went back to normal – but I think it was more of an influx in people, just because a lot of people stayed away, they wanted to keep to themselves to remain healthy during COVID. Then in 2021, when the government restrictions were eased, a lot of people started coming out and resuming normal activities as they would with renting, visiting the beach, and going out to dinner."

He says that so far, it's been full steam ahead this summer with weekly rentals reported by the local real estate offices already surpassing last year's numbers.

Responding on Bike

The Ocean City Police Department's bike patrol mainly responds to calls for service for local ordinance violations and peace and good order enforcement, according to Vincent. "Patrolling on a bicycle complements this directive by allowing officers to quickly move throughout the town without having to experience busy summer traffic, which can often be grid-locked, decreasing the

(Continued on page 21)

(Continued from page 20)

response time of officers in vehicles,” he says. “The Ocean City Police Department is known for its bicycle patrol because officers can efficiently and safely travel between calls for service.”

Overall, he says that Ocean City is a great environment for bike patrol. “There is an array of different areas to be patrolled and all are suited for bicycle patrol,” he says. “Patrolling the busy boardwalk—especially at night—is considerably difficult due to public transportation and a large number of people. Patrolling alleys, main roads, and neighborhoods is a welcome break from the boardwalk and can invite a different style of policing.”

The Bethany Beach bike patrol for the most part answers normal calls for service, but they do so in a heavily populated, high-density traffic volume area that’s more accessible to get to on bike faster than it is in a patrol vehicle. Calls for service include property crimes, criminal mischief, burglary, theft from motor vehicles, a lot of retail thefts and shopliftings, disorderly public intoxications and juvenile issues out on the beach, whether it’s curfews or alcohol violations. “We pretty much vary all across the board,” says Foley.

Patrol Concerns on Bike

Foley states that vehicular cycling—riding bicycles on roads in a manner that is in accordance with the principles for driving in traffic—is one of the biggest concerns for bike patrol officers.

“When completing the bicycle training through IPMBA, the number one thing is you want is to go home at the end of your shift. You don’t want it to be based on a reckless driver or someone that is trying to get into a parking spot that is open,” he says. “You have to be aware of your surroundings. Being out in the public this day in age in policing is obviously scary, but when you involve motor vehicles and distracted drivers and people who are trying to get from point A to point B rather quickly, it puts you at a higher risk for being involved in a collision when you are out on a bike, rather than simply patrolling a development in a car.”

He says that there are more roadway hazards near the beach with sand, boardwalks with nails, and sewer grates

than there are in developments. “It’s actually safer patrolling a development just because it has designated bike lanes and more space for you to use rather than the boardwalk, where you have pedestrians in very close proximity and people up on the boardwalk. It’s just a higher risk and requires more caution to be in those highly populated pedestrian areas.”

Vincent says that one of the main points that is stressed to the bike patrol during IPMBA training is the importance of the care and maintenance of the bicycle. “Beachside elements are brutal on bicycles and require constant maintenance,” says Vincent. “Sand and salt water can cause damage to bicycles and equipment. Our boardwalk is notorious for being very slippery during periods of rain. Safety is a point of emphasis and officers are reminded to utilize other avenues of travel to avoid the slippery conditions.”

Another concern is the physical well-being of the officers. “For bike patrol, you need to be physically fit to endure rigorous cycling activities on a 12-hour shift,” says Foley. “Day work or night work, you’re in 93-degree heat with 100% humidity. It’s pretty treacherous on your body. Being physically fit is obviously the most important.”

Bethany Beach’s policies and procedures require officers to stay in good shape to be on bike patrol, making them less prone to injuries. The weather is also a concern. “We always make sure that officers are fully equipped with ice cold water before they go out on their patrol,” says Foley. “Our police patrol bikes have two water bottle cages for that very reason. We have a very good rapport with local businesses along the main commercial district as well as the boardwalk that we can just pop right in and maybe stand in the doorway and get some air conditioning. It’s not Florida heat, but during the late days of July and August, it’s just brutally humid and there’s no breeze; you’re just baking in the sun.”

Connecting with the Public

The approachability of bike patrol officers also has a lot to do with their appearance. They are often wearing bright-colored shirts and lack a lot of the extra gear usually strapped to regular patrol officers. Foley says that while law enforcement is moving towards more tactical-looking uniforms, that doesn’t translate well to the work of bicycle patrols. “We simply wear wicking material shirts and polos with high visibility,” he says. “We don’t want to be involved in an altercation where someone can grab ahold of one of our (officers) who is riding a bicycle on the boardwalk just because they are in close proximity of other people.”



With the visibility of bike patrol officers, there are more opportunities to connect with the public. “You have more public contacts on a 12-hour shift on bike than you could possibly have in four days in a police car,” says Foley. “The businesses love it, just because it’s a high visibility that we have in the commercial district and the boardwalk district where we can be flagged down in the event of a crime in progress or shoplifting. We’re readily available and highly recognizable to most business owners and eateries up on the boardwalk.”

Paul has worked for Endeavor Business Media since 2006. He began as a member of the Public Safety News Team that wrote and edited content for both Officer.com and Firehouse.com. Next, he became the associate editor of Officer.com, focusing on the efforts to drive traffic to the site through the use of engaging content and leveraging social media. In October of 2020, Paul was named the Editor of LET and LEPN, which were combined to become OFFICER magazine in January 2021.

Members on the Move

IPMBA Members on the Move

Juan Atan, Orange County (FL) Fire & Rescue – Retired

David Boe, Los Alamos (NM) Police – Retired

Jacob Bubolz, Milwaukee (WI) Fire Department – Retired

Brian Custard, San Antonio (TX) Police Department – Retired

Christopher Force, League City (TX) Police Department – Retired

M. Joseph Gagliardi, University of Mary Washington (VA) Police Department – Retired

Nicholas Harbaugh, Saint Louis Metropolitan (MO) Police – Retired; now with Ballwin (MO) Police

Paul Hollingsworth, Orange County (FL) Sheriff's Office – Retired

Andy Johnson, Boise (ID) Police Department – Retired

John Kerrigan, Midland (TX) Police Department – Retired

Colby Lalli, Blue Springs (MO) Police Department – Retired

Anthony Martinez, Albuquerque (NM) Police Department – Retired

Monte May, Kansas City (MO) Police Department – Retired

Doug Metcalf, Bonneville County (ID) Sheriff's Office – Retired

James Mynatt, Northeastern Oklahoma University Police – Moved on

Doug Remling, Rochester (MN) Police Department – Retired

Shaun Roberts, Waterbury (CT) Police Department – Retired

Gerard Robinson, London (UK) Ambulance Service – Retired

Kyle Roodberg, Denver (CO) Health Paramedics – Retired

Ricky Scholermer, San Antonio (TX) Police Department Mechanic – Retired

Richard Sulfsted, Cincinnati (OH) Police Department – Retired

Ernest Talamantes, San Antonio ISD (TX) Police Department – Retired

Elizabeth Walters, Atlanta (GA) Police Department – Retired

Promotions

William Marucci, Erie (PA) Police Department – Deputy Chief

IPMBA Remembers

JASON MICHAEL BELTON

Erie Police Department, Pennsylvania
End of Watch Sunday, October 24, 2021



BIOGRAPHICAL INFO

Age: 47
Tour of Duty: 17 years
Badge Number: 385
Military Veteran

INCIDENT DETAILS

Cause: COVID19
Date of Incident: Thursday, October 7, 2021

Police Officer Jason Belton died from complications as the result of contracting COVID-19 while on duty when he came into contact with a positive COVID-19 while working security at the UPMC Harmot in Erie.

Officer Belton was a United States Marine Corps veteran. He had served with the Erie Police Department for 17 years. He attended the IPMBA Police Cyclist Course conducted by William Marucci in May 2017 and was an active, respected member of the bicycle operations unit.

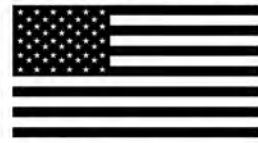
Michael Outlaw, the community liaison for the city of Erie, spoke of how Belton could reach others, young and old, in the area. "He would take his bicycle and ride with us throughout different parts of the community, especially the urban core, just to engage with residents and kids, to build that trust. He was a very respectful gentleman, always professional and always pleasant. I know he's going to be missed by many."

He is survived by his two daughters, Claire and Paige, as well as his parents, sisters, nieces, and many family members and friends.

Source: Officer Down Memorial Page (www.odmp.org)



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IPMBA CONFERENCE | DAYTON | 2022

June 20-25, 2022. The 30th IPMBA Conference was scheduled to be held in June 2020. It was postponed until June 2021 and again until June 2022. Finally, IPMBA returned to Dayton for the first time since 2006. Dayton holds special significance to IPMBA as the hometown – department-wise – of IPMBA founding member Allan Howard, PCI #001T. The conference was held on the campus of the University of Dayton and co-hosted by the University of Dayton Police Department and the Five Rivers MetroParks Ranger Division. It was an impressive display of teamwork made even more remarkable by the multiple delays, reassignment of personnel, and venue changes.

Although the residence hall was a bit far afield from the center of activities (the former headquarters of the NCR Corporation), the campus environment was conducive to a successful conference. Like many campuses, the University of Dayton has its fair share of stairs, plazas, parking lots, and pedestrian zones, just begging to be played upon. It also has its own private park, and is situated convenient to Woodlawn Cemetery (burial place of famous Daytonians, including the Wright Brothers), the Oregon Entertainment District, and the Miami River Valley Trail System.

More than 250 attendees, instructors, and industry representatives flocked to Dayton from as far away as Miami, Florida, and Vancouver, British Columbia, to celebrate the IPMBA Conference's 30 years of training excellence.

Highlights await you! *Pages 25-41.*

IPMBA Dayton 2022: Finally!

Way back in 2018, a team of “pitchmen” from Dayton, Ohio, travelled to Saint Louis, Missouri, to make their case for hosting another IPMBA Conference, having not hosted one since 2006. The target was 2020 and what was to be the 30th Annual IPMBA Conference.

Well, along came COVID-19 to derail that plan. The difficult yet obvious decision was to cancel and reschedule for 2021.

Optimism was running high...until it wasn't. Once again, COVID reared its ugly head and IPMBA Dayton 2021

became IPMBA Dayton 2022. By that time, two of the three host agencies had new chiefs, some of the committee members had been reassigned, and the summer conference team at the University had experienced reductions in force and personnel changes.

Fortunately, the cohesiveness of the committee remained intact, as did the leadership triumvirate of Sergeant **Gordon Cairns** (Dayton Police Department), Officer **Eric Roth** (University of Dayton Police Department), and Ranger **Adam Gaby** (Five Rivers MetroParks Ranger Division). These three stalwarts

remained throughout the roller coaster ride of the multi-year planning process.

The Command Staff was rounded out by **Jeff Brown, Tyler Hofacker, and Jack Miniard** of the Dayton Police Department. The Command Staff, coordinated by Gordon Cairns, directed the efforts of the rest of the team.

The liaisons assigned to each course – Five Rivers MetroParks personnel **Mark Arendt, Adam Gaby, Trent Roach, and Adrian Sargent**; Dayton

(Continued on page 26)



IPMBA Dayton 2022

Courtesy: Deanna Fraugher

2022 IPMBA CONFERENCE

(Continued from page 25)

Police Department's **Shaun Olinger**; and **Nick Orrill**, University of Dayton – repeatedly demonstrated their preparedness, flexibility, and willingness to ensure attendees had an optimal experience.

Myriad details, such as transportation, equipment, hospitality, bike check, the obstacle course competition, and more, were handled by additional team members from all three agencies, including the following:

Dayton Police Department: **Brandon Bunch, Tony Murphy, Jason Olson, Rod Roberts, Luke Scott**

Five Rivers MetroParks: **Alan Starnes** (who also worked the 2006 IPMBA Conference)

University of Dayton Police Department: **Ben Belcher, Kevin Bernhardt, Jarrod Birchfield, Jesse Jenk, Max Siegwarth**



Courtesy Maureen Becker

Colton Merritt: Command Post Gatekeeper

The Command Post was the domain of Dayton Fire Department Captain **Merritt Colton**, who not only served as coordinator and gatekeeper and maintained the activity log, but also dispensed snacks, band-aids, and humor in equal measures.

Five Rivers MetroParks Ranger **Deanna Flaughter** covered lots of territory in her role as official photographer.

Visit her website, <https://www.hothphoto.com/>, if you're looking for a Dayton-area photographer with lots of energy and a cheerful disposition.

The **Kettering Health Mobile Sports Medicine Clinic** was on campus to treat the aches, and pains inherent with cycling activities. A team of six athletic trainers was spread out amongst the training venues to offer EMS support and treat injuries in the field, which, fortunately, were few and far between. Thanks to **Austin List, Megan Torres, Amy Federle, Rachel Fritz, Erica Knollman, and Michelle Reinsmith** for providing this essential service. This is an IPMBA Conference first, but hopefully, not a last.

Another IPMBA Conference first was the ability to offer the indoor bike park experience. Workshop attendees had

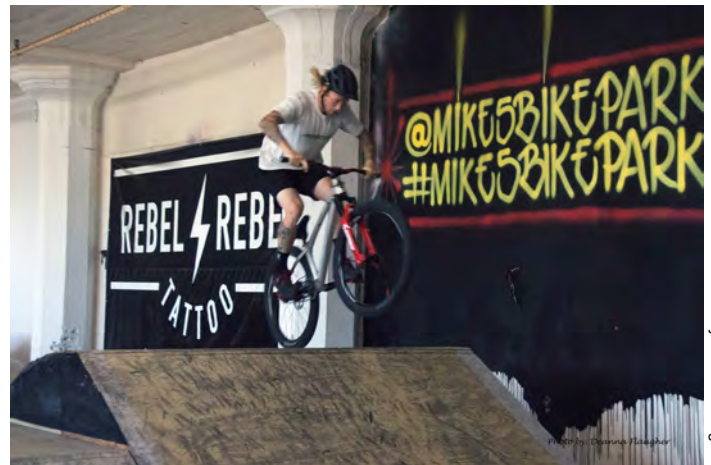


Courtesy Maureen Becker

Kettering Health Mobile Sports Medicine Clinic

a blast at **Mike's Bike Park**, which owner **Mike Bisig** generously made available for formal instruction and coaching as well as after-hours fun. He even arranged an appearance by **Tommy Zula**, the first-ever UCI World Pump Track champion (and native of Huber Heights, Ohio), who coached *Indoor Bike Park Skills Ph.D.* attendees Mark Brownell and Thomas Atkinson.

We also appreciate all of the volunteers, who are essential to all events. Special thanks to **Beth Roth**; the Dayton Police Department **Neighborhood Assistance Officers**,



Courtesy Deanna Flaughter

Tommy Zula, World Pump Track Champion, Mike's Bike Park

who staffed the Bike Check; and registered attendees **Jeff Glaude** and **Gerrit "Bip" Terhune**, who assisted with registration and merchandise sales while not in class.

None of this would have been possible without the support of Chiefs **Kamran Afzal** (Dayton Police), **Mark Hess** (Five Rivers MetroParks Ranger Division), and **Savalas Kidd** (University of Dayton Police), all of whom graciously provided the human and other resources needed for a successful event.

Finally, we thank everyone who participated as attendees, instructors, exhibitors, and sponsors. There's a reason that the IPMBA conference is the premier training event for public safety cyclists, and you're it!

At publication, plans for future conferences remain incomplete.

2022 IPMBA CONFERENCE



Cam Newton Shows Off His Socks — and Skills — at MOMBA

Courtesy Cam Newton



Aspiring Instructors on a Group Ride

Courtesy Hans Maestre



San Antonio (Chris Masters and John Herrera) and "the Legend" (Rance Okada)

Courtesy John Herrera



Jeff and the Carillon

Courtesy Jeff Claude



"The Bicycle Itself Presents a Safety Challenge"

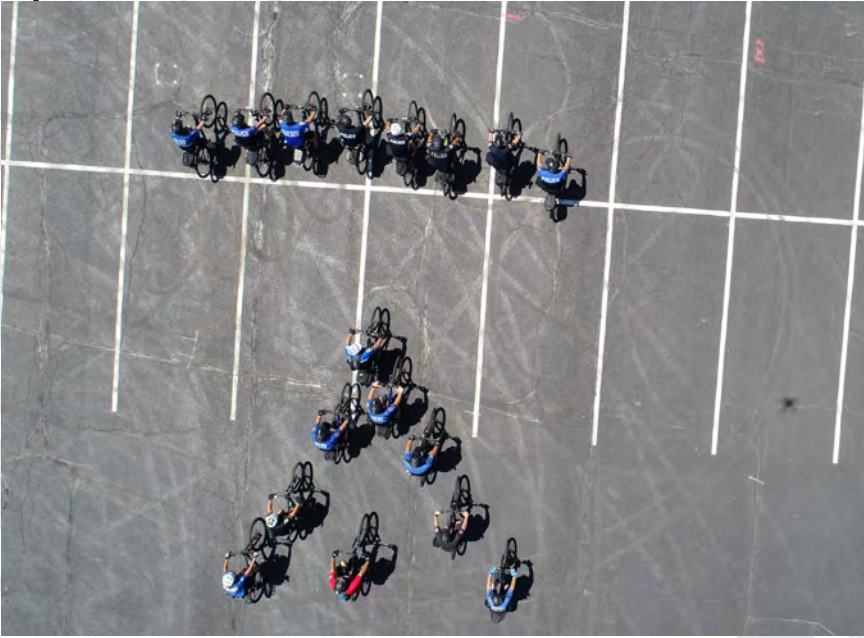
Courtesy Rance Okada



Ryan Koons and E-Bikes Love Stairs (Thanks, Benelli!)

Courtesy Deanna Flaugh

2022 IPMBA CONFERENCE



The Wedge



Natasha Simmons' Wheels are True

Courtesy Deanna Flaughter



Mike Wear and the *Dayton Daily News*

Courtesy Maureen Becker



Bip Terhune Learns the Basics of Swiftwater Rescue

Courtesy Deanna Flaughter



Pay Attention to Dwight Edwards!

Courtesy Jacob Coyle

2022 IPMBA CONFERENCE



Courtesy/Rance Okada

The Lighter Side of the Instructor Course



Courtesy/Steven Ray

PESC in the "Star Trek" Room



Courtesy/ Jacob Coyle

A Broken Chain = A Teachable Moment



Courtesy/ Shaun Olinger

Tour of Dayton at the Wright Cycle Shop



Courtesy/ Mark Arendt

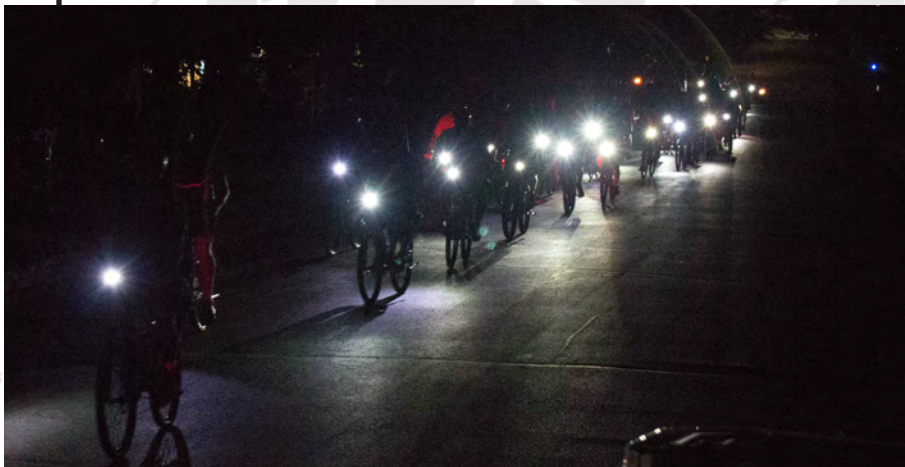
I Love the Smell of Yellow Smoke in the Morning



2022 IPMBA CONFERENCE



Bicycle Response Team Training Takes the Flyer Stadium
 Courtesy Russ Mandel



Night Riders Haunt Woodlawn Cemetery

Courtesy Deanna Flaughter



Ready to Fix Anything!

Courtesy Deanna Flaughter



Kevin Uhl Demonstrates the Stair Carry

Courtesy Deanna Flaughter

After a two-year hiatus, it was a delight to assemble a talented group of IPMBA Instructors and Guest Presenters in Dayton, Ohio. The reputation of the conference rests on the shoulders of the individuals who volunteer their time and talent to share their skills and experience with their fellow public safety cyclists. With these instructors and presenters, the wheels are always turning!

IPMBA Instructors

Alan Beadle, Sylvania Police Department, Sylvania, OH

Kirby Beck, Coon Rapids Police Department (Ret.), Coon Rapids, MN

Kenneth Becker, Five Rivers MetroParks Ranger Division, Dayton, OH

Scott Bixby, NY State University at Buffalo Police Department, Buffalo, NY

Elizabeth Bouchard, University of Guelph Campus Safety Office, Guelph, ON

Greg Bowen, Tarrant County College Police Department, Arlington, TX

Jeff Brown, Dayton Police Department, Dayton, OH

Ron Burkitt, Hilliard Police Department, Hilliard, OH

Jacob Coyle, Castle Rock Police Department, Castle Rock, CO

Edward Croissant, Tampa Police Department, Tampa, FL

David Dager, University of Pennsylvania Police Department, Philadelphia, PA

Allen Daniels, Windy Warrior Adrenaline Therapy Program, Brunswick, ME

Dwight Edwards, Cabell County EMS (Ret.), Huntington, WV

Chris Force, League City Police Department (Ret.), League City, TX

Larry Fuchtman, Arizona State University Police Department, Tempe, AZ

Adam Gaby, Five Rivers MetroParks, Dayton, OH

Brian Gillman, Cypress Creek EMS, Spring, TX

Artie Gonzales, Topeka Police Department (Ret.), Topeka, KS

Jayne Green, Topeka Police Department, Topeka, KS

Robert Hatcher, Delaware Police Department, Delaware, OH

Timothy Howells, Wright-Patterson Air Force Base Fire Department, Dayton, OH

Mike Hudspeth, Guilford County Emergency Services, Greenville, SC

George Andrew Humes, College Station Police Department, College Station, TX

Bruce Jackson, George Mason University Police Department (Ret.), Fairfax, VA

Steven Kaufman, Knoxville Police Department, Knoxville, TN

Colby Lalli, Blue Springs Police Department, Blue Springs, MO

Craig Lepkowski, Lake Forest Police Department (Ret.), Lake Forest, IL

David Millican, Denton Police Department, Denton, TX

Stephen Noftz, Ohio Health Protective Services, Athens, OH

Ranceford Okada, Westminster Police Department (Ret.), Westminster, CO

Erik Pearce, University of Wisconsin-Madison Police Department, Madison, WI

Murray Prust, Saint Paul Police Department (Ret.), Saint Paul, MN

Steven Ray, Harris County ESD 11 Mobile Services, Spring, TX

Trent Roach, Five Rivers MetroParks, Dayton, OH

Rod Roberts, Dayton Police Department, Dayton, OH

Joshua Rymon, Bethlehem Police Department, Bethlehem, PA

Stanley Sedillo, Auburn Police Department, Auburn, WA

Bobby Sellers, Montgomery County Pct. 3 Constable's Office, Montgomery, TX

Patrick Shaker, Aurora Police Department, Aurora, CO

Mitch Trujillo, Boulder Police Department, Boulder, CO

Scott Verdun, Kenner Police Department, Kenner, TX

Michael Wear, Metropolitan Police-DC (Ret.), Washington, DC

Thomas Zermeno, Norman Police Department, Norman, OK

Guest Presenters

Mike Bisig, Mike's Bike Park, Dayton, OH

Gail Boxrud, Krav Maga of Minneapolis, Minneapolis, MN

Keri Caffrey, American Bicycling Education Association, Orlando, FL

Rick McIlwain, Metro Nashville Police Department Vehicle Operations, Nashville, TN

Dante Pastrano, Krav Maga of Minneapolis, Minneapolis, MN

Clint Sandusky, Riverside Community College District Police (Ret.), Riverside, CA

Thank you, IPMBA Conference Instructors and Presenters!

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**FRIENDS DON'T
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Competition 2022: The “Humanity” of it All!



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

Some reading this newsletter may not know the history of IPMBA or much about the founding fathers. However, if there were a Mount Rushmore of Public Safety Cycling, Allan Howard would be the George Washington. Allan hails from the Dayton Police Department, and this year’s conference was an homage to Allan and all he has done for our organization.

The competition course was no exception. Designed and implemented by disciples of the Dayton Bike School as well as the Five Rivers MetroParks Bike School, the competition focused on slow speed maneuverability and skills.

The course was constructed on Humanities Plaza, in the heart of the University of Dayton campus. The only thing that would have made the course more challenging is if Five Rivers MetroParks could have provided a water hazard!

The course began with a stair descent right into a cone cut. Said cone cut should be part of the basic course as the skill seems as foreign to some riders as trying to operate a bike from the United Kingdom, where the front brake is on the right. It continued through the plaza, as riders descended through a sea of orange cones, until they were met with a teeter-totter. The riders then turned left into a keyhole, followed by a curb ascent onto a balance beam.

After clearing these obstacles, the riders were given a chance to gain some speed. As they approached the halfway point, they were slowed by a set of tapering cones, which then led them to five-step stair ascent, where the participants could decide whether to ride up or carry their bike.

Once again, the riders gained some speed before tackling the last few obstacles.



Mark Brownell, Spokane Police

This time the riders were slowed down by a tight serpentine through a set of steel bollards and cones, which was followed by a quick descent through the rolling, grassy terrain.

At the bottom of the descent, the

riders faced a steep curb ascent, a climb through the grass, a few more curb ascents, and finally, a ramp ascending to the finishing line.

Thirty-eight riders entered the competition, 22 as single competitors and 16 others combining their efforts on four teams.

The team names were as diverse as the teams themselves. Several instructors, smitten with their Instructor-Trainer and mentor, Rance Okada, formed the oft-seen “Rance’s Rangers”, who finished

first with a combined time of 5:40.76.

Four altitudinally opposed riders formed “**Tall-Too Short**”; they were too slow for first place, but secured second with a time of 6:03.70.



Scott Bixby, University of Buffalo Police



Ivan Miranda, Miami Police

Early in the week a cafeteria communication spawned Team “**Baked Potato Debacle**”, which came in third with a time of 6:25.09, blamed solely on a lack of starch in the riders’ diet.



Ed Bartelme, Washington University in St. Louis Police

(Continued on page 34)

(Continued from page 33)

“**Master Exploders**” filled the last team spot, but the reason for the team’s name is as elusive as a podium spot for the four riders.

The individuals were classified by age and category, and E-bike. Age groups were younger than 30, 30-39, 40-49, 50-59 and 60+, with the largest group being ages 30-39, with 15, followed closely by 40-49, with 14. The top three riders in the under-30 group were **Chris Metzler** (1:26.25), **Preston Weidner** (1:26.63), and **Sean Landis** (1:41.94). The top three riders in the 30-39 group were **Jacob Coyle** (1:12.78), **Michael Dragovich** (1:18.91), and **Stanley Sedillo** (1:26.86). The 40-49 group was led by **Allen Daniels** (1:20.08), **Mark Brownell** (1:27.77), and **Jason Kramer** (1:31.44). Those in the 50-59 group were led by **Rod Roberts** (1:24.20), **Ed Bartelme** (1:24.51) and **Scott Bixby** (1:29.68).



Allen Daniels, Windy Warrior Project

The 60+ group was led by and comprised of **Rance Okada** (1:47.11). E-Bike participants were **Jeremy Rimmer** (1:25.30) and **Eric Kackley** (1:25.57), riding the eagerly anticipated Volcanic e-Bike prototype.

All in all, the competition was a success as most participants finished the course, and there were no injuries.

Photos courtesy of Deanna Flaugher.

Ron attended the Police Cyclist Course taught by Allan Howard in 1998 and joined IPMBA shortly thereafter. He was certified as an IPMBA Instructor in 2001 and taught at the IPMBA Conference from 2002-2009. In 2017 and 2022, he served as host agency member, instructor, and competition course designer. He served on the IPMBA Board from 2006-2009. He co-taught the first Security Cyclist Course in 2004 and now teaches annually for a local security company. He enjoys teaching tomorrow’s riders and watching their shock at what an old man can do on a bike. He also likes riding his bike as fast as you can stand. He can be reached at hpdbadge26@gmail.com.

2022 Competition Results

Individual Competition

Female Under 30

No entries

Female 30+

No entries

Male Under 30

Christopher Metzler, San Antonio (TX) Police: 1:26.25
 Preston Weidner, Bethlehem (PA) Police: 1:26.63
 Sean Landis, Bethlehem (PA) Police: 1:41.94

Male 30-39

Jacob Coyle, Castle Rock (CO) Police: 1:12.78
****First Overall****
 Michael Dragovich, Lehigh University (PA) Police: 1:18.91
****Second Overall****
 Stanley Sedillo, Auburn (WA) Police: 1:26.86

Male 40-49

Allen Daniels, Windy Warrior Project (ME): 1:20.08
****Third Overall****
 Mark Brownell, Spokane (WA) Police: 1:27.77
 Jason Kramer, Kettering (OH) Police: 1:31.44

Male 50-59

Rod Roberts, Dayton (OH) Police: 1:24.20
 Ed Bartelme, Washington U.in Saint Louis (MO) Police: 1:24.51
 Scott Bixby, State University at Buffalo (NY) Police: 1:29.68

Male 60+

Rance Okada, Westminster (CO) Police (ret.): 1:47.11

Team Competition

Rance’s Rangers: 5:40.76

Thomas Atkinson, Peel (ON) Regional Police: 1:33.35
 Mark Brownell, Spokane (WA) Police: 1:27.77
 Jacob Coyle, Castle Rock (CO) Police: 1:12.78
 Stanley Sedillo, Auburn (WA) Police: 1:26.86

Too Tall, Too Short: 6:03.70

Michael Dragovich, Lehigh University (PA) Police: 1:18.91
 Kyle Fisher, Lehigh University (PA) Police: 1:26.87
 Christopher Metzler, San Antonio (TX) Police: 1:26.25
 Joseph Setty, Dayton (OH) Police: 1:51.67

Baked Potato Debacle: 6:25.09

Sean Landis, Bethlehem (PA) Police: 1:41.95
 Jeremy Rimmer, Bethlehem (PA) Police: 1:36.91
 Joshua Rymon, Bethlehem (PA) Police: 1:48.20
 Preston Weidner, Bethlehem (PA) Police: 1:26.63

E-Bike Category

Jeremy Rimmer, Bethlehem (PA) Police: 1:25.30
 Eric Kackley, Volcanic Bicycles: 1:25.57

Awards Aplenty!

2022 IPMBA CONFERENCE

by **Maureen Becker**
IPMBA Executive Director

The 2022 Awards Dinner was held on Friday, June 24, at Old River Park, once the domain of NCR employees; now part of the University of Dayton campus. Off-limits to the public, the park was ideal for training throughout the week, including the Bicycle Response Team Training's final scenarios.

An idyllic setting, complete with picnic shelters and tables, Old River Park was also the ideal location for the Awards Dinner, which tends to be an informal affair. Following the obstacle course competition, attendees made their way to the park for a pig roast catered by **Davidson's Meats**, with entertainment provided by **DJ Legacy Event Group**, owned by former IPMBA Instructor Shawn Huey.

After everyone commenced feasting on roast pork (and Impossible® burgers) with all the fixin's, and quenching their thirst, M.C. **Mike Wear** began the awards ceremony on a bit of somber note. A moment of silence was observed for **Gordon Beesley** (Arvada CO Police), **Jason Belton** (Erie PA Police), **Stephen Carr** (Fayetteville AR Police), **Dean Douglas** (Little Rock AR EMS), **Christopher Farrar** (Chandler AZ Police), **Brian Sicknick** (U.S. Capitol Police), **Houston Tipping** (Los Angeles CA Police), and all public safety cyclists and other personnel who have lost their lives in the line of duty.

After paying respects to the fallen and recognizing the heroism of the U.S. Capitol Police who defended the Capitol on January 6, 2021, Mike lightened the mood.

Plaques were presented to **Chiefs Kamran Afzal** (Dayton Police), **Savalas Kidd** (University of Dayton Police), and **Mark Hess** (Five Rivers MetroParks Ranger Division) and to

host committee co-chairs **Gordon Cairns** (Dayton Police), **Adam Gaby** (Five Rivers MetroParks Ranger Division), and **Eric Roth** (University of Dayton Police).

Mike then applauded the efforts of the Command Staff, liaisons, ride guides, support personnel, local volunteers, and volunteer instructors for their roles. Members of the 2022-2023 Board of Directors were introduced and former/outgoing Board members **Jason Bain**, **James Englert**, **Craig Lepkowski**, **Wren Nealy**, and **Michael Wear** were thanked for their leadership and service. As a personal touch, Mike was presented with an autographed PAX "fanny pack" to add to his collection.

The members of each graduating class were recognized and congratulated (see page 36), as were those who earned Instructor Trainer status between April 2019 and June 2022: **Greg Bowen**, **Larry Fuchtmann**, **Jacob Coyle**, **Adam Gaby**, and **Thomas Zermeno**.

In gratitude for his leadership role in updating both the *Complete Guide* and the ITK, as well as his mentorship of several new ITs, **Rance Okada** was presented with a coveted bottle of Macallan 15.

IPMBA Executive Director **Maureen Becker** was presented with a plaque and Canadian wine personally imported by Board Member Elizabeth Bouchard to mark her 22 years of service, for guiding IPMBA through the pandemic, and for her unwavering commitment to ensuring the quality and accuracy of the *Complete Guide* and the ITK.

Mike then turned the microphone over to Allan Howard and Kirby Beck for the 2022 IPMBA Awards for Excellence, presented – much to their surprise and delight – to **Rance Okada** and **Mike Wear** (see page 13).

As the awards ceremony wound down, the winners of the 2022 IPMBA Obstacle Course Competition were announced, the medals presented, and the bragging rights conferred.



Chief Afzul, Chief Kidd, Chief Hess, Rance Okada

Finally, the moment everyone was waiting for: the raffle drawing!

Matthew Mayeux of the Louisiana Department of Public Safety was the lucky winner of the custom-made Volcanic bicycle donated by **Volcanic**, while **Richard Soule** of the U.S. Capitol Police scored the Code bike donated by **Police Bike Store** (photos pages 38-39). **Kevin Uhl** of the Cincinnati Fire Department became the proud owner of the Glock 43 so generously provided by the **Uncle Sam's Avengers (USAMC Ohio II)** and presented by club president **Jack Miniard** of the Dayton Police Department.

Many thanks to all who made the event possible, from the set-up team to the clean-up crew, and everyone in between. Your efforts are truly appreciated.



David Millican, Mike Wear, and the Pack



Plaque for Maureen



Kevin Uhl and Jack Miniard

2022 IPMBA CONFERENCE



Bicycle Response Team Training



E-Bike Training Module



Police-EMS-Security Cyclist Course



Police-EMS-Security Cyclist II Course



Maintenance Officer Course



Instructor Course

Photos courtesy of Deanna Flaucher.

My Favorite Conference

2022 IPMBA CONFERENCE

by Allan Howard, PCI #001T
Dayton (OH) Police Department (retired)



The 2022 IPMBA Conference was far and away my favorite, and that's saying a lot. It's been thirty years and a few months since the first IPMBA board was elected. Since that time, we've had conferences all over the lower 48 states. All of them were great events; excellent training, camaraderie, and locations. However, the two conferences held in Dayton, Ohio – 2006 and 2022 – hold special meaning for me. Dayton Police Department is where I worked for 26 years and was afforded the opportunity to help public safety cycling grow. Of all the things I did on the department, bicycle patrol remains at the top of the list when it comes to personal and professional growth.

I'd like to thank all the people and agencies who helped make the 2022 conference a success. Seeing the DPD Bike Squad along with members of the University of Dayton Police Department and Five Rivers MetroParks Ranger Division working to make everything happen was awesome. I'm extremely proud of the public safety cycling culture we have here. Not because of what I did many years ago, but because of what everyone has done since then. It's easier to be involved in something at the start than it is to keep it alive, year after year, decade after decade. The Dayton Police and surrounding agencies have done just that.

As I wandered around, I realized what I'm most thankful for: the IPMBA membership. Without our members, we would not exist. If we didn't exist, public safety cyclists would be forced to improvise best practices. Sometimes the only thing required to prevent serious injury or death is information dissemination. Think about it; doctors have had the Journal of the American Medical Association (JAMA) since 1883.

It was THE way that medical professionals shared and disseminated

life-saving information among themselves. There's no way to calculate how many lives have been saved or improved because of what someone learned via that medium.

In today's world, injury and casualties in public safety are far too common. Without an organization and communication, we run the risk of making mistakes and/or suffering losses unnecessarily. If anything good came from COVID, it would have to be the ability to do more things remotely. Of course some things need to be done face-to-face and hands-on.

When IPMBA was founded, our vision was not of a once-a-year conference; it was of year-round training sessions all over the country, and hopefully, all over the world. The local and regional trainings produce more trained personnel a year than the conference does. More importantly, they enable personnel to receive training that they might not get because of money or travel limitations. Not everyone works for an agency with an unlimited budget of personnel and money.

Don't get me wrong, I love the conferences and being together. When it comes to specialty training such as ours, there's a dynamic that conferences provide that can't be replicated with local/regional training. Conferences are still a necessary part of our repertoire, however, moving them to a biennial schedule could benefit the organization. If COVID did nothing else, it proved that we are strong enough to survive on local/regional training and goodwill donations.

However, those that know me best know that not every idea I have is a good one. This is just something to consider for the health of our organization.

I was honored to present two IPMBA Awards for Excellence this year. Mike Wear and Rance Okada exemplify what IPMBA is all about. Without people like them, we wouldn't be as successful as we are. My thanks to both, as well as the first recipient, my good friend Artie Gonzales. I was disappointed that we didn't have any nominations of personnel from our EMS members. As someone whose life was saved by paramedics, I encourage each of you to think about the EMS cyclists you know and nominate someone for the 2023 award (see page 14).

It's been more than three decades since we started and we're in a good place. The reason for that is because we've routinely thought outside the box (even the nine-foot one) and said "Why not?" instead of "That's not the way we've done it before". The past is important, but not so important that we remain tied to tradition.

One last thought and I'll sign off. I'd like to personally thank the members of the Dayton Bike Patrol and surrounding agencies that allow me to come to Police Cyclist Courses to relive my youth. You don't know how rewarding it is to see you teach a craft I hold dear.

Until I see you again, ride and be safe.

Photos courtesy of Deanna Flaughter.



Mike Wear, Eric Roth, Adam Gaby, Gordon Cairns

by **Maureen Becker**
IPMBA Executive Director

The exhibit hall is one of the many reasons that people attend the IPMBA Conference. It is an opportunity for customers and

Also joining for the first time was **APB Consulting Solutions**. APB is a technology and training company with a focus on creating and maintaining safe workplaces through conducting threat assessments and preparing workers to respond to active aggressors.

Our final new exhibitor, **PAX-USA**, brightened up the room with their colorful gear bags, backpacks, and bicycle panniers. We've seen these bags at EMS World Expo and EMS Today for years and are happy they chose IPMBA this year. PAX strives to

provide first responders with bags that are robust, lightweight, highly visible, and easy to clean and disinfect. See the *2021 Product Guide* for a review.



Courtesy Maureen Becker

Command Staff with distinctive shirts in forest green over black, a nod to co-host Five Rivers MetroParks.

Meanwhile, in the **Volcanic** booth, the prototype of the forthcoming e-Bike was on display, sparking excitement in both regular customers and the curious. Founder Eric Kackley has taken on a new role as consultant, while Nate Keenan (retired from Omaha Police Department) and other business partners are running the show. In addition to supplying the lanyards and badgeholders and mechanical support, Volcanic generously donated a hot, orange bicycle for the raffle; it is now at home in Baton Rouge with Matthew Mayeux of the Louisiana Department of Public Safety.

Speaking of e-Bikes, **Benelli USA** was fully stocked up with a variety of models available for test rides and for use by students in the e-Bike workshops. **Pedego Electric Bikes** had three models available as well.



Courtesy John Herrera

suppliers to meet, for repeat exhibitors to introduce new products, for first-timers to try on the market and see if it fits, and for attendees to mix and mingle with one another as well as the company representatives.

After a two-year absence, there was a lot of catching up to do.

It is always a delight to welcome new exhibitors to the IPMBA Conference. It is an intimate affair, so it is impossible to get “lost” in the exhibit hall, even as the “regulars” enthusiastically greet their long-time customers and friends. Two of first-timers were also our newest Corporate Members – **DuraBike** and **RECON Power Bikes** – representing the two types of bicycles: conventional and electric.

As described in the *2022 Product Guide*, **DuraBike** was “engineered to thrive in austere environments and require an absolute bare minimum amount of maintenance.” To this end, it has a steel frame, a sealed gearbox transmission, and a carbon belt drive system that requires very little maintenance. It is quite a sleek ride.

At the other end of the spectrum are **RECON Power Bikes**. RECON is described as “military-tough”, and its construction reflects it. With beefy frames; fat, aggressive tires; and powerful drive systems, they look ready to take on any terrain.



Courtesy Clarence Harrison

Many repeat exhibitors are like family and friends, and this year was more of a reunion than ever. It was a party in the **Patrol Bike Systems** and **Sound Uniform Solutions** booths, even without Sally Swanson, who finally retired in 2021 after founding Bratwear (which merged with Olympic Uniforms to form Sound Uniforms) in 1992. Sound Uniforms kept up the tradition of outfitting the



Courtesy Deanna Flaughter

(Continued from page 38)

Between Benelli, Pedego, RECON, and Volcanic, the e-curious were able to experience it all!

What would a bicycle be without a seat? Very difficult to ride, but **ISM Saddles** was on-hand to fulfill that need, offering saddles designed and engineered for a pressure-free ride. As usual, **ISM** donated saddles for the Product Showcase Silent Auction, too.



Courtesy Jason Thornton

MOCEAN Tactical carried on their traditions by sponsoring the exhibit hall receptions and providing shirts for the instructors. The 2022 Conference Instructor shirts were bright yellow with reflective piping, making the instructors impossible to miss.

Unfortunately, a few exhibitors who were expected were not able to attend for various reasons, but they did not withdraw their support. **4Bike-Police** was in the throes of a real estate transaction, **Haven Gear** was short-staffed, **Police Bike Store** had a family obligation, and **R&B Fabrications** was attending to a loved one's health.

Although absent, **Police Bike Store** donated a CODE Bike for the raffle, everyone's favorite water bottles, pens, and an array of items for the Product Showcase Silent Auction. They also sponsored the PESC and IC Night Operations, providing several C3Sports lighting systems to demo and give away to a lucky few.



Courtesy Richard Soule

The CODE bike went to DC with Richard Soule, a fleet mechanic for the U.S. Capitol Police.

R&B Fabrications supplied a set of panniers for the auction as well as the ever-popular string backpacks, complete with reflective striping.



Courtesy Erik Pearce

Those bags were packed with swag from **ATAQ Fuel**, **Benelli**, **Bike Index**, **EcoSheep**, **EMS World**, **Kettering Health**, **Officer.com**, **Pedego**, **Police Bike Store**, **Portage Notebooks**, and **Volcanic Bicycles**.

Cygolite Bicycle Lighting Systems sponsored the *Nightlife District Operations & Tactics* workshop, and made demo lights available for attendees to experience.

Bike Index sponsored the *Bike Theft Prevention Task Force* workshops.



Courtesy Alan Beadle

Bike Index is a worldwide bicycle registry that helps riders recover stolen bikes through technology and community involvement.

The **Product Showcase Silent Auction** is an opportunity for companies to display their products throughout the conference. The items are then auctioned to the highest bidder, with the proceeds benefiting IPMBA's programs.



Courtesy Maureen Becker

The following companies donated items to the auction: **Barmitts**, **Bellwether Clothing**, **BiSaddle**, **Cateye**, **Crowne Plaza Knoxville**, **Cygolite**, **Eric Roth**, **Gordon Cairns**, **Greg Bowen**, **IPMBA**, **ISM**, **Louka Tactical**, **Maureen Becker**, **Pedaling Innovations**, **Police Bike Store**, **R&B Fabrications**, **Sound Uniform Solutions**, **The Galeo Group**, **TOGS**, and **Visit Knoxville**.

IPMBA thanks our industry partners for their support and for sticking with us throughout the turbulent years of 2020 and 2021. Public safety cycling is a niche, which requires a solid commitment to public safety personnel who serve their communities from a bicycle. We encourage you to show your appreciation for their loyalty by patronizing our industry partners whenever possible.

IPMBA thanks the exhibitors and other supporters of the 30th IPMBA Conference. We appreciate those who were able to join us in Dayton, those who unexpectedly were unable to attend, and those who provided sponsorships and in-kind contributions. The past few years have been challenging for everyone, so please support these suppliers by patronizing them for ALL of your public safety cycling needs!

EXHIBITORS



Benelli

Contact: Ron Toler
Telephone: 800-832-2966

Email:
usasales@benellipolicebike.com
Website: <https://mailchi.mp/4616d08c5aa7/benelli-public-service-bike>
Product/Service: E-Bikes developed specifically for public service use.



DuraBike

Contact: Brenden Westin
Telephone: 207-956-1650

Email:
brenden.westin@durabike.us
Website: www.durabike.us
Product/Service: DuraBike: low-maintenance, high-reliability patrol bikes.



ISM Saddles, LLC

Contact: Laura Toll
Telephone: 813-909-1441

Email: laura@ismseat.com
Website: www.ismseat.com
Product/Service: ISM Saddles is the recognized leader in bicycle saddle design, dedicated to the health and wellness of all cyclists.



MOCEAN Tactical

Contact: Tom Audley
Telephone: 336-582-0757

Email:
csdesk@moceantactical.com
Website:
www.moceantactical.com
Product/Service: Bike patrol and tactical apparel.



Police Bike Store

Contact: Michael Espejo
Telephone: 973-366-5868

Email: info@policebikestore.com
Website:
www.policebikestore.com
Product/Service: Code police bikes, C3Sports lighting products, sirens, and more.



R&B Fabrications

Contact: Dan Eakins
Telephone: 419-594-2743

Email: dan@rbfab.com
Website: www.rbfab.com
Product/Service: For nearly 50 years, R&B Fabrications, Inc., has proudly built the highest quality, American-made bike panniers, EMS, and fire bags.



Recon Power Bikes

Contact: Jeff Fuze
Telephone: 888-485-2589

Email:
jeff@reconpowerbikes.com
Website:
www.policepowerbikes.com
Product/Service: Electric Police Bikes (Interceptor, Commando, and Scout); Bike-Based LPR (License Plate Recognition).



Sound Uniform Solutions

Contact: Julie Cruise
Telephone: 253-625-7420

Email:
juliecruise@olyuniforms.com
Website: <https://sounduniforms.com/>
Product/Service: Highest Quality Bike Uniforms Since 1987! We Love IPMBA & Look Forward to Helping You!



Volcanic Bicycles

Contact: Nathan Keenan
Telephone: 509-427-8623

Email: sales@volcanicbikes.com
Website: www.volcanicbikes.com
Product/Service: Patrol bikes with lifetime frame warranty and component options; riding gear accessories; replacement parts and tools.

4Bike-Police.com

Contact: Mark Leonard
Telephone: 501-517-5338
Email: mark@4bike-police.com
Website: www.4bike-police.com
Product/Service: Police Bike and Duty Gear Store. Complete bike team set up and mobile maintenance.

APB Consulting Solutions

Contact: Noah Wallington
Telephone: 602-545-6246
Email:
nwallington@apbconsultingsolutions.com
Website: <https://apbconsultingsolutions.com/>
Product/Service: Non-Lethal Tools (the GLOVE).

Haven Gear

Contact: Elyssa Ratliff
Telephone: 321-254-9569 ext. 634
Email:
elyssa.ratliff@havengear.com
Website: www.havengear.com
Product/Service: Riot equipment, gear and accessories, protective equipment.

Patrol Bike Systems

Contact: Mark Eumurian
Telephone: 651-773-8763
Email:

patrolbikesystems@gmail.com
Website: www.biketools.com
Product/Service: Bikes,
Accessories, Clothing, Park Tools,
and more.

Pax USA

Contact: Kevin Dougherty
Email: info@paxbags-us.com
Website: www.paxbags-us.com
Product/Service: Bike bags:
pannier bags, handlebar bags,
oxygen bags.

Pedego Electric Bikes

Contact: Carly San Filippo
Telephone: 949-994-1493
Email: carly@pedego.com
Website: www.pedego.com
Product/Service: Showcasing three
different police bike models.

SUPPORTERS



**Cygolite Bicycle Lighting
Systems**
Website: www.cygolite.com



EMS World
Website:
www.emsworld.com

Barmitts

Website: www.barmitts.com

Bellwether Clothing

Website:
www.bellwetherclothing.com

Bike Index

Website: www.bikeindex.org

BiSaddle

Website: https://bisaddle.com/

Cateye Bicycle Electronics

Website: https://www.cateye.com/
intl/

Crowne Plaza Knoxville

Website: https://
www.crowneknox.com/

EcoSheep

Website: www.ecosheep.com

Louka Tactical

Website: https://loukactical.com/

Officer.com

Website: www.officer.com

Pedaling Innovations

Website: https://
pedalinginnovations.com/

Portage Notebooks

Website: https://
portagenotebooks.com/

The Galeo Group

Website: https://findgaleo.com/

TOGS

Website: https://togs.com/

Visit Knoxville

Website: https://
www.visitknoxville.com/

CONTRIBUTING MEMBERS

- Maureen Becker
- Greg Bowen
- Gordon Cairns
- Eric Roth

LOCAL SUPPORTERS

- Allied Supply
- Code Credit Union
- Costco
- Dayton Convention & Visitors Bureau
- Dayton Police F.O.P. Lodge 44
- Good Guy Group
- Goodwill of the Miami Valley
- Heidelberg Distributing
- Kettering Health
- Miami Valley Crime Prevention Association
- Mike's Bike Park
- Requarth Lumber
- Revolution Mortgage
- Sandy's Towing and Recovery
- Steiner Optics
- Troy Fish & Game Club
- Uncle Sam's Avengers Motorcycle Club
- Vichich Mortgage Lending Team
- Wright Smiles

PARTNERING AGENCIES

- Dayton Police Department
- Five Rivers MetroParks Ranger Division
- University of Dayton Police Department
- Dayton Fire Department



Corporate Members



IPMBA thanks Benelli, ISM Saddles, Police Bike Store, and Volcanic Bicycles for their continued participation in the IPMBA Corporate Member program.



Benelli

Product: E-Bikes Developed Specifically for Public Service Use
Phone: 800-832-2966
Website: mailchi.mp/4616d08c5aa7/benelli-public-service-bike



Bicycle Patrol Outfitters

Product: Bike Patrol Products
Phone: 951-318-7341
Website: www.police-bikes.com



Cygolite Bicycle Lighting Systems

Product: High-Intensity Lighting Systems, Designed and Built in the USA
Phone: 949-297-4972
Website: www.cygolite.com



DuraBike

Product: Bikes
Phone: 207-956-1650
Website: <https://durabike.us/>



EMS World

Product: Leading EMS Magazine, Website, and Expo
Phone: 800-547-7377
Website: www.emsworld.com



GeoOrbital

Product: GeoOrbital Public Safety Electric Wheel
Phone: 781-248-5594
Website: www.geoo.com/pages/public_safety



ISM Saddles

Product: ISM Bike Seats
Phone: 813-909-1441
Website: www.ismseat.com



Jones & Bartlett Public Safety Group

Product: Educational Materials, Complete Guide to Public Safety Cycling
Phone: 800-832-0034
Website: www.psglearning.com



MOCEAN Tactical

Product: Technical Bike Patrol Uniforms
Phone: 336-582-0757
Website: www.moceantactical.com



NAEMT

Product: Association of EMS Practitioners
Phone: 601-924-7744
Website: www.naemt.org



PWR

Product: E-Mobility Solutions
Phone: 609-828-5918
Website: www.pwrbike.com



Police Bike Store

Product: Complete Line of Public Safety Bikes & Accessories
Phone: 973-366-5868
Website: www.policebikestore.com



RECON

Product: Law Enforcement E-Bikes
Phone: 888-485-2589
Website: www.policepowerbikes.com



R & B Fabrications

Product: Panniers, Duty Bags, and Safety Vests
Phone: 800-553-1911
Website: www.rbfab.com



Setina Manufacturing

Product/Service: Vehicle Safety Equipment
Phone: 800-426-2627
Website: <https://setina.com>



Sound Uniform Solutions

Product/Service: Bratwear and Olympic Uniforms
Phone: 253-625-7420
Website: www.sounduniforms.com



Volcanic Bicycles

Product: Patrol Bicycles, Hand-Built in the USA
Phone: 509-427-8623
Website: www.volcanicbikes.com

What Size is Right?

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

Several decades ago, there were not many choices when it came to selecting a public safety mountain bike. There were multiple companies manufacturing bikes designed for public safety, but they basically came in small, medium, and large frames equipped with 26-inch wheels. That was the industry standard until about 2009. As an IPMBA member, one of the first organizational debates I recall was over 29-inch wheels. This initial debate went through several different phases, and the organization eventually moved to allowing the larger-wheeled bikes into IPMBA training.

As technology evolved, public safety mountain bikes even went through a full-suspension phase. Some agencies still utilize full-suspension bikes, but most public safety cyclists returned to the hardtail.

Of course, manufacturers are always starting new trends: enter the 27.5-inch mountain bike tire. The once-easy choice expanded from 26" to 29" and 27.5", available in small, medium, large, and sometimes extra-large frames. Some manufacturers further break down frame sizes by measuring sizes in inches (or cm) rather than ranges.

Can we make this even more complicated? Yes, technology has now brought us the e-Bike. In theory, e-Bikes could come in all frame sizes, tire sizes, and bike types. It seems to be moving in that direction.

How does one wade through the many choices that technology and the market now bring us? Some public safety departments have made the choice for their employees, while others are left to decide by personal preference. To answer this question, we must go back to the basics of bike fit.

The most important element of bike fit is, of course, frame size. You pick the right size based on your leg length and stand-over clearance. This seems pretty straightforward, but now let's throw in each person's unique physique, which includes differing leg lengths, torso lengths, arm lengths, weight/weight distribution, and type of build. We are now not only talking about bike fit, but also personal skill, like the ability to maneuver the different frame sizes, and physical strength such as legs and arms.

What does all this mean? We must take many more variables into account when selecting a public safety bicycle. 26-inch wheeled bikes have shorter wheelbases and allow for more maneuverability for the less skilled. They are also now hard to come by. 29-inch wheels require more skill in close quarters but require less leg strength and roll more easily over objects such as steps.

Enter the 27.5" wheel, which tries to achieve the best of both worlds.

We haven't even discussed how each of these size of bikes affects your center of gravity. Each of these three sizes incrementally raises your center of gravity while on the bike. Why does this matter? The higher you sit – the higher your center of gravity – the harder it is to balance at slow speeds.

That is a lot to take in and we haven't even brought e-Bikes into the discussion. E-Bikes typically have longer wheelbases, requiring more dexterity to maneuver at slow speeds. However, e-Bikes have additional weight from the motor in the lower portion of the frame. This lowers your center of gravity and may allow for better balance.

For some people, the size decision may be obvious, but others may fall into several different possible categories of sizes. For instance, I could ride a 29-er with a medium frame or a 27.5-er with a large frame. I then must decide whether a lower center of gravity and slightly shorter wheelbase outweigh the benefit of being able to and the need to roll over objects more easily.

Today's public safety cyclist must not only take into consideration bike fit, but also pedal stroke length, balance, physical strength, and bike handling ability when selecting the appropriately sized public safety bicycle. The most neglected factor is that of personal skill level. Be honest with yourself (and your bike instructor, supervisor, and/or shop) about your skill level. Everyone seems to want bigger tires, but that leaves you with less maneuverability while doing slow speed skills.

There has been a lot of discussion surrounding cone courses and skill stations over the past few years. A public safety cyclist must remember the bike is a tool – just like a police officer's handgun. The selection of the specific tool should account for the size, strength, and skill of the individual utilizing it. Each one has its purpose, but they may not all benefit you.

Be safe, and HAPPY riding!

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 President after having served as Treasurer and Education Coordinator. He can be reached at dsmillican@gmail.com.



Courtesy Kyle Callihan



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PURA PASSIONE DAL 1911



Two Little Sprockets

by David Cohen
Maryland National Capital Park Police
Reserve Unit

A smooth-running bicycle drivetrain is a joy to behold. There's nothing quite like a bicycle chain smoothly and effortlessly passing through the front chainring, rear cassette, and then those two little doohickeys attached to the derailleur.

Those two little doohickeys attached to the derailleur are jockey wheels. Their purpose is to maintain the proper chain tension throughout the entire gear range. However, if those two wheels start getting gummed up, they can throw the rest of a magnificently tuned drivetrain completely out of whack.

Maintenance for the jockey wheel is a pretty simple affair. Every few rides, take a rag and pinch the jockey wheel while turning the crank to remove grime and gunk. Pay close attention: there's not much room to operate and it's easy to slip and get the rag or your finger caught up in the mechanism.

If the jockey wheels are heavily gunked-up, as tends to happen with bikes ridden on natural surfaces, a flathead screwdriver can be used to remove the built-up gunk. A couple of drops of chain lube on the friction part a couple times of year keeps the pulleys spinning freely.

Jockey wheels do wear, though. What makes jockey wheel wear patterns difficult to detect is that it is a very gradual process. A rider could potentially go through two or three rear cassettes – or more – before the jockey wheels need replacement. The best way to see how much they have worn is to compare them to relatively new ones.

Replacement is not a difficult process. First, make sure you order the correct replacements for the type of derailleur that is on the bicycle. The diameter and number of teeth will vary from derailleur to derailleur. If in doubt, contact the derailleur manufacturer.

Then take a picture of how the chain runs through the rear derailleur. This is very helpful during the reassembly process.

Replacement of the jockey wheels can be done with the chain still on the bike, but I recommend replacing them at the same time you replace the cassette and chain; this way, everything is off the bike.

Removal is a straightforward affair – a single bolt goes through the derailleur cage which acts as the axle for the jockey wheel. Remove the bolt and the jockey wheel comes out. Start with the lower jockey wheel, and then remove the upper one. Mark the jockey wheels “top” and “bottom” so you can match them to the new set. Some derailleurs have different jockey wheels for the top and bottom.

While the derailleur cage is apart, this is also a good time to clean and degrease the insides of it. If you spot unusual wear on the cage – perhaps a divot due to a chain rub – and the cage's structure is compromised, it would be a good time to replace the entire rear derailleur.

Assembly is the reverse. I will sometimes put a very light coating of grease on the bolt. When reassembling the jockey wheel and the cages, you only want to tighten up the top wheel just enough to hold the derailleur cage on. It is much easier to attach the bottom jockey wheel if there is a little bit of play in the cage to line things up properly.

With the new jockey wheels inserted into the derailleur, and presumably a new cassette on the rear wheel, it is time to run the new chain through the jockey wheels.

Remember that picture I told you to take? This is when it comes into play. Routing a chain incorrectly through the jockey wheels is a recipe for irritation at a minimum, and could be downright dangerous at worst. I find it easier to route the chain through the jockey wheels from top to bottom, since gravity is on your side. Some



like to run the chain from bottom to top to “pull” it through, and you don't have to worry about the chain folding up on itself when you “drop” it from the top.

Connect the two sides of the chain, make your derailleur adjustments, and the bike will be good to go with a smooth drivetrain for many hours of riding. How long will the replacements last? It depends on the riding style. I have found that in most cases, by the time a derailleur is onto its third set of jockey wheels, the derailleur springs have worn out and the entire derailleur needs replacement. However, I do have one 8-speed Shimano Deore LX derailleur from 1998 on its third set of jockey wheels and still shifting crisply. YMMV.

Let's go riding. Be safe out there!

Gears and Gadgets continues on the next page with “Cycle Bud.”

Cycle Bud Brake Adjusting Tool

Like many of us, I enjoy perusing social media apps like Facebook. These apps, though, have a spooky way of incorporating advertising as if they were reading your mind. With cycling being one of my pursuits, I get a fair amount of bicycle ads.

I had noticed that the rear brake on my 29er mountain bike had lost its effectiveness. I had just installed new pads during the bike's winter overhaul, so the probable cause was that the pads got contaminated, or that the rotor had picked up some grime, reducing the brake's effectiveness.

I was not looking forward to pulling out the pads to clean them. This is because although on the Tektro brakes, the pads are fairly easy to remove, lining the caliper back up again after putting everything back together has always been a pain.



As I contemplated this repair, an ad popped up for a "Cycle Bud Disc Brake Adjusting Tool". The ad made it look as simple as this: loosen the caliper, insert the tool, tighten the caliper, and you're on your way. It cost \$19.95 for a pair of alignment tools. While I did not think highly about the fact that Facebook could possess such clairvoyance, for \$19.95, I figured, "What the heck?"

Of course, as soon as I purchased the Cycle Bud tool, my Facebook feed completely lit up with every other company that sells a similar tool.

I received the tool a couple of days later. The disc brake alignment tool

is basically a pair of oval metal shims joined together by a clip. It is very small – about 2¼ inches long by ¾ inch wide at its widest point; small and light enough to be part of a rider's on-bike tool kit. It even has a hole if you want to put it on a key ring.

Using the tool is every bit as simple as it appeared in the video: loosen the caliper, feed the tool into the caliper, tighten up the caliper bolts, and you're ready to ride. If, for some reason, the tool won't fit between the pads, it may be necessary to spread the pads.

There are specific tools for this (such as the Park Tool PP-1.2 or PS-1), but if you're out in the field, using your multi-tool will work. The one caveat for using the alignment tool is that the disc rotor needs to be straight. A disc rotor that is warped, bent, or otherwise out of true is going to rub, no matter what you do with the alignment tool.

For those situations, you would need a rotor truing fork, like the Park Tool DT-2. I covered this topic in a previous Gears & Gadgets

column, *The Most*

Annoying Sound, Part 1; Disc Brakes, which can be found on the IPMBA website: <https://ipmba.org/blog/comments/gears-and-gadgets-the-most-annoying-sound-part-1-disc-brakes> (and in Vol. 28, #2, 2019).

After using the tool on my hydraulic disc brake-equipped personal bike, I next tried it on my department-issued bike, a Kona Dew, which has mechanical disc brakes.

The brakes on my Kona have a history of being fussy in terms of rubbing or being noisy when applied. The only way to avoid the rubbing and/or the noise was to back the pads off so there is a longer pull

to engage the brakes. I like to set my brakes very tight, so a long throw is uncomfortable for me. I had to back off the brake pads to get the alignment tool to fit. However, once the pads were backed off, the tool worked every bit as easily as it did on the hydraulic brake equipped bike. Once the pads are aligned, you can tighten up the pads to your liking.

Besides being easy to implement, the results were simply amazing. On the hydraulic brake equipped 29er, I've had issues with noisy brakes and poor engagement of the rear brake, specifically. No more. The brakes are quiet and engage well. The very fussy mechanical disc front brake on my department-issued Kona has never worked better. I was able to set my front brake tighter than I was able to do previously. It stops well and there is no brake squeal.

Surprisingly, Park Tool, which I consider the gold standard for bicycle tools, does not offer a tool like the Cycle Bud alignment tool. However, these tools are plentiful on the internet. Among other names, they are sometimes called "Brake Fitting Assistant" or "Disc Brake Gap Regulator". Prices range from about \$15 to \$20; money very well spent, in my opinion. Once you have one of these tools, you will wonder how you ever lived without it. I sure do!

Photos courtesy of David Cohen.

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.

About the author: David Cohen 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 onyxax@aol.com.

The Best There Is

by Thomas Zermeno, PCI# 1390T-B/
EMSCI# 412T-B

Norman (OK) Police Department
IPMBA Board: Education

As an instructor, I have seen many different levels of talent in the students that come to my classes. Most instructors know how challenging it can be to diagnose and correct students' errors. Many times, it is not the student's lack of talent, but rather a mental block, that makes a skill difficult. As instructors, we try different methods to give them the confidence to successfully complete the cone courses and other skills.

This is a very important aspect of instructing that we need to make sure we do not overlook. Instead of telling them everything that they are doing wrong, we should use positive reinforcement. Our end goal is for them to feel like Ricky Bobby in *Talladega Nights* and hear them say: *"Here's the deal. I'm the best there is. Plain and simple. I wake up in the morning and I [exude] excellence."* Here are a few suggestions on how to make that happen.

First, the way the class begins will set the tone for the entire week. Wake up in the morning and exude excellence. Come in with the attitude that this is going to be the best week they have ever had. If you start by telling them that they are going to wreck their bikes, scrape up their elbows and legs, and that someone might get injured or fail, how mentally prepared do you think they will be? Not very. Another thing we truly need to do is NOT to come in acting like we are the best there is and that the students will NEVER be as good. Remember this: the true measure of an instructor is not the ability to show someone how to do something; rather, it is the ability to show them how to do it **even better**. So that excellence needs to be exuded onto your students, even the ones who were "ordered" to come to the bike school and don't really want to be there.

Second, recognize that it is not possible to diagnose every problem that students experience and be able to successfully correct them. While we as instructors may believe – and by all accounts should believe – that we are the best there is, we need to exude that excellence through our instruction and our ability to guide

our students to success. Sometimes the problem is a matter of correct gear ratio, other times it could be weight transfer. If it is the former, instruct them to try a lower or higher gear ratio to see if the result changes the outcome. If it is the latter, demonstrate how doing deadlifts in weight training relates to maintaining your core to keep yourself upright on the bicycle, thus allowing the bicycle to move underneath you. Sometimes it is something else altogether. You must pay attention to the details and adapt your methods to the student.

For some instructors, the Instructor Course was less than a year ago. For others, it has been the span of a career since they were taught how to instruct, and they have been doing it the same way from the beginning. That's OK to a point, but in order to stay fresh, it is best to reach out to others – including newer instructors – to learn techniques, tricks, and new ways to instruct. When we start admitting that we could use some fresh ideas, and seek them out, our professionalism is pushed to a higher level, thus increasing our students' success.



Third, building a student up who is struggling takes patience and time. Unlike Ricky Bobby, we cannot just *"wanna go fast."* We need to take some time, take them aside, and really focus on how to help them overcome their difficulties. Sometimes it is test anxiety. Other times more by occurring. This is where help from the other students or instructors is invaluable. Some of my best classes have been those in which I identified a highly skilled student and designated him or her as a class leader. Because just like Ricky and Cal couldn't be *Shake and Bake* or engage the slingshot method without each other, one person cannot expect to diagnose and correct every problem all alone. Fresh eyes and different voices for the student can also lead to success. So, look to

others for help because this is not expected to be done alone; a concept with which any person in public safety is all too familiar.

Finally, make sure to end each day on a high note. Leave the students thinking what Ricky Bobby said to Jean Girard: *"Come race time tomorrow, I'm coming for you."* Don't let them leave feeling defeated and not knowing *"what to do with their hands."* For example, when a student is struggling in the Box, try to get them to focus on getting around one time, even if it is sloppy and they knock out cones or put their feet down. Remember: in their heads, they HAVE to do it three times and so they are focusing on doing it three times. If they perceive failure as anything less than three successful circuits, their performance anxiety will continue to grow. If we allow them to perceive this as a failure, they will spiral down even further. By focusing on just one successful rotation, we have something to build upon and something to celebrate with the student, cheering them on from that success.

These are just a few ideas on how to improve your instructing. For other ways, look to the new IPMBA YouTube Instructor playlist and the Instructor Resources page on the IPMBA website for other techniques, tools, and instructional videos. You can also use the online instructor search to contact other instructors about opportunities to co-teach, exchange ideas, and develop networks.

Remember: *"If you ain't first, you're last. That there is trademarked, not to be used without written permission of Ricky Bobby, Inc."*

Photo courtesy of Thomas Zermeno.

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 in 2013 at the IPMBA Conference in Baton Rouge and cross-trained as an EMSCI in 2017. He became an Instructor Trainer in 2019, attended the Bicycle Response Team Training in 2020 and BRT Instructor certified in 2021. He currently serves on the IPMBA Board of Directors as At-Large member overseeing education programs. He can be reached at Thomas.Zermeno@yahoo.com.

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Thank you for your support of IPMBA. We are thrilled to report that the new Instructor ToolKit (ITK) has been released! Updating the ITK, in conjunction with the *Complete Guide*, has been a multi-year process involving numerous people and countless person-hours, and we appreciate your patience as we have endeavored to provide you with the best product possible.

As per the update included in *IPMBA News*, Vol. 31, No. 1 (2022 Product Guide), the update process is as follows.

All current instructors who wish to maintain their instructor status will be required to purchase the ITK within nine months. This applies to all instructors, including those in agencies with multiple instructors.

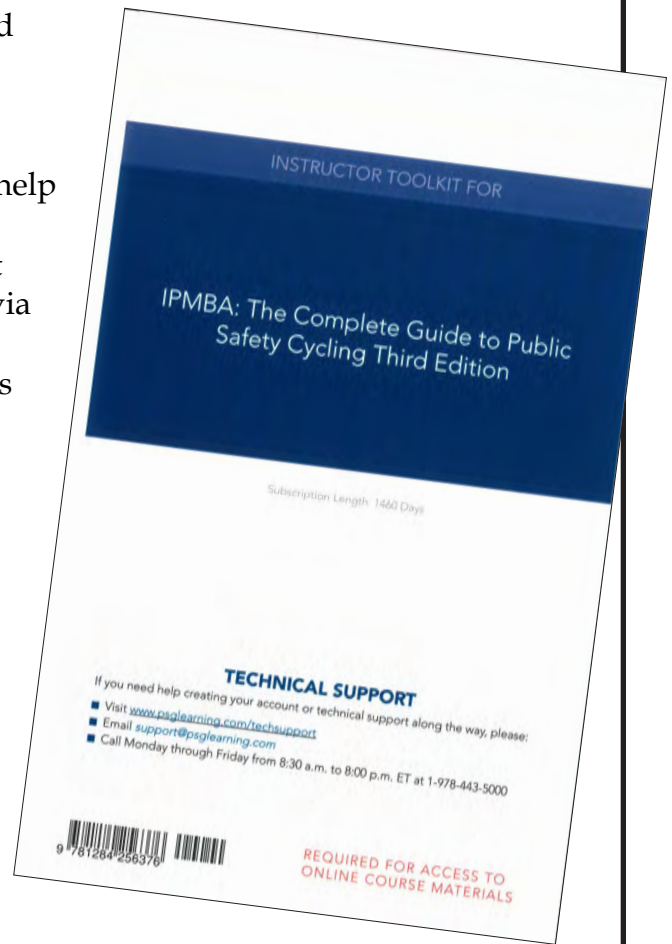
In an effort to make this transition easy and affordable, neither in-person nor online training will be required. Each instructor will be responsible for carefully reviewing the new materials and implementing them in a timely manner.

This requirement has been established to ensure that all instructors obtain the most

current lesson plans and modify their courses to reflect changes in the content, structure, and testing process. It will help ensure that all students have access to the latest information delivered via modern methods of instruction. Finally, this requirement will help IPMBA maintain standardization and achieve its mission of offering the best, most complete training for public safety cyclists.

For the first six months after release, the cost of the ITK will be \$125, including shipping. After six months, the cost will increase to \$175. Instructors who have not purchased the ITK by the end of the nine-month period will be required to either repeat the IPMBA Instructor Course in order to recertify or relinquish their teaching materials and instructor status.

The ITK order form is available on the Training Materials and Merchandise page of the IPMBA website. The URL is <https://ipmba.org/resources/merchandise>.



Orders may also be placed from the website via PayPal or by phone with a Mastercard or Visa.

We hope that you will enjoy transitioning to the new curriculum, which features more on-bike time, shorter lectures, and up-to-date materials.

Thank you for your support of IPMBA. Stay well and safe!

Time Frame	Cost	Additional Requirements
October 1, 2022-March 31, 2023	\$125	None
April 1, 2023-June 30, 2023	\$175	None
Starting July 1, 2023	\$850 Tuition	Repeat the Instructor Course

(Continued from page 1)

A new entertainment district was developed near Fort Worth's downtown area. Dubbed the West 7th Entertainment District, this 14-block area hosts thousands of visitors on Friday and Saturday nights between 10 p.m. and 3 a.m. The congestion of



MedStar's BERT team members carry a wide array of medical equipment in three saddle bags attached to each bike.

people and vehicles made it very challenging to provide the type of service MedStar strives to deliver.

Further, an analysis of responses into this district revealed that many of the EMS responses were for low-acuity medical issues, often not resulting in the need to transport a patient to a hospital.

BERT Delivers

However, they were dealing with the logistics of trying to get MedStar ambulances into this area for medical calls, either when people called 911, or when officers wanted someone to be evaluated for a medical or trauma incident.

MedStar has a well-established Bicycle Emergency Response Team (BERT) that is often deployed for large-scale special events, so Commander O'Neil and Lieutenant Long felt it would be valuable to invite the MedStar BERT to pair side-by-side with PD's bike officers in the West 7th district during the busy Friday and Saturday nights.

ACHIEVING THE GOAL(S)

The program has been a resounding success on many levels. MedStar's BERT members deployed to the district are provided with a police radio so officers can request the team directly if they encounter someone who needs medical evaluation or treatment. If a 911 call is received in the district, MedStar's bike medics are dispatched directly by MedStar's 911 center, and MedStar's bike medics respond with police backup for logistics support and crowd control.

Once on scene, the BERT members perform a full evaluation and determines whether the patient can be treated and released at scene, or if ambulance transport will be required. Since the start of the partnership, 466 patients have been treated by the BERT, with 282 (61%) of those patients treated and released at the scene. This means that

ambulance resources did not have to try and navigate the busy district and were preserved for other calls in MedStar's service area.

Even if an ambulance is required to transport the patient, it is often able to respond without lights and siren, since the BERT is already on-scene. This meets another one of MedStar's goals, reducing the number of calls MedStar's ambulances respond to with lights and siren.



Each BERT team member is equipped with an AED.

THE MEDICAL CARE

MedStar's BERT members are all credentialed EMTs or paramedics and carry a wide array of medical equipment in three saddle bags attached to each bike.



Medical gear includes pulse ox, glucometer, oxygen, airway management equipment, trauma and splinting supplies.

Medical gear includes pulse ox, glucometer, oxygen, AED, suction, BVM and other airway management equipment, trauma and splinting supplies, and drugs authorized for use by the BERT (including some OTC medications that visitors often ask for, such as Tylenol, Benadryl and aspirin).



While many BERT responses may be low acuity, they are equipped with bag-valve masks and other airway management supplies. (Continued on page 51)

Bicycle Emergency Response Team (BERT)

West 7th Response Summary

	2019	2020	2021	2022*	Total
Patients Evaluated/Treated	136	81	180	69	466
Transported	58	29	75	22	184
Treated at Scene	78	52	105	47	282
	57.4%	64.2%	58.3%	68.1%	60.5%

*As of August 14, 2022



More than half of the patients the BERT team responds to are able to be treated and released on scene.

THE RESPONSE CONCEPT

In September of 2018, Fort Worth Police Lieutenant Fred Long and Commander Cynthia O'Neil approached MedStar with a potential solution.

The police department had been using officers on bicycles in the district and found that the bike cops were able to efficiently navigate cars and people to quickly access areas where they were needed.

BERT Bags Inventory Sheet

AED Bag Set			Oxygen Bag Set		
Top Bag	Right Pannier		Top Bag	Right Pannier	
AED	Emesis Bags	2	Oxygen w/ regulator	Emesis Bags	2
Trauma Dressing	Trash Bag (White)	2	Adult BVM (Pocket)	Trash bag (White)	2
Burn Sheet	Clipboard w/ PPW	1	Pediatric BVM	Adult C--collar	1
Stethoscope	Adult C--collar	1	Infant BVM	Pedi C--collar	1
Glucometer	Pedi C--collar	1	Adult N/C	Sterile Water	1
Top Bag Pouch 1	Sterile Water	1	Adult NRB	Right Pannier Pouch 1	1
Child BP Cuff	Right Pannier Pouch 1	1	Adult Neb Mask	NS Flush	3
Adult BP Cuff	NS Flush	3	Pediatric N/C	Rolled Gauze	3
Large Adult BP Cuff	Rolled Gauze	3	Pediatric NRB	NS 4x4	1 Bag
Shears	NS 4x4	1 Bag	Pediatric Neb Mask	BLS/OTC Medications Box	1
SpO2 Monitor	BLS/OTC Medications Box	1	OPA/NPA Kit	Aspirin	1
Left Pannier	Aspirin	1	OPA Kit	Albuterol	2
Small Board Splint	Albuterol	2	NPA via (22,24,26,28,30)	Epi 1:1 Kit	1
Flexible Splint	Epi 1:1 Kit	1	Pediatric Tape	Duoneb	2
OB Kit	Duoneb	2	Top Bag Pouch 1	Naloxone	1
Left Pannier Pouch 1	Naloxone	1	Child BP Cuff	Nasal Atomizer	1
Rain Cover	Nasal Atomizer	1	Adult BP Cuff	Oral Glucose	1
Bandaging/Splinting Box	Oral Glucose	1	Large Adult BP Cuff	ODT Zofran	2
Hot Pack	ODT Zofran	2	Shears	Benadryl	10
Cold Pack	Benadryl	10	SpO2 Monitor	Tylenol	10
Tape	Tylenol	10	Right Pannier	Ibuprofen	10
Triangular Bandage	Ibuprofen	10	Small Board Splint	String Kill	5
Emergency Blanket	String Kill	5	Flexible Splint	Sunscreen	4
Bleeding Control Box	Sunscreen	4	Left Pannier Pouch 1	Antibiotic ointment	5
SWAT-T	Antibiotic ointment	5	Rain Cover	Assorted Bandaid	1 bag
Quick Clot	Assorted Bandaid	1 bag	Bandaging/Splinting Box	Sharp Shuttle	1
Rolled Kerlex	Sharp Shuttle	1	Hot Pack	Thermometer	1
5x9 ABD Pad	Thermometer	1	Cold Pack	Probe Covers	10
Sterile 4x4	Probe Covers	10	Tape	Penlight	1
Biohazard Bags	Penlight	1	Triangular Bandage		2
			Emergency Blanket		1
			Bleeding Control Box		1
			SWAT-T		1
			Quick Clot		1
			Rolled Kerlex		2
			5x9 ABD Pad		2
			Sterile 4x4		10
			Biohazard Bags		2

BERT bags contain over-the-counter medicines and supplies people may ask for, including Tylenol, Ibuprofen, sunscreen and Band-Aids.

(Continued from page 50)

The bikes are also issued a computer-aided-dispatch smart phone, patient care reporting tablet and WiFi Hot Spot which allows the BERT to not only be seamlessly dispatched by the CAD to medical calls, but also complete a full medical chart on all patients treated and released. This technology also facilitates the transfer of patient care notes from their tablet to an arriving ambulance crew's chart, which makes patient care transfers efficient and effective.

While the clinical cases managed by the BERT run the full gamut of what you might see on a typical ambulance

BERT Delivers

COVER STORY

shift, responses for seizures, falls, assaults, and alcohol intoxication are most common.

On one evening, BERT members were the first EMS resources on scene for two gunshot wound victims in two separate locations simultaneously.

THE TRAINING

BERT members undergo extensive training following the standards of the International Police Mountain Bike Association (IPMBA), and the BERT coordinator, author Ross Gaston, is a certified IPMBA instructor. Some of the BERT assignments involve bicycling great distances, so to qualify for the training, BERT members must meet a specific height and weight

requirement, and pass a basic physical ability test. Training includes bicycle operation, navigating crowds, traversing various types of terrain (especially curbs and stairs) and bicycle repairs. Due to the highly visible nature of BERT assignments and venues, public relations skills are also reinforced during the training.

THE BENEFITS

MedStar has reaped great benefits from the BERT program. In addition to the operational benefits, there is tremendous public and employee relations value. BERT members have the unique opportunity to interact with the public in ways ambulance crews are typically not able to. It is not

unusual for BERT members to have extensive conversations with the public about MedStar, and even a career in EMS.

During a recent BERT deployment at a 10k fundraiser, a participant suffered a severe stroke. The BERT made patient contact within minutes, was able to initiate care, summon an ambulance, and transfer care quickly to the arriving ambulance for transport to a local comprehensive stroke center. The patient made a full recovery and was featured in local news stories.

Participation on the BERT is considered a privilege at MedStar, and selection is relatively competitive. This gives employees something to strive to be part of. Additionally, ambulance crews enjoy knowing the BERT is out there to reduce their responses to calls in difficult-to-access venues, and, when they do respond, much of the patient care is well underway when they arrive.

Photos courtesy of MedStar.

Ross is MedStar's BERT coordinator. He's been in EMS for 18 years, has been IPMBA certified since 2019, and is an IPMBA Instructor. For more information on MedStar's BERT program, contact Ross at RGaston@medstar911.org.



BECOME AN IPMBA INSTRUCTOR

Join the ranks of more than 2,000 of your fellow public safety bicyclists by becoming an IPMBA Instructor.

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

2023 Instructor Course Dates and Locations to be Announced

President

David Millican

PCI #1006T/EMSCI #343T

Denton PD, Denton TX

Email: president@ipmba.org

IPMBA Member Since: 2006

IPMBA Instructor Since: 2007

My IPMBA Instructor: Tom Woods, PCI #010T/EMSCI #117T, Denton PD

Favorite Place to Ride: Monarch Crest Continental Divide Trail

Most Memorable Moment on Bike

Duty: Following a person acting suspiciously and riding up on them in the middle of a drug transaction.

Words of Wisdom: Pedal, Pedal, Pedal..." Life is like riding a bicycle. To keep your balance, you must keep moving." — Albert Einstein

Vice President

Elizabeth Bouchard

PCI #905-B/EMSCI #214-B

University of Guelph Campus Safety Office

Email: vp@ipmba.org

IPMBA Member Since: 2006

IPMBA Instructor Since: 2001

My IPMBA Instructor: Steve Forbes, PCI #743/EMSCI #218, University of Guelph Campus Community Police

Favorite Place to Ride: Whistler Mountain Bike Park

Most Memorable Moment on Bike

Duty: That first pay cheque after my basic course, because that's the day I got to call myself a "professional cyclist"!

Words of Wisdom: A bad day on a mountain bike beats a good day in the office!

Secretary

Albert Jackson

SCI #038

Jackson PTT & TS LLC (Atlanta Downtown, Retired)

Email: secretary@ipmba.org

IPMBA Member Since: 2003

IPMBA Instructor Since: 2018

My IPMBA Instructor: Michael Crowe, PCI #147, Roswell PD

Favorite Place to Ride: Silver Comet Trail in Cobb County, Georgia

Most Memorable Moment on Bike

Duty: A suspect on foot vs. me on the patrol bike in 2018. The suspect used sidewalks, alleys, stairs, and one-way streets to attempt to flee from Atlanta PD. I used sidewalks, stairs, and wheelchair ramps to keep him in view and direct the patrol vehicles. He went to jail tired.

Words of Wisdom: You are the best example of community-oriented policing that your agency will ever have. Greet every person you pass, smile at every child that you see, and make every visitor to your jurisdiction feel like they are at home.



Meet Your 2022 -

Treasurer

Alan Beadle

PCI #484/EMSCI #076

Sylvania PD, Sylvania OH

Email: treasurer@ipmba.org

IPMBA Member Since: 1999

IPMBA Instructor Since: 2001

My IPMBA Instructor: Jeff Gasiorowski, PCI #021, University of Toledo PD

Favorite Place to Ride: Moab, Utah

Most Memorable Moment on Bike

Duty: Working the Toledo Air Show and riding my bike through a U.S. Air Force C-5 Super Galaxy Transport Plane.

Words of Wisdom: Sometimes you Win, Sometimes you Learn.

At-Large (Education)

Thomas Zermeno

PCI #1390T-B/EMSCI #412T-B

Norman PD, Norman OK

Email: education@ipmba.org

IPMBA Member Since: 2013

IPMBA Instructor Since: 2013

My IPMBA Instructor: Jay Littlejohn, PCI #1100, University of Oklahoma PD

Favorite Place to Ride: Outside.

Campuses, streets, bike parks, historic sites, anywhere that bikes can go.

Most Memorable Moment on Bike

Duty: Stopping a vehicle from my bike. I arrested the driver with felony charges, impounded his vehicle, and his dog went to animal welfare.

Someone else did the transport and I went back in service... on my bike. A citizen came up to me and said that was the coolest thing they had ever seen: a bike cop pulling over a car.

Words of Wisdom: Your bike is another tool in the tool bag. Use it to your advantage, not your demise.

2023 IPMBA Board

At-Large (Curriculum Development)

Adam Gaby

PCI #1362T-B, EMSCI #299T-B
Five Rivers MetroParks Ranger
Division, Dayton OH

Email: curriculum@ipmba.org

IPMBA Member Since: 2005

IPMBA Instructor Since: 2013

My IPMBA Instructor: Mark
Arendt, PCI #376-B, Five Rivers
MetroParks Ranger Division

Favorite Place to Ride: Anywhere
off-road

Most Memorable Moment on Bike

Duty: Running over a duck in front of
a family while responding to an
emergency call. I did go back to check
on the duck, but it was gone.

Words of Wisdom: Have fun; you are
getting paid to ride a bike!

At-Large (Membership/Marketing)

Kevin Angell

Georgia Public Safety Training Center,
Forsyth GA

Email: membership@ipmba.org

IPMBA Member Since: 2004

IPMBA Instructor Since: N/A

My IPMBA Instructor: David
Zachos, PCI #618, Sarasota County
Sheriff's Office

At-Large (Conference)

Brian Gillman, EMSCI#189T-B
Cypress Creek EMS, Spring TX

Email: conferences@ipmba.org

IPMBA Member Since: 2005

IPMBA Instructor Since: 2007

My IPMBA Instructor: Wren Nealy,
EMSCI #154

Favorite Place to Ride:

Unfortunately, not much riding these
days outside of work.

Most Memorable Moment on Bike

Duty: The early years at our local
crawfish festival. The events were
busy, with a good call volume and a
unique crowd environment. Our team
was small and worked well together.

Words of Wisdom: Never stop
learning, and keep pushing to find new
and unique ways to utilize the bike as
tool in your community.

At-Large (Industry)

Greg Bowen

PCI #1227T

Tarrant County College Police,
Arlington TX

Email: industry@ipmba.org

IPMBA Member Since: 2006

IPMBA Instructor Since: 2011

My IPMBA Instructor: David
Hildebrand, PCI #404T/EMSCI
#118T, Denton PD

Favorite Place to Ride: Cedar Hill
State Park, Cedar Hill, Texas

**Most Memorable Moment on Bike
Duty:** Every day is memorable when
you get to go to work and get paid to
ride a bike.

Words of Wisdom: When you are
responding to a hot call, pace yourself
and breathe so that you can engage
upon arrival. Ride smarter, not faster.



Courtesy: Deanna Flaugher

The 2021-2022 Board of Directors: Brian Gillman, Greg Bowen, Craig Lepkowski, Alan Beadle, Adam Gaby, Thomas Zermeno, David Millican, Elizabeth Bouchard, Michael Wear

DONATE TODAY!

After two years without an IPMBA Conference, we are all glad to be back together, learning new skills on our bikes. That doesn't mean we no longer need your financial support, however. Although the conference is an important source of revenue, it is also expensive, and we still have some catching up to do.



We are thrilled to announce that the time we invested in updating the *Complete Guide* has been well-spent. The third edition is printed and ready for purchase! We derive a royalty from every copy purchased, so the more Jones &

Bartlett sells, the more IPMBA benefits. **Instructors:** if you can, please build the books into your course budgets; orders for courses account for the majority of sales.

The cost of just about everything has been increasing rapidly, but we continue to strive 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.

What does IPMBA do for you?

We produce the excellent, information-filled *IPMBA News* that you are currently reading.

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 you are eligible for discounts on a variety of products for personal and professional use.

We author publications, including educational materials, position papers and model policies, as well as our signature work, the *Complete Guide to Public Safety Cycling*.

We are back to offering the only **public safety cyclist training conference and product exhibition**.

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.

Even with our limited resources, we **strive to serve you**. If you are in a position to do so, please make a **tax-deductible contribution** to help us keep those wheels turning!

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

Thank You, Donors!

- *Joel Altman, Hamilton County (OH) Park Rangers
- Scott Anderson, Los Angeles (CA) Fire
- *Kirby Beck, Coon Rapids (MN) Police (retired)
- *David Cohen, Maryland Park Police Reserves
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*Craig's Challenge Donors
**J.W.'s Challenge Donors

It's the End of the Year! Think IPMBA!

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 the best, most complete resources and training for public safety cyclists.

My contribution is enclosed:

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

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J.W.'s Challenge

John Washington responded to Craig's Challenge and has issued a challenge of his own!

In May, John donated \$500 to support IPMBA.

He has challenged all of his former students – PC, EMSC, SC, and IC – to donate **AT LEAST 10% (\$50)** of his donation to help IPMBA thrive.

Between 1997 and 2015, John taught almost 100 basic courses (700 students) and six Instructor Courses (168 students), so there are plenty of you out there!

John had to stop riding in 2015 for medical reasons, but he hasn't forgotten his roots, and he hopes his students haven't, either!

His challenge is open to all, so when you donate, be sure to mention J.W.'s Challenge!

Darren Nyce, Upper Dublin Police Department: *Donated to J. W.'s Challenge! John Washington's instructional impact to the Police Cycling community, especially in Pennsylvania, is immeasurable. Thank you, John, for your service.*

DONATE TODAY!



Courtesy John Brandt

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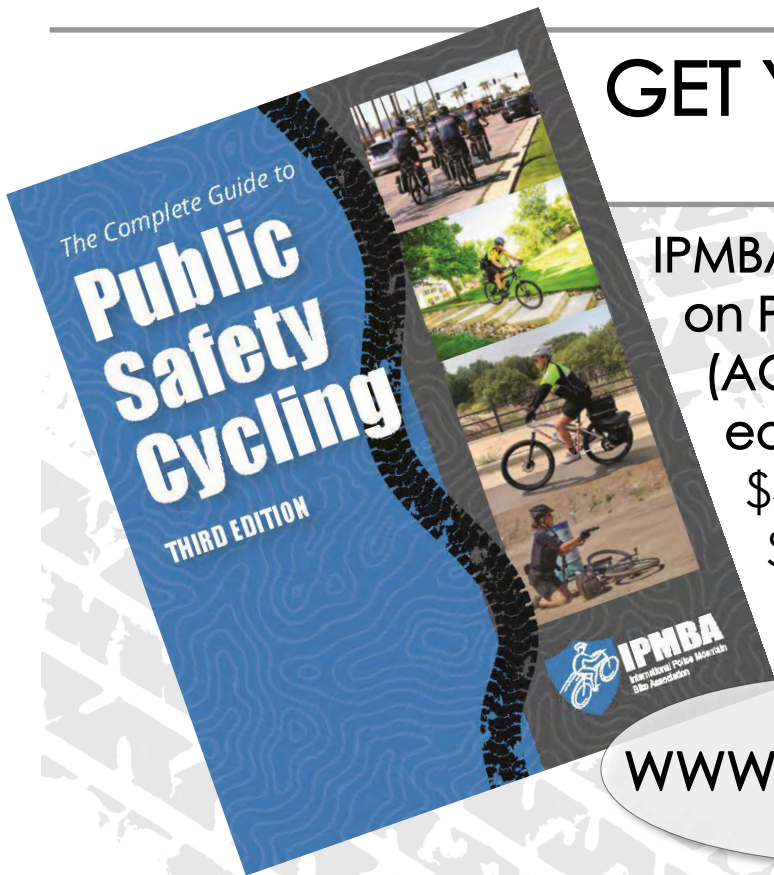
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2022 CONFERENCE HIGHLIGHTS



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