

Spring 2004

ipmba news

Newsletter of the International Police Mountain Bike Association



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

Vol. 13, No. 2

IPMBA in Action

by Maureen Becker
Executive Director

Action – what a fitting theme for the Spring issue of *IPMBA News*. Springtime is the busiest time of year for IPMBA. The action-packed IPMBA Conference, of course, is in full swing in the springtime. Dozens of police and EMS cyclist courses are being conducted all around the country; while this column was being written, there were 32 Police Cyclist Courses and eight EMS Cyclist Courses listed on IPMBA's online training calendar alone!

Speaking of action, many of you probably remember the days when a cop on a bike was a novelty, and a medic on a bike was unheard of. Not anymore. As IPMBA president TJ Richardson stated in the

Speaking of action, many of you probably remember the days when a cop on a bike was a novelty, and a medic on a bike was unheard of.

Conference Registration issue, "we are mainstream." How can we tell? For one thing, back in the "old days", most newspaper articles that mentioned bike cops were actually *about* bike cops. Today, bike cops are referenced in articles about incidents, often in the same breath as mounted police and foot patrol officers. Bike cops are in action

in Houston in response to the Rice Village shootings. Police departments in Key West are increasing their bike patrols to handle Spring Break crowds. In Jackson, Mi., bike patrols are being beefed up in response to damage caused by trick bicyclists. And any online search will yield mention – by both reporters and protestors – of bike officers in action. Bike medics are being recognized for their fast action, too – it was a bike medic who was first on scene when a car ran into a group of spectators at the St. Patrick's Day parade in Savannah, Ga. And event organizers of all kinds can't imagine having a special event without them!

As evidenced by several articles in this issue, bikes are getting lots of action in the UK as well. At the 2003 Emergency Services Cycling Seminar in York, England, Chief Constable Della Cannings remarked, "bikes 'is' here." Her words were prophetic. Since that time, the concept of putting police and medics on bikes has spread like wildfire. Existing units have expanded, and new ones have come on line. IPMBA's UK Instructors have found that the demand for training has outpaced the supply of trainers, but they are doing their best to ensure the health and safety of their fellow emergency services cyclists. Help is on the way – by the time the conference is over, IPMBA expects to welcome N. Yorkshire police Nigel Tottie and Steve Harvey; TENYAS medic Mark Inman; and Met officers Charlie Irvine, Ian Kershaw, and Lewis Hastie to the cadre. So it appears that bikes – and IPMBA – are here to stay in the UK. The foundation for a UK branch of IPMBA has been established. More on that in a future issue.

Until next time....keep up the action!

The Tour of Hope

by Steve Friedman, EMT-B

Bethesda-Chevy Chase Rescue Squad, Bicycle Emergency Response Team
Bethesda, MD

It may as well have been billed the "Bicycle Ride of a Lifetime." We traveled over mountains, across rivers, and from coast-to-coast as part of an effort to raise awareness about the benefits of cancer research. Sponsored by Bristol-Myers Squibb, the seven-day Tour of Hope brought together 26 people, who have both a strong connection to cancer and strong bicycling skills, to ride from Los Angeles to Washington, DC. Lance Armstrong, cancer survivor and Tour de France champion, joined the team for the public rides at the beginning and end of the Tour and at various stages along the way.

I joined Bethesda-Chevy Chase Rescue Squad (BCCRS) in 1997. I have been a member of Bicycle Emergency Response Team (BERT) for the past five years, the last two as co-manager. One of my first actions as co-manager was to arrange IPMBA training for all team members. The training (which looked real good on the Tour of Hope application) was provided by IPMBA board member Chris Davala.

When I found out about the Tour during the summer of 2003, I didn't think twice about completing and submitting the

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Farewell After 10 Years

By the time this newsletter hits the mail, I will be deeply involved in coordinating the conference in San Antonio. I will be running like a chicken with its head cut off all day and slurping down cold Shiner Bocks (my local Texas favorite brew) all night with anyone I can find to buy me one. I will run on adrenaline, eat anything within biting or reaching distance, and attack the inevitable problems that come up like a hungry dog attacks a fresh rib bone. Sleep will be optional.

year career. It is time to grow up or grow, or just go. It's been a hell of a ride. For ten years I have enjoyed being a part of IPMBA. I had never heard of this organization before I was told that I had six months to plan their conference in my hometown. It was trial by fire, but the people I met, the rides I organized, and the excitement of having hundreds of bike officers to play with was just too addictive. I was hooked and I didn't want a cure.

That was 1994 and I have attended every IPMBA Conference (except Rochester in 1996) since. I took the instructor development course, taught every school I could and shouted the benefits of bike patrol from every roof. I served on the Education Committee, and on the IPMBA board as Secretary, Vice-President and finally, President. Police bicycling became my life and I rode it for all it was worth and rode as hard as I could until I reached the top of the mountain and yelled at top of my lungs from such a great burn. When I got there, I found my guru, my bike patrol master and my friend, Allan Howard. Behind him, all the founding fathers of IPMBA sat straddling their favorite mountain bikes, ready to enjoy the ride down. It was just too cool for school. We all serve the public and we serve it from the saddles of our bikes. I don't just feel that it is just a great way to work, I feel like it is a great way to serve with honor. The only honor greater than serving others is to serve those who serve others: IPMBA's members. It has been my greatest honor to teach and learn from so many people who love what

they do. In the 10 years I have been an IPMBA member, I have watched the organization become independent of the League, invite EMS and high level security into the fold, and gain a truly international membership. I wish I could thank all the folks who helped, but that would fill an entire issue of *IPMBA News*, so I will find the time later to thank them one by one. I leave the honor to serve in the capable hands of a new board.

I do want to thank one person in particular for her dedication and tireless service to IPMBA: our Executive Director. I hope Maureen Becker stays as the "axle" of this organization for a long time. I call her the axle because all our work and efforts to serve the members revolve around her tireless effort to keep the big wheel of this organization running straight and true. She has done a great job of it and she's just getting warmed up.

I hope you came to the conference this year, but if you didn't make it this year, I hope you make it the next year or the one after that. If you ride for job and you love it, I invite you to become involved with IPMBA. Become an instructor and pass on the love. Serve on one of the committees, or if you're really ready to work, run for the board. It's the hardest, most suck-happy job you will ever love. I did.



T.J. Richardson
Past President, IPMBA

I was hooked and I didn't want a cure.

To my knowledge, I am the only person to act as the host coordinator for an IPMBA conference twice; first in 1994 and now again in 2004. I ask myself (and my wife asks, too) why am I doing this? Every other person who has hosted a conference has sought professional help and gone on to live a productive life, but did I learn my lesson the first time? Noooooo. So again, why am I doing this? Because the greatest people I have ever met – or ever hope to meet – I have met through IPMBA. I couldn't let them go without doing it again. Like a skydiver has to do one last jump, I had to relive the thrill, see all the faces and ride with my friends and fellow members one last time. When the 14th Annual IPMBA Conference is history, so am I. I will be stepping down and riding off to some quiet little part of my home town to finish a few years of "retired on duty".

For twelve years I have been on the Downtown Bike Patrol; over half of my 20-

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ipmba news

Newsletter of the
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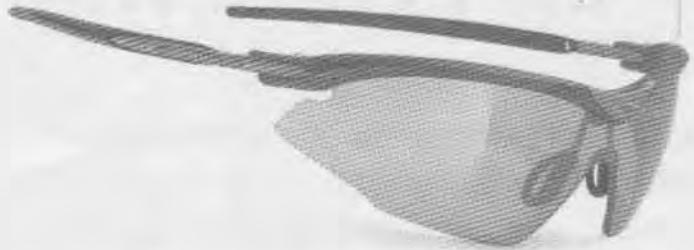
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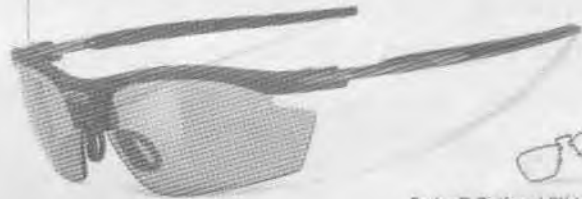


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IPMBA in Action

Bike units have become a common fixture in law enforcement and emergency medical services. But whether they're new or almost two decades old, the one thing that is universal to all bike units is action. That is why they exist: to work. Here IPMBA offers a glimpse into various active bike units, here and abroad.

Sunshine and Rowdy Golf

Traditional methods like golf carts and foot patrol supplement bike patrol at the Phoenix Open

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

Febbruary 1, 2004. Occasional clouds interrupted the warm sunshine, as temperatures in Scottsdale hovered in the low 70's. My partner and I straddle our bikes at the legendary 16th hole, the "loudest hole in golf." We're among the 151,843 individuals who have passed through the gates on this winter day. At this point of the course, fans converge on the rolling hills surrounding the back nine. Here fans socialize at the 16th tee box, while they wait for a golfer to make a tee shot. When the ball is struck, the crowd lets out an enormous roar. The simple objective is for each fan to yell as loudly as possible just as the golfer hits the ball. It was at this Par 3 hole in the late 90's that Tiger Woods made a hole-in-one, causing the crowd let out a howl that has made this a legendary hole on the PGA circuit. It's also known as the rowdiest hole in golf.

For the most part, everybody conducts him or herself appropriately. However, there are several individuals who have consumed enough alcohol to impair their walking ability, while some females have selected outfits that are more suitable for the nightlife of Scottsdale than for walking 18 holes of golf. These characteristics that help make the Phoenix Open known for the largest, loudest, and rowdiest crowds on the PGA circuit. Nearly 600,000 spectators will converge on these 18 holes to watch the best golfers in the world compete.

For the past nine years, we've been utilizing mountain bikes to provide emergency care to those who become injured or ill at the Phoenix Open. Prior to this, we used only golf carts and foot power to gain access to incidents. Today we still use them, but now they serve as a supplement to the bikes, which have become our primary response unit. We have four bikes comprising two teams. Both teams are equipped with ALS and sufficient equipment for 20 minutes. Our medical equipment is carried in pannier bags, as well as a trunk that can be quickly removed and carried into the two- and three-story VIP skyboxes, which surround the 16th, 17th and 18th holes. The fashionable décor of furnishings, food, and beverages invite VIP guests to enjoy a complimentary day of catered leisure. Through years of experience, we've learned that it is more efficient to take only the equipment and leave the bikes, because of the crowded conditions and limited width of egress within the sky boxes.

(Continued on page 10)

English History

A brief history of a small bike unit in Hackney Borough

by Matt Devereau PS43GD
South Cycle Squad
Shoreditch Police Station
Hackney Borough, London, England

In 2002, I took charge of the Dalston Town Centre Team on Hackney Borough. This small team polices Kingsland Shopping Centre and Ridley Road Market. This area contains one of the most persistent street crime hotspots in the MPS. It became apparent that a significant contributor to this problem was caused by youths riding on mountain bikes. These proved very difficult to stop due to their speed and the heavy traffic – both pedestrian and vehicular – in the area. As a keen cyclist, I felt that a tactic that should be considered was the police use of mountain bikes. Whilst I had used bicycles in uniform in the past, I was aware that Health & Safety legislation had significantly affected this type of patrol. I researched the current MPS position on the subject of the police use of mountain bikes and quickly identified Inspector Anthony Moore as a key contact.

I made slow but steady progress in preparation for setting up a cycling unit. This involved identifying equipment, clothing, officers, and – most importantly – funding for the project. During 2003, I moved role to the Neighbourhood Task Force at Hackney Police Station, where I managed to organise a team of officers who were keen to become police cyclists. In September 2003, we received delivery of our bikes – 10 Smith & Wesson Tactical marked police mountain bikes – and clothing. I then arranged for the first six officers to receive the inaugural MPS Mountain Bike Course. This was run to a high standard by IPMBA Instructor PC Jon Walters. During the course, we also managed to incorporate a visit from the *Hackney Gazette* who photographed our unit and published a full-page article about our work.

When I had originally mooted the concept of having a Police Mountain Bike Team, it would be fair to say that opinion amongst officers on the Borough was mixed as to its potential. Within a few weeks of working, the tide turned strongly in our favour. Officers who initially had reservations about the unit were now volunteering to be trained. This came about through the nature of policing on bikes which I will describe below in more detail.

As we ventured out with some trepidation on our shiny new bikes, we were all surprised at the levels of public support we received. This came from a very wide spectrum within the community of Hackney and was so frequent that it actually

(Continued on page 8)



London Ambulance Service Cycle Response Unit

Health screening and fitness test for London's EMS bicycle team

by Tom Lynch
London Ambulance Service
London, England

The purpose of pre-selection screening is to assess the individual's medical / physical fitness to perform the duties of a cycle responder, and comprises three stages.

PRE-APPOINTMENT QUESTIONNAIRE All candidates will be sent a health screening questionnaire at the time of application, the purpose of which is to determine whether the individual has a predisposing medical condition which will either affect their ability to perform the full range of duties or

which may be made worse by performing the duties of a cycle responder.

MEDICAL Candidates who have been successful at the short-listing stage will then be required to undertake a medical. This will incorporate:

- Vision testing;
- Blood pressure and pulse measurements;
- Lung function test

Further enquiries will be made into candidates' past medical history or present symptoms of respiratory, musculoskeletal, vascular and cardiac illness.

Consideration will also be given to the candidate's

general health / lifestyle (smoking/diet/current levels of exercise) and vaccination history.

PHYSICAL FITNESS TESTING Candidates who successfully pass their medical will be required to attend physical fitness testing at Crystal Palace Physiotherapy and Sports Injury centre. Testing will be done in three phases and will evaluate the relative skill, endurance and speed of each applicant. At the end of testing, a rank will be assigned to each rider from one (the best) to ten (the worst) in each different phase.

At the conclusion of testing a report will be prepared for each applicant which will summarise the findings and give information on heart rate, power, VO₂, speed, etc.

Prior to the testing, candidates will be given a pre-exercise medical questionnaire to ascertain their suitability to participate in each phase.

The three phases of testing are as follows:

1. Skills Test Each applicant will be timed around an obstacle course that will sufficiently test a range of skills both on and off the bike. There will be a penalty system for any mistakes made, which will be added to the overall time of the applicant. The skills test will be conducted in groups of three or four in the morning and the afternoon prior to the endurance and speed tests.

2. Incremental Endurance Test The incremental test is carried out on a stationary cycle using a computerised programme to assess the rider's athletic parameters by using an incremental but not maximal test. The program plots heart rate as a function of power, and predicts the rider's VO₂ or oxygen uptake. The endurance test has four stages:

Stage 1 – Warm Up The test starts with a five-minute warm-up, pedalling at 100 watts. At the end of this stage, the rider will be suitably warmed up to continue on to Stage Two, and the baseline parameters are recorded by the computer.

Stage 2 - Incremental Stage In this phase, 25 watts of power are added every minute to increase the pedalling load and therefore also the rider's heart rate. This continues throughout this phase of the test until the rider's frequency equals or exceeds his or her target heart rate in the previous 30 seconds.

Stage 3 - Maintenance of Cardiac Frequency At the end of stage two, the rider must continuously maintain their heart rate to within +/- 3 beats of their target heart rate for a further 10 minutes. The computer will automatically adjust the load on the trainer to ensure the cardiac frequency is maintained at the target level.

Stage 4 – Warm Down The rider completes the test by doing 10 minutes of easy cycling to warm down.

3. Speed Test At the completion of the endurance test, the test applicant will then be required to complete a one kilometre time trial in as fast a time as possible. The purpose is to ascertain their maximum sustainable speed over a short distance and is an indication of the anaerobic threshold of the applicant. This is a near maximal test.



Photo courtesy

(Continued on page 7)

Spring Try-Outs

Interested members compete for placement on Boston EMS Bike Team



by Neil Blackington, EMSCI #031
Boston EMS
Boston, MA

Bike team try-outs are scheduled over the course of three days to afford all interested parties the opportunity to compete for a slot on the team.

The try-outs begin promptly as scheduled and are uncompensated events. An individual try-out session will be cancelled if it is raining. Candidates will meet at the Support Services Section approximately fifteen minutes prior to the start of the session.

To be eligible, department members must have been hired at least two years prior to the try-outs.

The try-out clinic will test new candidates and refresh some veteran members of the team.

This year, veterans wishing to remain on the team, whose last names begin with the letters A through G inclusive, must report to one of the try-out sessions. If you do not refresh, it will be presumed that you are relinquishing your position on the team.

New candidates only must submit a letter of interest detailing their bicycling experience. Please include, if applicable, any riding club affiliation, documentation of participation in sanctioned riding events such as competitive road races, charity rides, bicycle training programs, or participation in volunteer bike patrols. Additionally, candidates must describe the type, make, and model of the bike that will be used for the try-outs.

Only mountain or all-terrain bicycles in safe, good condition may be used. No racing, road, or "city" bikes may be used. A bike team supervisor will evaluate personal bikes for eligibility. His or her decisions will be final. Approximately five department-owned bikes will be available on a first-call, first-served reservation basis

for each of the try-out sessions. Please call to reserve a bike if necessary.

Candidates must also provide a SNELL or US CPCSC-certified helmet, protective eyewear, and gloves.

The try-out included an approximately 10-mile timed trial over a monitored, multi-terrain course and a five-station skills course immediately thereafter. Candidates can best prepare for the timed trial by training to bicycle an average of 10 miles in less than 50 minutes. Candidates can best prepare for the skills course by practicing completing circles (clockwise and counter clockwise) inside the area of a standard parking space without letting the feet touch the ground or allowing the wheels to touch the lines outlining the parking space.

Successful candidates will make up BLS and ALS lists to be called for special events and assignments over the course of the next year.

We start with an eight-station safety and balance drill. This is both instructional and for the purpose of testing. The maneuvers are taught, and students are given time to master the skills and announce that they are ready to be tested. Skills include: ABC Quick Check, basic rules of the road, shoulder checks, emergency braking, instant turn, rock dodge, balance drill in a 10-ft. box, and a slow-speed maneuverability drill. The ten-mile, multi-terrain (hilly) course is job-specific, as it covers one of the Marathon Day route assignments. The ride must be completed within a time limit established as an aggregate of the times from many previous tests.

Neil can be reached at blackington@bostonems.org.

London Ambulance Service

(Continued from page 6)

After testing is completed, the rider will be given a sheet of general stretches to work through and complete the warm down. The rider is allotted a 10 -15 minutes warm-down period on one of the gym mats.

HERNE HILL VELODROME Candidates appointed to the unit having been successful at interview will be required to attend a coaching and education day at Herne Hill Velodrome, comprising track sessions in the morning and classes in the afternoon.

This test was developed through a joint effort by the London Ambulance Service Cycle Response Unit and the Crystal Palace Sports Medicine Centre. The testing parameters were established through measurements collected by the original members of the CRU. There was a conscious effort on the parts of the developers to ensure that the performance standards were objective, measurable, and based upon real-world conditions that a member of the CRU is likely to face. This test has been used to ensure the safe operations of CRU members, both while on patrol and while responding.

Tom can be reached at Tom.Lynch@lond-amb.sthames.nhs.uk.



A Fresh Take on Bike Patrol

This comic strip was inspired by a real incident. Hot in pursuit of a bag-snatcher, the fearless bike officer and IPMBA member rode his trusty bicycle into a local store. Suddenly, a Lynx deodorant display leaped out in front of the unsuspecting officer, causing a spectacular crash and the immediate onset of the "Lynx effect."* The suspect was quickly collared, and the bike officer escaped unharmed. By Jason Clauson.



*Lynx is an anti-perspirant marketed in the UK as making men irresistible to women.

English History

(Continued from page 5)

slowed down our patrols. The newspaper article mentioned earlier appeared to have been read by nearly everyone – even our street criminals. This support was invaluable in building our confidence and morale.

Our primary tasking at this time, and since, was street crime. During our early stops, most of the conversation revolved around our bikes that were reckoned to have a high level of 'street cred,' probably because they were made by Smith & Wesson. A fair number of persons, both on foot and on bikes, elected to try to run away from us at this time. We found that we caught them in these circumstances on over 90% of occasions as a result of the speed of our bikes, our ability to follow suspects through estates and our developing tactics – when a chase started my cyclists would 'starburst' and cover every escape route the suspect might take. Having been in operation for four months, we now find that suspects running away from us are a rarity – it's clear that our ability to catch people has been communicated throughout Hackney.

In January 2004, Hackney Borough was split, and following lengthy negotiations with members of Hackney Borough Senior Management Team, I managed to set up what is now called the South Cycle Squad based at Shoreditch Police Station. This consists of myself as supervisor and eight constables. Our remit remains street crime, but police cyclists are such a potent weapon for dealing with anti-social behaviour on estates that we have spent a good deal of time dealing with this as well. This has been easy to justify as the groups of troublesome youths who congregate on the estates invariably

contain our street crime nominals in their midst. Our work in this area has been so successful that on a recent occasion where we robustly and physically dispersed a group on an estate, residents came out of their flats and insisted on shaking our hands. They made comments such as 'That's the best policing I have seen in years' and 'You've made such a difference, you not going to be here today and gone tomorrow, are you?'

A recent tactic that we have started to employ with considerable success is overt photography of persons believed to be involved in street crime. This has enabled us to record details of clothing and bikes of persons stopped. This has the twin benefits of

This has the twin benefits of assisting in the investigation of robberies where the description of the suspect can be matched to a photograph, and to deterring potential offenders who know that their image has been recorded and may be used as an investigation tool.

assisting in the investigation of robberies where the description of the suspect can be matched to a photograph, and to deterring potential offenders who know that their image has been recorded and may be used as an investigation tool. It has one additional benefit that has been invaluable in looking after officer safety – when a group of suspects tries to interfere in our conduct of a stop, the overt use of the camera causes them to scatter at speed.

As the South Cycle Team have worked together there has been a steady increase in the officers' confidence, tactics and enthusiasm. For example, in one two week period, we completed 117 Stop & Search procedures, 22 Stop & Speak and made 16 arrests. We have also submitted 119

intelligence reports and taken in excess of 300 digital photographs. Overall, I don't think that I can remember ever working on a team where morale has been so high – and that is in spite of working almost permanent late turns!

Springtime in London

A young man's fancy turns to thoughts of ... bikes

by **Charlie Irvine**
Metropolitan Police Department
London, England

On a grey, blustery, spring morn, seven officers gathered at North Woolwich Police station to start the IPMBA Police Cyclist Course. The instructor was Mark Cockram from the City of



"This is a bike."

London Police. After the initial form-filling and introductions, Mark let us know that for the next four days we would be very busy and very tired. He wasn't wrong!

Most of us had been on bike patrol for a while, and were beginning to think that the course would only cover the aspects we already knew. However, IPMBA PCI # 665 put us in the picture. Bike parts, nutrition, tactics, slow speed drills and anything else beginning with "Mountain" and "Bike," we learned and learned again. "Top tube, headset, crank, chain stay..." The other officers not on the course must have thought we were chanting some obscure religious prayer!



1:10 p.m.

The fine British springtime weather also attended the course. We had to judge its moods with the accuracy of 15th century sailors to ensure we did not get caught out in a squally shower of rain and/or sleet. Normally we got caught with both!

This did not dampen our enthusiasm (pun intended!), and we were soon completing the various turns and tackling flights of steps with juvenile vigour and geriatric muscles!

However, this made our brake turns all the more exciting!

The classroom work was very informative and although some of it was hampered by misspelling (tire, curb, etc.) we managed to complete our indoor stuff and get back out on the streets!

The cone drills were the highlight of the course. We were initially quite confident of handling the "box", but not

so about five minutes later. However, thanks to Mark's teaching ability and enthusiasm, we were soon completing the 10 and 9ft boxes with (some) skill. The exam was on the last day, and



"Look, it's me!"

looking at the faces of the other guys on the course, I was reminded of my school exams.

Grown men were sitting around a table frantically going over notes in the hope of gleaning some last minute information!

However, all of us achieved a pass mark, some of whom with a high enough pass to be considered for the IPMBA Instructor Course.

All of us agreed that the course was one of the best we had been on, and we would like to thank Mark for his patience, humour and enthusiasm.

Charlie can be reached at
Charles.Irvine@met.police.uk or
charliei@fraggle136.fsnet.co.uk.

**Photos courtesy
Charlie Irvine.**



Sunshine and Rowdy Golf

(Continued from page 5)

Prior to the tournament play, each team member is required to ride the course. This enables us to learn the access points and become familiar with the location of the participating vendors. We also learn

the pre-designated access points for golf carts, gurneys, ambulances and helicopter landing zones. With a crowd of this size, it is imperative that the crews know how to get around effectively. The golf course is divided in two and each bike

team patrols one half; they may switch sides, but only with command approval. It is crucial that each rider has exceptional technical & slow riding skills; with this type of crowd there is not much riding room.



A local dealership

donates an RV, and Mayo Hospital donates the medical staff and equipment for two first aid stations. One station is located at the main club house and the other at the 16th green. The medical staffing can consist of RNs, Ortho Techs, LPNs, respiratory techs, and/or doctors, all of whom work in the Mayo Hospital-Clinic system. The Mayo staff attends to an average of 145 individuals during the week. The Mayo staff is more apt to handle clinical situations and is extremely beneficial in providing basic medical care to the public. On the other hand, our personnel are better at functioning in emergency situations. It has taken a few years of refinements, but both agencies have realized that each has a service to provide and its own unique style of providing service to the public.

The fire personnel and equipment assigned to the tournament consist of four ALS mountain bikes, one ALS ambulance, one two-man brush truck, one four-man fire truck, and an Incident Commander (IC). Operational procedure consists of communicating on a designated channel with the Incident Commander, who is in contact with our dispatching center, Scottsdale Police, and Event Security. When the IC receives an emergency call, he notifies the bike team patrolling that area via radio. The teams confirm information and respond over the radio, depending on the nature of the emergency. The second bike team will move in that direction as support and/or for central coverage. An ALS-equipped golf cart with two department personnel is also dispatched. Scottsdale Police and Event Security are notified; their primary responsibility is to assist in securing the scene and enabling for rapid treatment and transport. In the event a gurney is required for transport, a specially designed cart is dispatched. We also have an on-site ALS Ambulance assigned to the tournament that can be used when immediate transport is required.

When the bike team arrives on scene, the paramedic assesses the patient and determines the course of treatment. The EMT is responsible for taking command of the incident: advising command of precise location, requesting additional resources, and assisting with patient care. This has proven to be difficult for the less experienced EMT's, and therefore requires outstanding communication and teamwork between the bike team members.

When the ALS golf cart arrives on scene, the crew assists with patient care. If the patient's condition warrants, care is turned over the ALS cart. If not, care continues according to pre-hospital protocol. When the ALS gurney cart arrives, and patient condition warrants, the bike team will then restock from the ALS cart and return to available status. The patient is transported by the ALS crews to the appropriate designated ambulance access point. Our average response time has been one minute and 10 seconds; this past year we responded to 52 incidents.

Our work doesn't end with the day's golf. On Thursday, Friday, and Saturday nights during the Open, up to 8,000 party-going individuals pack into an outdoor tent known as the "Bird's Nest." Each evening, two bands perform, and the party lasts from 4 pm to 1 am. Depending on the crowd size, we'll have one or two bike teams along with one ALS ambulance and a two-man brush truck. The units have been averaging 18 medical calls during the four nights. After working several years of the TPC and the "Bird's Nest", the Scottsdale Fire and Police units have developed an outstanding work relationship and respect for unique requirements of each other's profession.

Through working these events, we've gained a lot experience on how to facilitate efficient inner agency dynamics. A main source of information is gained by looking outside the boxes, utilizing other agencies and services available from other providers. By developing a network system we can deliver superior service to the citizens, at a reasonable cost.

Ray can be reached at remorris4@cox.net.



Photos courtesy Ray Morris

Witnesses Applaud Response Time

G-8 staffers 'impressed' with city's handling of parade accident

by Dana Clark Felty
Savannah Morning News
March 20, 2004

Barbara Mackey watched in horror from her balcony overlooking Wright Square as bodies flew off the Chrysler Sebring convertible that ran into parade spectators Wednesday.

Within minutes, she saw police and paramedics take control of the scene.

"Everyone was there awfully fast," she said. "The police were right there, the emergency responders were right there. I think it was as quick as could have been expected."

Witnesses and others involved in the St. Patrick's Day accident called emergency relief efforts a success.



An unidentified bicycle paramedic assists an injured member of the Monmouth County (N.J.) Police Pipes & Drums band after Wednesday's accident on Wright Square. Savannah Morning News

"The first 911 call was dispatched only a minute before paramedics [on bikes] got there," said Capt. Ray Mercer, MedStar One's parade supervisor.

"Within 10 minutes, all three bike teams and three ambulances had arrived. That was very good considering the crowd and the limitations of the area."

MedStar ambulances were positioned around the historic downtown perimeter, according to plan. Dispatchers later sent a fourth ambulance to the scene. Among the first to arrive was bicycle paramedic Dana Shores.

"When we got there, patients were scattered pretty much everywhere," she said. "We focused first on the people lying on the ground or sitting."

"Then we called for more resources and they were right there."

The event sent eight victims to area hospitals, including two planners for the G-8 Summit. They were watching the parade for fun, G-8 spokesman Barry Bennett said.

"I think it went extraordinarily well," he said.

"Obviously the training and planning of the local community has really paid off."

Director of Operations Henry "Hank" Reed watched as the car pulled out of the parade and accelerated toward him.

"The driver was trying to avoid running over people," Reed said.

"I didn't get completely out of the way, and the car hit my hand. I got a few stitches."

Co-worker Judith Carolyn Roach's shoulder and knee were injured. She remained at Memorial Health University Medical Center Friday morning recovering from surgery to repair broken bones, Reed said.

Despite some soreness, Reed was pleased with how authorities handled the situation.

"We've been in a lot of emergencies and we haven't seen too many handled this well," said Reed, who formerly worked at NATO headquarters in Europe.

"We were impressed with the efficiency and quality of the response.

"(Mayor) Otis Johnson and (Chatham County Commissioner) Billy Hair both came to the hospitals and made sure everything was going as it should."

Emergency responders expect to meet next week to discuss lessons learned from the holiday accident," Mercer said.

"I don't know how anything could have been avoided," he added. "We've grilled this pretty hard and really don't see anything right now that we think we'd have changed."

Communication between police, paramedics and the hospitals went better than Shores expected.

Some bystanders ran to nearby businesses to get ice for the victims' injuries. Some just held victims' hands.

"That let us move on," Shores said.

"I think it went better than our practice runs ever go," she said.

"Everybody knew what everyone else was doing, they knew exactly what they needed to do and they did it."

Dana Clark Felty can be reached at dana.felty@savannahnow.com





Police Bicycle Patrol Techniques

The Winston Churchill Fellowship adventures of an Australian bike officer

by Mick Shaw, PCI #691
Northern Territory Police
Alice Springs, Northern Territory, Australia

One year ago, on March the 30th, I departed from Alice Springs in the middle of outback Australia on a journey around the world to discover 'best practice' in police bicycle patrols. My journey was made possible through some very generous funding for a Fellowship from the Winston Churchill Trust, which I was awarded by convincing their board that an international study of police bicycle patrol techniques would be of benefit to Australia. Little did I know that I would be privileged to meet an incredible group of the most friendly, professional and dedicated police officers I've ever met, through an outstanding organisation known as IPMBA.

This article is a 'much-abbreviated version' of the Fellowship Report that I submitted to the Churchill Trust upon my return to Australia in August 2003. The full article, including a brief summary, is now linked

to the 'Resources' page on the IPMBA's web site and provides information about the differences between the various police departments I visited in British Columbia, Pennsylvania, New York, Washington, and the UK; and includes the IPMBA conference in Charleston, WV.

I was really tempted to write about the wonderful things I saw on my travels like 'shaggy cows' (llamas) in Vancouver, and food like the 'Philly Cheese Steak', the unforgettable 'scrapple', and the oddly named 'shoo fly pie'. Not to mention ordering a jug of beer and being offered a 'picture of fish' instead! I'll save that for some other time.

Over the course of twelve weeks, I visited 16 different police departments, chosen for a variety of reasons. Overall, the departments I visited were picked because they met two main criteria: they replicated an environment similar to an Australian city, town, or suburb; and because the person with whom I made contact was enthusiastic about bicycle

patrols. For example, Vancouver was chosen due to its social, economical, geographic, and populous similarity to Brisbane and Sydney, two capital cities in Australia. Telford Police Department in Pennsylvania was chosen because it was a very small department of 10 officers, replicating some of the remote police stations in small towns in Australia. The University of Pennsylvania Police Department was chosen due to the incredible enthusiasm and energy of Sgt. John Washington and because it could offer insight into how police in Australia can more effectively work on university campuses, which is predominately the speciality of private security firms.



Let me tell you a little about policing in Australia. Unlike America, and even the U.K., Australia has only six states and two territories. Accordingly, we only have eight police departments, one for each state and territory (the Northern Territory operates in a similar way to a state; however, the Australian Capital Territory is the equivalent of Washington, DC, so they are our Federal Police).

Australia's land mass is the 6th largest in the world. America is the 3rd largest at only two million kilometres squared; Canada is the 2nd largest, topping the USA by a mere 300,000 km squared. Conversely, Australia has only 20 million people, compared to the UK's 60 million and America's 278 million! Australia is mainly a whole lot of nothing with a few capital cities dotted along the south east coast! It is very beautiful; come and visit some time.

Police here carry firearms, not boomerangs and spears as some people might believe. But at the same time, we are far less likely to ever have reason to point our firearm at anyone. In my seven short years of policing, I've only pulled it once! The land mass and the weapons culture are probably the biggest differences overall that I noticed between Canada, USA, UK, and Australia. Apart from that, police worldwide are basically the same; and coincidentally, the bad guys seem to be basically the same as well!

That being the case, why are there differences among police bicycle patrol units worldwide? I would conclude that there are several factors, which, ranked by importance, start with the personal enthusiasm of individual officers. Without this enthusiasm, bicycle patrols would never have been revived as a viable and valuable policing option. It's the men and women who saddle up each day that make police bicycle patrols the huge success they are today. You can have the best equipment and the biggest budget, but without keen people, a bike unit will not succeed. Simply put, if someone enjoys doing what they do, they will do the job well. Staff your bike units with dedicated and enthusiastic people!

The next difference is management support. An enthusiastic officer might be able to convince his boss to start a bike patrol, but if the management don't support it, the patrols will quickly be picked bare of staff and funding. If you are thinking of starting a bike patrol, canvass the management for support. If they are not keen, you might have to perform some miracles to convince them. This is where IPMBA can come in handy. IPMBA has some great packages to help you start a new bike patrol unit and to help sell the idea to management. It can also provide up-to-the minute information on products, policies, and training via their e-mail chat group. You don't even need to have a 'trial period', as bicycle units have already been proven to be extremely effective, efficient, economical, and successful many times over, worldwide! There is no realistic reason why management shouldn't support bicycle patrols.

Factor number three is training. Prior to undertaking this study, I considered myself to be a highly proficient mountain bike rider – crikey, what an amateur I was! Even providing training in just basic bike handling skills will greatly improve the safety of officers and increase their professional appearance and credibility on the street. Throw in some hazard avoidance, along with some hazard survival and the unit will soon be cruising like a well-oiled machine, able to skilfully overcome any obstacle or danger in its path. Training needs to address health and fitness, bicycle maintenance, law and

(Continued on page 14)

Fremont's Bike Medic Program

California Fire Department finds continued success with bike medic program



by Darrell Lorenzi, EMSCI# 071 and
Jeff Youngsma, EMSCI# 073
Fremont Fire Department (CA)

It's a warm July weekend; the temperature is in the upper 80's. Your community is hosting a large concert and vendor fair in the downtown area. Eight square blocks of downtown are blocked off to motor vehicle traffic. The crowd is estimated to be close to 70,000 people. In the middle of this crowd, an elderly male suddenly complains of dizziness and collapses to the ground. How would your department respond to this incident? Do you have the capabilities to maneuver through the crowd quickly and safely and get to the patient in a timely fashion? This was an issue that confronted the Fremont (CA) Fire Department.

The city of Fremont, located 41 miles southeast of San Francisco along the east side of the San Francisco Bay, has a mixture of high-tech, industrial, and suburban living. The Fremont Fire Department is comprised of 10 ALS engine companies and two ALS truck companies in two operation battalions. The department also has a hazardous-materials response vehicle, a heavy rescue vehicle, several urban/wild land interface units, and four support divisions (operations, training/EMS, fire prevention/haz mat/code enforcement, and administration). The department has 150 members.

Need for Alternate Delivery of EMS

The city hosts a number of events every summer, including one of the largest open-air festivals in the state. In an area of six square blocks, a crowd of 200,000 can be expected during the two-day event. The city also has a large park that caters to a multitude of events that include July 4th festivities and team athletic events. Many cultural activities and antique fairs are held in various districts of the city.

For the fire department, this created an operational issue of how to supply emergency medical services for these events. With such a large population in a small constricted area, street closures, and impeded conventional mobility, we needed

to find an alternative to apparatus response. In the past, we would have the responding engine stage at the events, and the crew would have to carry the equipment to the incident. This proved to be very inadequate as events grew in size and population.

In 1992, we began researching various ways to deliver our services in a more efficient manner. We looked at several options, including locating personnel more strategically and using golf carts. We decided to use bicycles to carry our equipment in pannier bags. We networked in our area and found that, to our knowledge, no other department or agency in California was delivering EMS on bikes. We did find agencies outside the state that were providing this kind of service and had been doing so for years.

We contacted these agencies, primarily the Phoenix (AZ) Fire Department, and in 1993 we put forth a proposal to implement an EMS Bicycle Response Team. Unfortunately, there was initial reluctance from our Administration Division, but after three years of persistence and some creativity on the part of the firefighters, a team was placed in operation on July 4, 1996.

The team was an instant success. On a day where the crowd was estimated to be in excess of 100,000, the team responded to several incidents, including three ALS calls. The team was also immensely popular with the citizens, who were very pleased to have this type of close contact with their firefighters. Two weeks later, two teams were put into service at our annual "Festival of the Arts." Again, they were a huge success, quickly responding to numerous medical aid requests (one team had more than 26 responses over the two-day event). The citizens enjoyed the interaction and were quite impressed with the teams' response and professionalism and were thrilled to watch the firefighters in action.

Seeing the public acceptance, the Fire Administration threw its support behind the team. Over the years, the idea continued to grow. We now have the

ability to put three teams in operation and draw from a pool of 27 members.

Putting a Team Together

Each bike team is made up of two cyclists. When we put our plan in operation, we wanted to maintain our current level of service. Since our department is an ALS provider, that meant one of the riders had to be a paramedic. To allow other members of the department the opportunity to be on the team, the second rider can be an EMT. (All members of our department are trained to the minimum level of EMT I).

The teams are preassigned to an event. We usually place at least two teams in service. The teams fall under the supervision of the operational battalion chief. A preplan meeting determines which section of the event each team will cover. However, whenever an incident occurs, all teams may respond until one arrives on scene. The first on-scene team determines if additional assistance is needed or if the other teams can return to normal patrol. In addition, an ambulance is also dispatched for transportation. When not at an event, the bikes and equipment are always on standby and ready. In case of a natural disaster (California is noted for its earthquakes), the team can be moved to areas that fire apparatus can't reach.

Equipment

We selected a functional mountain bike that would be durable enough to handle the weight of the equipment we expected to carry. It had to meet our needs but not be overly expensive because of budget constraints. We chose a bike with a front shock. The front shock is a necessity. It absorbs a lot of the curb jumping and off-road riding done over the course of the day, reducing fatigue.

We chose a pannier rack for its size and ability to handle the equipment bags (panniers). This rack is a little bit longer and wider than a normal one and keeps the bags out of the cyclist's way. With the normal racks, our riders would often kick the panniers while pedaling.

(Continued on page 14)



Police Bicycle Patrol Techniques

(Continued from page 12) policy, and weapon retention. In this climate of litigation and with the current emphasis on workplace

health and safety, training will cover your assets and reduce your liability. Police departments wouldn't think of putting officers on the street or in a police car without providing adequate training; they should not do so with bikes. A police bike is a special tool. Police on bikes aren't out for a Sunday ride, they carry weapons and respond to dangerous situations, and *must* be trained to use their specialised tools and protect themselves and others while using it! The fourth factor is equipment. Bicycle patrol units need good quality equipment.

It promotes a professional image, reduces costs, decreases the likelihood of injury or damage, and increases pride. To fully and professionally equip a police bike to IPMBA's standard will generally cost no more than AUD\$2500, and that's with some high end gear! How many bikes can you buy for the cost of one car? There is just no need to skimp on costs. Second-hand or cheap bikes will end up costing more in maintenance, parts, and downtime than a good quality new bike.

Equipment also includes clothing and accessories. Here in the outback, summer daytime temperatures can rise to 42° Celsius (approx 108° F), so clothing which does not overheat the rider, as well as equipment such as hydration systems, is essential. Equally so in cold climates:

warm, wind- and rain-resistant clothing that provides safety for the rider's health and comfort must be purchased. Other important accessories that should not be sacrificed to budget constraints include headsets for radios, glasses, bike computers, warning devices, and correct tools, this list isn't exhaustive. Good gear, well-maintained, makes for professional, happy riders!

So that's the difference. To a lot of you, none of this is new, and but these are some of the elements which I found are needed to ensure your bike patrol unit is the best it can be. If you need to know more, don't forget your great friends from all over the world, together with IPMBA, are able to help you. I can tell you they have really helped me!

Mick can be reached at mick.shaw@austarnet.com.au.

Fremont's Bike Medic Program

(Continued from page 13)

For the lighting, we chose a dual-light digital system. One light has a red lens and the other a clear lens. The lights can be used independently or together. This is good for a response as well as for night riding. An attached electronic siren helps with crowd dispersal during a response. A rear light attached to the pannier rack has a visibility of at least 500 feet.

Each bike has a custom-made integrated three-bag pannier system, two side bags, and one top bag—all with side-opening zippers. Each side bag has compartmentalized pouches inside that are labeled with their contents. The bike medic can remove the pouches and bring them to the patient without having to remove the entire pannier system from the bike. The top bags carry either the airway equipment or a compact monitor/defibrillator. One bike carries the ALS equipment and the other carries the BLS equipment.

Both bikes carry approximately 40 pounds of equipment, which is equally distributed on both sides of the bike. This is very important, since riding an unevenly weighted bike is asking for a crash.

Uniforms

A functional cyclist uniform is essential. You want something that will separate you from other agency personnel who also may be riding (i.e., the police) and at the same time be capable of wicking away moisture while keeping you cool and comfortable. In cool or inclement weather, a jacket and

cycling pants are also a good investment. All clothing should have reflective striping for visibility purposes. We wear jerseys and bike shorts, an ANSI- or Snell-approved bike helmet, properly fitted bike gloves, sunglasses (or some form of protective eyewear based on the weather conditions), and sunscreen. .

A note on bike gloves: if you wear them, consider carrying latex gloves a size or two larger than you normally wear. This way you don't have to take off your bike gloves when you "glove up."

Bike shoes are a good investment. If you spend a lot of time riding, your feet will hurt if you wear tennis shoes. Stick with a pair of shoes with a stiff sole like bike-specific shoes.

Training

Prior to 2001, we had no formal training—we were just a group of bicycle enthusiasts. Our unit had members with varied experience ranging from competitive road racers to kamikaze mountain bikers. We also had a lot of weekend warriors. Unfortunately, none of this experience prepared us for the type of events at which we were riding. With the crowds and obstacles, slow-speed riding is the name of the game.

In 2000 and 2001, our department sent three members to an EMS Cyclist Course sponsored by the International Police Mountain Bike Association (IPMBA). There they learned the basic skills of slow-speed riding and maneuvering through

crowded venues. In 2002, two members returned to the IPMBA to be certified as EMS cyclist instructors. We are now in the process of training all team members to the EMS cyclist level. For consistency and liability reasons, this has proven to be a wise move, since the IPMBA is a nationally recognized organization and offers an excellent course.

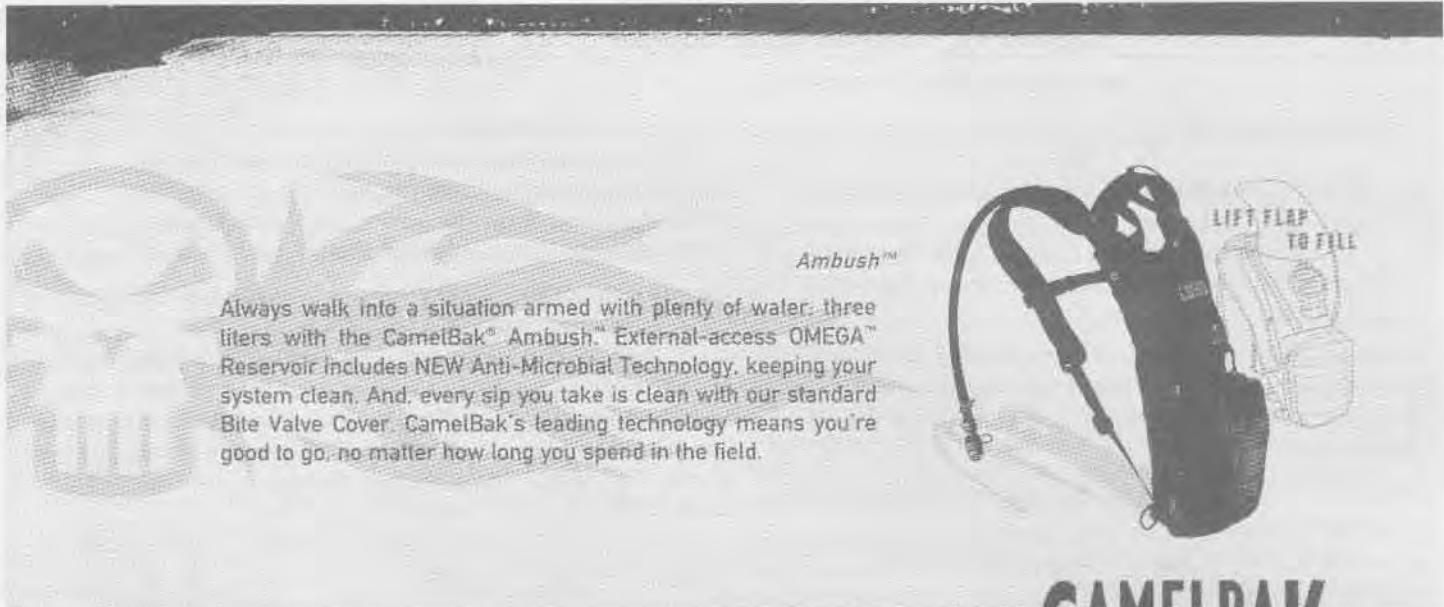
Implementing Your Own Program

The fire department identified a need to provide quick response to medical emergencies in crowded venues with minimal vehicle access. Personnel on bikes equipped with medical supplies could rapidly respond to a medical emergency and provide treatment and stabilization in a timely fashion, thus reducing the time between the incident and treatment. In many medical emergencies, time is of the essence. In addition, having firefighters on bikes allows more contact with the public, which promotes good public relations.

This program has proven to be highly successful. In fact, a number of local departments have approached us about helping them to implement their own bike teams. If you are thinking about starting a bike unit for your department, you can contact us at www.ci.fremont.ca.us or the IPMBA at www.IPMBA.org.

This article first appeared in FireEMS September, 2003.

Jeff can be reach at jjyoungsma@sbcglobal.net.



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Product Purchase Program

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

The Product Purchase Program – IPMBA’s exclusive member discount program – was introduced as a benefit of membership in September of 1997 with four members. Today, the PPP features over 40 suppliers offering discounts to IPMBA members. Members who take advantage of these discounts can pay for their IPMBA memberships in just one purchase. Here are a few examples. Your IPMBA membership costs you \$50 annually. Curious about a 4WD mountain bike? Save \$1000+ on a Christini. Looking for custom pins for your bike unit? IPMBA Instructor Erno Nandori from ELHN can help. Want to buy from someone who really “knows?” Check out Cyclops and Light Cycles, owned and operated by fellow IPMBA members Ashley Foster and Bob Light, respectively. The list of discounts goes on and on...bike seats, suspension, patrol shoes, bikes, training, lubes, gloves, lights, uniforms...

So when you need bikes, equipment, clothing, or accessories for on- or off-duty use, check the Product Purchase Program first, and watch your IPMBA membership pay for itself. **Have your IPMBA membership number and expiration date when you place your order.** Pages 16-19.

ABS SPORTS

Product: Super Saddle
Regular Cost: \$99
Cost to Members: \$89
Form of Payment: DC, MC, PO, V
Ordering Options: Phone, Fax, Email
Contact Name: Van Zevenbergen
Phone: 609-371-1554
Fax: 609-371-1554
Website: www.abs-sports.com
Email: sales@abs-sports.com
ABS Sports
 683 Rt. 33, Hightstown, NJ 08520

ALERTE SYSTEMS, INC.

Product: “Trail-Blazer” Bike Light Kit
Regular Cost: Contact for Product List
Cost to Members: 10% off 1-10 units;
 15% off 11-20 units
Form of Payment: DC, MC, V
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: Art Germann, Sherri Smalley,
 Bill Stranathan
Phone: 800-728-1536
Fax: 800-635-1536
Website: www.alertesystems.com
Email: bill@alertesystems.com
Alerte Systems, Inc.
 243 S. Madison Avenue, Loveland, CO 80537



ASLET

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

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

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

ABBREVIATIONS:

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

BIKE TRACK

Product: Mini-Mum Vertical Bike Hanger
Regular Cost: \$24.99-\$38.99 (with cable)
Cost to Members: \$17.49-\$27.29 (with cable)
Form of Payment: AX, MC, V
Ordering Options: Phone
Contact Name: Carol Weingeist
Phone: 888-663-8537
Fax: 802-457-3704
Website: www.biketrack.com
Email: racksales@biketrack.com
Bike Track
 P. O. Box 235, Woodstock, VT 05091

BRATWEAR

Product: Bike Uniforms
Regular Cost: Contact for Product List
Cost to Members: 10% off Standard Price List
Form of Payment: AX, C, CH, DC, D, MC, PC, V
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: Teri Becklund
Phone: 253-517-4000
Fax: 253-517-4004
Website: www.bratwear.com
Email: tbecklund@bratwear.com
Bratwear
 5417 12th Street East, Suite 100, Fife, WA 98424

BRAVE SOLDIER

Product: Ointments, Shave Gels, Lip Balms, etc.
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Form of Payment: AX, C, CH, DC, MC, PO, V
Ordering Options: Phone, Web
Contact Name: Albert Yeh
Phone: 323-653-5538/888-711-BRAVE
Fax: 323-852-6604
Website: www.bravesoldier.com
Email: info@bravesoldier.com

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

BUSHWHACKER USA

Product: MESA Rear Rack Trunk
Regular Cost: \$55
Cost to Members: \$35
Form of Payment: AX, C, CK, MC, V
Ordering Options: Phone, Fax, Email
Contact Name: Jeff Sims
Phone: 801-829-6801/800-344-1256
Fax: 801-829-6104
Website: www.bushwhackerbags.com
Email: jss1205@aol.com
Bushwhacker USA
 395 E. 300 N., Morgan, UT 84050

CANE CREEK CYCLING COMPONENTS

Product: Suspension Seatpost
Regular Cost: \$139
Cost to Members: \$83.40
Form of Payment: MC, V
Ordering Options: Phone, Fax
Contact Name: Lena Warren
Phone: 800-234-2725
Fax: 828-684-1057
Website: www.canecreek.com
Email: lena@canecreek.com
Cane Creek Cycling Components
 355 Cane Creek Rd., Fletcher, NC 28732

CASCADE DESIGN

Product: Platypus Hydration Systems
Regular Cost: Contact for Pro-Form Pricing
Cost to Members: Wholesale Pricing
Form of Payment: CK, DC, MC, V
Ordering Options: Fax, Mail
Contact Name: Kelly Egan
Phone: 800-527-1527 / 206-676-1414
Fax: 800-583-7583
Website: www.cascadedesigns.com
Email: kelly.egan@cascadedesigns.com
Cascade Design
 4000 First Ave. S., Seattle, WA 98134

CHRISTINI TECHNOLOGIES

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

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

CYCLE SOURCE GROUP (SMITH & WESSON)

Product: Bikes & Accessories
Regular Cost: Contact for Product List
Cost to Members: 20-35% off Retail
Form of Payment: C, CH, DC, D, MC, PO, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Peter Carey
Phone: 877-533-7245
Fax: 631-205-1435
Website: www.cyclesg.com
Email: peterc@cyclesg.com

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

Product Purchase Program

CYCLESIREN

Product: Cyclesiren Trooper, Patrol & EMS mini-sirens

Regular Cost: Visit www.cyclesiren.com.

Cost to Members: 10% off Retail

Form of Payment: MC, PO, V

Ordering Options: Phone, Fax, Email, Mail

Contact Name: Greg Bohning

Phone: 714-628-8935

Fax:

Website: www.cyclesiren.com

Email: sales@cyclesiren.com

Cyclesiren

226 N. Willow Springs Road, Orange, CA 92869-4534

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



CYCLOPS BICYCLE & TACTICAL OPERATIONS EQUIPMENT & TRAINING

Product: Bicycle and Tactical Ops Equipment and Accessories

Regular Cost: Contact for Product List

Cost to Members: 10-30% off Retail

Form of Payment: AX, C, CH, D, DC, MC, PO

Ordering Options: Phone, E-Mail

Contact Name: Ashley Foster

Phone: 843-259-8368

Email: cyclopstact@hotmail.com

Cyclops Bicycle & Tactical Operations Equipment & Training

5003 Alpha Street, N. Charleston, SC 29405

DANALCO

Product: Sealskinz Waterproof Socks & Gloves

Regular Cost: \$29.95-\$39.95 socks; \$29.95 gloves

Cost to Members: \$15-\$20 socks; \$15 gloves

Form of Payment: C, CH, DC, MC, PO, V

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

Contact Name: Sam Matthews

Phone: 800-868-2629

Fax: 800-216-9938

Website: www.danalco.com

Email: sam@danalco.com

Danalco

1020 Hamilton Rd., Duarte, CA 91010

DE SOTO SPORT

Product: Triathlon Clothing

Regular Cost: Contact for Product List

Cost to Members: 40% off Retail

Form of Payment: AX, MC, V

Ordering Options: Phone, Fax, Email, Web

Contact Name: Emilio De Soto II

Phone: 858-453-6672/800-453-6673

Fax: 858-453-6783

Website: www.desotosport.com

Email: contact@desotosport.com

De Soto Sport

5260 Eastgate Mall, San Diego, CA 92121

DGB SERVICES (PEN-LINK DISTRIBUTOR)

Product: Mobile Intelligence Solution

Regular Cost: \$495

Cost to Members: Free 90-Day Trial

Form of Payment: C, DC, MC, PO, V

Ordering Options: Phone, Fax, Email

Contact Name: Charles Hamm

Phone: 805-258-2165

Fax: 402-421-9287

Website: www.penlink.com

Email: chuckhamm@verizon.net

DGB Services (Pen-Link Distributor)

3761 Ketch Avenue #D, Oxnard, CA 93035

DO WRAP PERFORMANCE

HEADWEAR

Product: Under Helmet Headbands & Bandanas

Regular Cost: \$9.95-\$24.95

Cost to Members: 25% off Retail

Form of Payment: AX, MC, DC, PO, V

Ordering Options: Phone, Fax, Email, Website

Contact Name: John Okon, April Brittain

Phone: 773-770-4200/800-359-2514

Fax: 773-770-4201

Website: www.dowrap.com

Email: john@dowrap.com

Do Wrap Performance Headwear

1747 W. Grace Street, Chicago, IL 60613

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

EKO SPORT

Product: Power Grips, Air Suspension, Pumps

Regular Cost: Contact for Product List

Cost to Members: 20% off Retail

Form of Payment: CK, MC, V

Ordering Options: Phone, Fax, Email, Web

Contact Name: Jason Tillinghast

Phone: 970-241-3518/800-999-8277

Fax: 970-241-3529

Website: www.ekosport.com

Email: jtillinghast@ekosport.com

Eko Sport

580 North Westgate Dr., Grand Junction, CO 81505

ELHN BADGE & EMBLEM DESIGN

Product: Custom Police Badges, Emblems, Pins, Coins

Regular Cost: Varies

Cost to Members: 10% off

Form of Payment: CH, DC

Ordering Options: Phone, Email, Mail

Contact Name: Erno Nandori

Phone: 203-364-8644

Fax: 860-693-9381

Email: elhnbadgedesign@aol.com

ELHN Badge & Emblem Design

615 Cherry Brook Road

Canton, CT 06019

Notes: Call or email design/quantity for price quote.

ERGO, LLC

Product: "The Seat" Ergonomic Bike Seat

Regular Cost: \$40 lycra/gel; \$29 vinyl; \$20 faux leather

Cost to Members: \$30 lycra/gel; \$23 vinyl; \$15 faux leather

Form of Payment: CH, DC, MC, PO, V

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

Contact Name: Thomas White

Phone: 425-333-6161

Fax: 425-333-6355

Website: www.ergotheseat.com

Email: 425-333-6355

Ergo, LLC

P. O. Box 659, Carnation, WA 98014

FUJI AMERICA

Product: Bikes & Accessories

Regular Cost: Contact for Product List

Cost to Members: Call for Special Prices on Selected Models

Form of Payment: C, CH, MC, PO, V

Ordering Options: Phone, Fax, Email, Mail

Contact Name: Kevin Moran

Phone: 800-631-8474 / 201-337-1700 x 211

Fax: 201-337-1762

Website: www.fujibikes.com

Email: kevintheelder@yahoo.com

Fuji America

P.O. Box 60, 118 Bauer Drive, Oakland, NJ 07436

Notes: Include "Attn Kevin" in email subject line.

GITA SPORTING GOODS

Product: Patrol Bike Shoes, Giordana Apparel

Regular Cost: Varies

Cost to Members: 25% off Patrol Bike Shoes, 10% off Giordana Wear

Form of Payment: MC, V

Ordering Options: Phone, Fax, Website

Contact Name: Nelson Frazier

Phone: 800-FON-GITA x 319

800-FON-GITA x 319

Fax: 704-588-4322

Website: www.gitabike.com

Email: info@gitabike.com

Gita Sporting Goods

12500 Steele Creek Rd, Charlotte, NC 28273

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

HECKLER & KOCH

Product: Officer Survival for the Mountain Bike Officer

Regular Cost: \$795

Cost to Members: \$745

Form of Payment: MC, PO, V

Ordering Options: Phone

Contact Name: Pat Rios

Phone: 703-450-1900 x 293

Fax: 703-405-7938

Website: www.hk-usa.com

Email: prios@hk-usa.com

Heckler & Koch

21480 Pacific Blvd., Sterling, VA 20166

IMBA (INTERNATIONAL MOUNTAIN BICYCLING ASSOCIATION)

Product: IMBA Membership

Regular Cost: \$25 Basic; \$45 Supporting

Cost to Members: \$10 Basic; \$18 Supporting

Form of Payment: C, CH, DC, MC, V

Ordering Options: Fax or Mail

Contact Name: Kevin Stein

Phone: 888-442-IMBA/303-545-9011 x 106

Fax: 303-545-9026

Website: www.imba.com

Email: info@imba.com

IMBA: International Mountain Bicycling Association

P.O. Box 7578, Boulder, CO 80306

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

Product Purchase Program

IOSSO PRODUCTS

Product: Cleaners & Lubes for Guns & Bikes
Regular Cost: Contact for Product List
Cost to Members: 20% off Retail
Form of Payment: C, CH, MC, PO, V
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: Marianne Iosso
Phone: 888-747-4332
Fax: 847-437-8478
Website: www.ioosso.com
Email: info@ioosso.com

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

LANE SUNGLASSES

Product: Protective Eyewear & Goggles
Regular Cost: Contact for Product List
Cost to Members: 30-60% off Retail
Form of Payment: CH, DC, MC, V
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: Neal Dykstra
Phone: 800-542-7850
Fax: 219-956-2112
Website: www.lanesunglasses.com
Email: eyewear@netnitco.net

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

LIFT & STORAGE SYSTEMS, INC.

Product: Automatic Bike Lift Storage Systems
Regular Cost: \$4,295 (30 bikes); \$6,590 (60 bikes)
Cost to Members: \$4,000 (30 bikes); \$6,590 (60 bikes)
Form of Payment: AX, C, DC, MC, PO, VI
Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: Shawn Jones
Phone: 651-777-1554
Fax: 651-777-1535
Website: www.liftstore.com
Email: sjones@liftstore.com

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

LIGHTCYCLES

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

LightCycles
PO Box 517, Morrisonville, NY 12962
Notes: Email for details/availability/shipping charges.

LOUKA LLC

Product: Video: Firearms & Training Issues
Regular Cost: \$19.99 + shipping
Cost to Members: \$18.99 + shipping
Form of Payment: CH, DC, PO
Ordering Options: Phone, Email, Mail
Contact Name: Lou Ann Hamblin
Phone: 734-697-6342
Email: louannblackwidow@aol.com

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

MAKLITE

Product: Illuminated Safety Light Products
Regular Cost: \$10.95 (9" Strips With Velcro)
Cost to Members: \$7.00
Form of Payment: AX, D, DC, MC, PO, V
Ordering Options: Phone, Fax
Contact Name: William Maki
Phone: 800-888-5427 / 773-276-7500
Fax: 773-276-3331
Website: www.librasafety.com
Email: libre.safety@prodigy.net

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

MARWI USA, INC.

Product: Lighting Systems
Regular Cost: \$99-\$399
Cost to Members: Contact for Discount
Form of Payment: COD, MC, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Jennifer Suarez
Phone: 642-401-1335
Fax: 642-401-1339
Website: www.marwiusa.com
Email: jennifers@marwiusa.com

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

MAXXIS TIRES

Product: Bike Tires & Tubes
Regular Cost: Contact for Product List
Cost to Members: 50% off Retail (Pro-form)
Form of Payment: AX, MC, V
Ordering Options: Email, Fax, Phone
Contact Name:
Phone: 770-962-8229 x 124
Fax: 678-962-7705
Website: www.maxxis.com
Email: maxx daddy@maxxis.com

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

MOCEAN

Product: Bike Patrol Uniforms
Regular Cost: Contact for Product List
Cost to Members: 25% off Retail
Form of Payment: AX, C, CH, DC, MC, PO, V
Ordering Options: Fax
Contact Name: Bill Levitt
Phone: 949-646-1701/877-662-3680
Fax: 949-646-1590
Website: www.mocean.net
Email: moceanbl@aol.com

Mocean
1635 Monrovia Avenue, Costa Mesa, CA 92627

OLYMPIC UNIFORMS/J. MARCEL

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

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

PARADIGM TACTICAL PRODUCTS

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

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

PATROL CYCLE LLC

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

Patrol Cycle LLC
27699 Vista Del Valle, Hemet, CA 92544

PROGOLD LUBRICANTS

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

ProGold Lubricants
4106 Stacks Rd., College Park, GA 30349

PROMARK INT'L INC.

Product: Full Line Law Enforcement Equipment
Regular Cost: Contact for Product List
Cost to Members: 40% off Most Products
Form of Payment: CH, MC, V
Ordering Options: Phone, Fax
Contact Name: Kenneth Battcher
Phone: 800-645-4443/516-795-6543
Fax: 516-795-4259
Website: www.publicsafety mall.com
Email: promarkint@aol.com

Promark Int'l Inc.
134 Merrick Road, Amityville, NY 11701

PUBLIC SAFETY LOGOS

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

Public Safety Logos
PO Box 11307, Spring, TX 77391-1307



Product Purchase Program

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

PYI INC. SPOKES WEAR

Product: The Glove
Regular Cost: \$30
Cost to Members: \$15
Form of Payment: C, DC, MC, V
Ordering Options: Phone, Fax, Email
Contact Name: Fred Hutchison
Phone: 425-355-3669/800-523-7558
Fax: 425-355-3661
Website: www.spokeswear.com
Email: info@spokeswear.com

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

R & B FABRICATIONS, INC.

Product: Panniers & Safety Vests
Regular Cost: Contact for Product List
Cost to Members: 15% off Retail
Form of Payment: DC, MC, V
Ordering Options: Phone, Fax, Email, Mail

Contact Name: Tina Lime
Phone: 419-594-2743/800-553-1911
Fax: 419-594-2250/800-742-5345
Website: www.rbfab.com
Email: rbfab@bright.net

R & B Fabrications, Inc.
20128 Road 138, Oakwood, OH 45873

REDMAN TRAINING GEAR

Product: Defensive Tactics Training Gear
Regular Cost: Contact for Product List
Cost to Members: 10% off Retail
Form of Payment: AX, DC, MC, PO, V
Ordering Options: Phone, Fax, Mail

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

RUBEL BIKEMAPS

Product: Bicycling Street Smarts: 48-page booklet
Regular Cost: See website for price schedule.
Cost to Members: Free shipping on any size order.
Form of Payment: CH, DC, MC, PO, V
Ordering Options: Phone, Email, Mail

Contact Name: Madeleine Nolan or Andy Rubel
Phone: 617-776-6567
Website: www.bikemaps.com
Email: info@bikemaps.com

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

ABBREVIATIONS:

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

RUDY PROJECT

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

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

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

SIGNAL MEASUREMENT CO.

Product: GPS & Communication Mounts
Regular Cost: \$56.19
Cost to Members: \$33.71
Form of Payment: C, D, DC, MC, PO, V
Ordering Options: Phone, Fax

Contact Name: Ronnie Dowell
Phone: 800-527-1079
Fax: 281-356-0099
Website: www.smc-corp.com
Email: rdowell@smc-corp.com

Signal Measurement Co.
12519 Wanda Ln., Magnolia, TX 77354

SPORTWORKS

Product: Hitch-mounted Bike Racks
Regular Cost: \$325-\$565
Cost to Members: \$260-\$452
Form of Payment: C, DC, MC, V
Ordering Options: Phone, Fax, Email, Mail

Contact Name: Julie Gregg
Phone: 425-483-7000 / 888-661-0555
Fax: 425 488 9001
Website: www.bicycleracks.com
Email: julieg@swnw.com

SportWorks
15540 Wood-Red Rd. NE, #A-200, Woodinville, WA 98072

SWAGMAN

Product: Bicycle Carriers (Roof/Hitch/Trunk)
Regular Cost: Contact for Product List
Cost to Members: 15% off Retail
Form of Payment: MC, V
Ordering Options: Phone, Email

Contact Name: Jim or Don
Phone: 800-469-7924
Fax: 800-469-7893
Website: www.swagman.net
Email: info@swagman.com

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

TERRY PRECISION CYCLING

Product: Bikes, Accessories, Seats, Apparel
Regular Cost: Contact for Product List
Cost to Members: Wholesale Prices
Form of Payment: C, CH, DC, MC, V
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: Ginny Weisel
Phone: 800-289-8379 x 15
Fax: 315-986-2104
Website: www.terrybicycles.com
Email: ginny@terrybicycles.com

Terry Precision Cycling
1657 East Park Dr., Macedon, NY 14502

TRACY LEIGH ENTERPRISES

Product: Electric Police Bike
Regular Cost: \$2500 & \$1900
Cost to Members: \$1999 & \$1600
Form of Payment: AX, C, CH, DC, D, MC, PO, V
Ordering Options: Phone, Fax, Email, Web, Mail

Contact Name: Robert Grippo
Phone: 570-992-9989 / 877-570-6963
Fax: 570-992-5026
Website: www.allwebscooters.com
Email: gandg@epix.net

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

WTB

Product: Tires, Saddles, Headsets, Pedals, Wheel Parts
Regular Cost: Contact for Product List
Cost to Members: Wholesale Prices
Form of Payment: COD, MC, V
Ordering Options: Phone, Fax

Contact Name: Travis Haft
Phone: 415-389-5040
Fax: 415-389-5044
Website: www.wtb.com
Email: thaft@wtb.com

WTB
475 Miller Ave., Mill Valley, CA 94941

ZOIC CLOTHING

Product: Mountain Bike Apparel
Regular Cost: Retail
Cost to Members: 30% off Retail
Form of Payment: AX, VI, MC, CH, DC
Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Brandt Furgerson or Wendy Misner
Phone: 858-731-0506/800-241-9327 x 532 or 531
Fax: 858-458-9714
Website: www.zoic.com
Email: brandt@zootsports.com or wendy@zootsports.com

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

The Product Purchase Program was updated January 2004. The information has been provided by the participating companies and is subject to change without notice. A company's participation in the Product Purchase Program does not indicate endorsement by IPMBA, nor does it indicate the company's sponsorship of IPMBA.

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Core Conference & Exhibits: October 21-23
Georgia World Congress Center, Atlanta, GA

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Medical Information Carrier

Product Review

Gives crucial information in a medical emergency to those who need it when they need it

by Gene Williams, PCI #597/EMSCI #072
Cypress Creek EMS
Houston, Texas

I came across a device a few years ago, as an instructor for our International Tactical Operational Medical Support Course. It was a three-part medical information system designed for the Tactical Operator, consisting of three small information sheets. You complete each one with the operator's personal and medical history and enclose them in a waterproof pouch. The pouch is then affixed to the back of a driver's license; secured around the neck with an enclosed dogtag-like chain; or stuck to the inside of the operator's ballistic helmet. Each officer on our unit utilizes this medical information system so that in the event that he or she would be rendered unconscious, we have access to essential personal and medical information. I have

Tactical

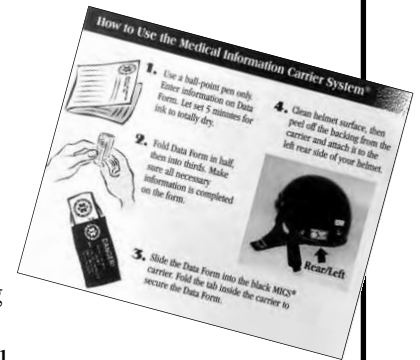
had this pouch in my ballistic helmet for about three years, and it has stayed put.

The company, Medical Emergency Data Systems, Inc., has recently introduced this same type of medical information system for **public safety cyclists**, child safety seats, the elderly, and wilderness rescue personell. The one for bike officers is similar to that designed for tactical officers. The cyclist completes the information sheet, inserts it into a waterproof pouch measuring 1" x 1.5", and affixes it to the inside of the bike helmet. A 3/4-inch round, red and white insignia/decal is

then placed on the outside of the helmet. This reflective decal alerts emergency personnel to the presence of the "Medical Information Carrier" inside the helmet.

As advocates of public safety, we should do our best to promote the use of this tool. We should wear them ourselves, and encourage those with whom we have contact to do the same. Many of us know first-hand the problems that arise when we find an unidentified victim whose medical history is unknown. Having this information available can mean the difference between life and death.

As an IPMBA PC/EMS Instructor, I'm always looking for new ideas that promote safety in cycling. The medical information carrier system is one of those ideas. I display these devices during my courses and make them available



Medical Information Carrier System inside bicycle helmet

to the public during safety fairs and bicycle rodeos. In addition, Cypress Creek EMS has become a distributor of this system since our agency has a tactical medic response team, an EMS Bike Team and is a statewide child safety seat inspection station. The cost is as follows: Tactical - \$5.00; Cyclist - \$3.00; Child Safety Seat - \$5.00. This system is manufactured by Medical Emergency Data Systems, Inc., 110 Capitol Park Drive, Sarver, PA 16055, (724) 295-1988, www.meds.org. If you have any questions or would like to place an order, contact the company directly or me at gwilliams@ccems.com.

Support our Corporate Members



IPMBA proudly recognizes the following organizations for their continued support and assistance to IPMBA and the profession of public safety cycling. They have helped to ensure that we can continue our mission of providing education, training, and resources for public safety cyclists worldwide.

Alerte Systems

Bill Stranathan
800-728-1536

www.alertesystems.com
Bill@alertesystems.com

Patrol Cycles LLC

Murline Staley
713-472-0894

www.patrolcycles.com
sales@patrolcycles.com

TIDALFORCE

Silvio Pappalardo
703-435-7102 x 179

www.tidalforce.com
silvio.pappalardo@wavecrestlabs.com

Trek Bicycle Corporation

Jason Schumacher
800-313-8735 x 4911



TIDALFORCE



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

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

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J. MARCEL ENTERPRISES

(206)722-1412

FAX (206)722-1521

www.olyuniforms.com

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





Inspector Nigel Tottie
North Yorkshire Police

The last month has seen several encouraging developments in the world of UK cycle patrols. The first IPMBA Police / EMS Cyclist course to be held north of London was hosted in York at the start of March. This was followed by a meeting at New Scotland Yard in which the first seeds of a UK IPMBA organisation were sown – exciting stuff. Despite a hiccup mid-March when the UK press decided that they should dictate what cycle training was appropriate for UK emergency service cyclists, the positive energy continues as IPMBA and UK emergency services cycling develops apace!

York hosts IPMBA course 28th Feb – 2nd March 2004

Friday 28th February saw a very tired Monte May of Kansas City PD arrive in York after a gruelling 24 hours' flights and rail journey. Monte travelled to York to host the first IPMBA police / EMS course to be held anywhere north of the Capital – this was, to those officers north of London, a major step forward, and a precursor to York officers running their own courses, following Instructor training which is to take place this May at the IPMBA conference in San Antonio. Monte's travel was sponsored by Mocean to whom a great deal of thanks must be given.



Police Cyclist Course students conquer the Duke of York steps, near Buckingham Palace. Photo courtesy David Parfitt.

The first morning of the course saw nine police and ambulance officers from around the UK arriving at York police's training facility at Acomb to be greeted by snow flurries and fresh snow on the ground!

Monte alternated between warm classroom sessions at comb and cold, often-windy practical sessions held at York Racecourse with the kind permission of the Course's committee. This mix worked well, and over the next four days all of the candidates

developed their theoretical and practical riding skills apace. Monday night saw officers undertake an urban assault course which combined riverside paths covered in ice and snow, narrow alleyways in the city centre of York and various staircases / obstacles which made for excellent technical riding in the dark (and one particularly painful fall for the author!).

At the end of the course, all of the candidates passed.

Congratulations to:

Steve Harvey, North Yorkshire Police

Russ Harper, North Yorkshire Police

Ben Whiteway, North Yorkshire Police

Mark Inman, Tees East and North Yorkshire Ambulance Service

Sean Clarke, London Ambulance Service

Claire Tinkler, London Ambulance Service

Kevin Rogerson, Northumbria Police

Gerard Morgan, South Wales Police

Ian McLeod, Warwickshire Police

New Scotland Yard Meeting Weds 3rd March 2004

Inspector Anthony Moore of the Metropolitan Police in London arranged a meeting on this date to progress the possible formation of a UK IPMBA affiliate given the growing demand for police / EMS cycle patrols.

The meeting saw a mix of people in the morning discussing various cycle patrol issues and providing updates from around the UK. The meeting also welcomed US IPMBA Executive Director Maureen Becker, and Board members Jim Bowell and Monte May, who were there to oversee proceedings and offer their expertise.

After an excellent lunch in the Peeler's Restaurant, the afternoon was taken with a meeting of what is rapidly developing into a UK IPMBA steering group.

Interest in forming what is loosely termed 'IPMBA UK' has been growing massively over the last 12 months and it was felt appropriate to now look at progressing the issue formally. The UK steering group appointed three people to take on pivotal roles in shaping the future of IPMBA in the UK – PC Mark Cockram (City of London Police), Education; Paramedic Tom Lynch (London Ambulance Service), Equipment/Industry; Inspector Nigel Tottie (North Yorkshire Police), Membership / Marketing. The various committees attached to each area will be formed by bike officers and medics from around the UK to ensure a spread of interest / expertise.

It is hoped that this year's York Rally (26th / 27th June 2004 at York Racecourse) will form the launchpad for an active branch of IPMBA in the UK, with IPMBA courses being offered before and after the Rally, and the weekend of the Rally seeing various workshops / presentations on all aspects of cycle patrolling.

Anyone who wishes to attend the rally should contact coordinators Nigel Tottie at nigel.tottie@northyorkshire.pnn.police.uk or Steve Harvey at steven.harvey@northyorkshire.pnn.police.uk.

A Bad Week in the Press!

The third week in March saw the UK press sticking their noses and knives into the whole arena of cycle training in the UK. Clearly a press reporter somewhere in the UK (the lead story was in the *Mail on Sunday*) had discovered the extent of cycle training in the UK, and the influence IPMBA was having on UK training, and decided to make an issue of it. What followed were a series of articles, cartoons and quotes aimed at ridiculing the whole issue – IPMBA president T.J. Richardson was even interviewed live on UK TV about the whole issue.

The attitude of the press was that as almost anyone can ride a bike, there is no need to train officers, and certainly not to any American standard! After much transatlantic email discussion, it was decided to ignore the articles rather than respond and prolong the argument – a good decision, as media interest in the issue lasted approximately two days! The health and safety issues attached to cycle patrolling make adequate training a necessity, but of course the press chose to ignore that issue.

As various bits in this newsletter indicate, positive news about bike patrol continues to pour in from around the UK. Please help keep up the momentum by continuing to share your successes, experiences, and news with your colleagues around the UK and the world. Stories should be submitted to Maureen at Maureen@ipmba.org. I can be reached at Nigel.tottie@ntlworld.com.

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

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#1323BK, 1323RB
O2/BVM, left side
#1326BK, 1326RB
AED, right side
#1363BK, 1363RB
6 pocket, left side
#1366BK, 1366RB
6 pocket, right side
BK- BLACK
RB - ROYAL BLUE

AED PANNIER

#1326BK BLACK
#1326RB ROYAL BLUE

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

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6 POCKET PANNIER

LEFT SIDE	RIGHT SIDE
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#1363RB ROYAL BLUE	#1366RB ROYAL BLUE

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Training Day in the Badlands

by Jeff Burgess
Grand Forks Police Department
Grand Forks, ND

It was June of 2002. Officer Mike Krein and I decided that we needed a training day to keep our police cycling skills sharp. For this "training", we headed for some of the best singletrack in the country – the Maah Daah Hey Trail, a 100-mile trail whose south trailhead is located in Medora, North Dakota. The trail name, which comes from the Mandan Indians, translates into "grandfather" or "be here long." Posts inscribed with a turtle mark the trail. The turtle is honored by the Mandan people because of its determination, steadfastness, patience, long life and fortitude. I had seen the trail advertised in

magazines and on the internet and had spoken with some who had experienced it. We began planning our trip in February, and tried to get other bike officers to join us. Initially, three of us planned to go, but one was forced to drop out due to an on-the-job injury (bike to foot pursuit ankle sprain).

Armed with advice from Dave at the local bike shop and a set of good maps, we set out on our adventure. Dave had told us what portions of the trail to ride and where to camp. According to him, the trail was ok for beginners. I had asked because I had thought about taking my teenage son on future trips, and I have limited off-road experience. We made the six-hour drive to Medora and located our campsite at Sully Creek

State Park. We set up camp and drove into town to talk with guys at the local bike shop. They told us that, because of heavy rain within the last couple of days, the trail might not be in riding condition.

Imagine our disappointment. They directed us to a scenic, paved route through the southern unit of the Teddy Roosevelt State Park, but we weren't satisfied. We went back to our campsite and rode the beginning portion of the trail.

We decided that the trail was rideable, but it took us awhile to figure out that we had to cross the creek to continue. We got an early start the next morning. Our goal was to ride 12 miles out to the Buffalo Gap Ranch, have lunch, and ride back to camp. We navigated the creek wearing sandals, leaving them on shore and replacing them with dry bike shoes. The ride was extremely challenging at the beginning. It took us an hour to complete the first 2 ½ miles. Most of it was uphill (buttes) and I was thinking that it would take us forever to complete this ride. I took Dave's name in vain several times and immediately ruled out the possibility of bringing my son. I had to walk the bike up hills on several occasions. The trail got better when we reached the prairie. I can't begin to describe the scenery. Although I took several photos, they don't do justice to the magnificence of the area. We saw antelope, prairie dogs and cattle on the trail. I learned quickly, though, to keep an eye on the trail as we were flying across some of the downhill. I almost took myself out by striking a hole and a rock by coming off the trail. We found the ranch in three hours and had lunch. Mike crushed the tick that fell off of me during lunch and we refilled our Camelbaks. Even though temps were in the 60's, we each had consumed almost two liters of water. We debated taking the paved highway ride back because of gray skies, but decided to ride the trail back. The return ride only took 2 ½ hours, and was a scream (literally) coming down that last 2 ½ miles. We had dinner in Medora, and I felt good about our accomplishment.

The next day, we drove north to the Magpie Campground, but it was obvious that the north area of the trail had received a lot of overnight rain. We started out on bike but quickly gave up. The trail had turned to mud and the tires were sucking it up. We parked the bikes and hiked out four miles to a place known as the ice caves. On the hike back, we learned that the trail dries quickly. We packed up, drove to Buffalo Gap Campground and camped there. On the drive back to Grand Forks we talked about a return trip. Last week, when the temperature was near 40 degrees below zero, Mike began to plan this year's trip. I can't wait.

For further information about the trail, visit www.maahdaahhey.com or email Jeff at jburgess@grandforksgov.com.



Photo courtesy Jeff Burgess

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NHTSA Congratulations

Congratulations to the following individuals for having successfully completed the NHTSA Community Bicycle Safety for Law Enforcement Instructor training. The purpose of the Community Bicycle Safety Officer program is threefold: to improve the bicycle safety knowledge of law enforcement officers, promote increased bicycle safety activities within the law enforcement community, and enable officers to serve as Community Bicycle Safety Coordinators.

Community Bicycle Safety Instructors have been trained to teach the two-day “Community Bicycle Safety for Law Enforcement” course developed by the National Highway Traffic Safety Administration (NHTSA). The course provides select officers with ways to improve bicycle safety and enjoyment through work with community-based groups, organizations and individuals interested in bicycle safety.

Christopher Rivera, *Arvada Police Department (CO)*
 Dennis Ball, *Fresno Police Department (CA)*
 Shawn Barry, *City of Beacon Police Department (NY)*
 Scott Brown, *St. Louis County Police Department (MO)*
 Robert DeLaurentiis, *U. of Penn. Police Department (PA)*
 Dan Ganzel, *Palm Beach Sheriff's Office (FL)*
 Jeffrey Eubank, *Emporia Police Department (KS)*
 John Hanke, *Joliet Police Department (IL)*
 Christopher Hawk, *U. of Illinois Police Department (IL)*
 Marc Hodges, *Denton Police Department (TX)*
 Ronald Jenkins, *Groton Police Department (CT)*
 Mike Johnston, *University of Utah Police Department (UT)*
 Colby Lalli, *Blue Springs Police Department (MO)*

Robert Light, *SUNY @ Plattsburgh Police Department (NY)*
 Monte May, *Kansas City Police Department (MO)*
 Officer Gary McLaughlin, *Sacramento Police Department (CA)*
 Mark Phillips, *New York State Police Department (NY)*
 Raimond Ranne, *Chicago Police Department (IL)*
 Phil Redford, *Wheeling Police Department (WV)*
 Nathan Spiering, *Spokane Police Department (WA)*
 Robert Taylor, *Alvin Police Department (TX)*
 Dave Teem, *Newport Police Department (OR)*
 Stacey Vilas, *Madison Police Department (WI)*
 Kathleen Vonk, *Ann Arbor Police Department (MI)*
 For additional information on this course or other law

enforcement and bicycle safety efforts, contact: Paula Bawer, RN, MA, NHTSA/Safety CounterMeasures, NTI-121, 400 7th Street SW, Room 5130, Washington, DC 20590, Phone: 202-366-2692, Fax: 202-366-7721 or paula.bawer@nhtsa.dot.gov.



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A Listing of State DOT Web Sites with Bicycle Safety Information, Publications and/or Programs

State DOT	Web site	Bike Safety Guide Available?	Safety Goals listed?	DOT sponsored Bike Safety Program?
Arizona	www.azbikeped.org/index.htm	In plans. Other material, Traffic Safety for School Areas.	Yes, see: Draft of Statewide Bike and Ped Plan, page 128.	Not apparent from web site.
Colorado	www.dot.state.co.us/BikePed/index.htm	Yes, see: www.dot.state.co.us/BikePed/Manual/04%20Riding%20for%20Different%20Reasons.pdf Other materials: videos, training materials.	Not apparent from web site.	No, but bike design training available and materials.
Florida	www.dot.state.fl.us/safety/ped_bike/brochures/ped_bike_brochures.htm	Yes. Other materials: research documents,	Yes, see: www.dot.state.fl.us/safety/	Yes, several.
Illinois	www.dot.state.il.us/bikemap/bikehome.htm	Yes. Other materials: bike helmets, stickers, children's	Not apparent from web site.	Not apparent from web site. Works with other state partners; see: www.dot.state.il.us/bikemap/safetgate.htm .
Maine	www.state.me.us/mdot/opt/bike	Not apparent from web site.	Not apparent from web site.	Yes, Safe Routes to School, train the trainer. Partners with Bicycling Coalition and trails
Maryland	www.sha.state.md.us/exploremd/bicyclists/oppe/bicyclists.asp?id=H14+H1	Yes.	Not apparent from web site.	Not apparent from web site.
Michigan	www.michigan.gov/mdot/0,1607,7-151-9621_11050--,00.html	Yes; online, see: www.bikexprt.com/streetsmarts/index.htm .	Not apparent from web site.	Not apparent from web site.
Minnesota	www.dot.state.mn.us/bike.html	No. Other materials: design guidelines and documents, bike helmet use, bike statutes.	See mission statement.	Works with other state partners through SBAC.
Nebraska	www.dor.state.ne.us/	Yes, see: www.nebraskatransportation .	Not apparent from web site.	Not apparent from web site.
Nevada	www.bicyclenevada.com	Not apparent from web site.	Yes, see: http://www.bicyclenevada.com/	Yes; Nevada Bicycle/Pedestrian Safety program. Partners with Public Safety.
New Hampshire	http://www.state.nh.us/dot/nhbikeped/safety.htm	http://www.state.nh.us/dot/nhbikeped/safety.htm	See "Helpful Tips."	Yes.
New Jersey	www.state.nj.us/transportation/publicat/FUNPACK_/game/	Yes, see: www.state.nj.us/transportation/publicat/FUNPACK_/FUNPACKP/BIKEBASI.PDF .	Not apparent from web site.	Not apparent from web site.
North Carolina	www.ncdot.org/transit/bicycle/safety/safety_intro.html	Yes; online ordering of a variety of materials.	Yes, see introduction.	Yes; Bike Safety overall, and adult bicycling training to in-school bike education programs to helmet campaigns. See: page 25 of www.ncdot.org/transit/bicycle/about/longrangeplan2.pdf
Pennsylvania	www.dot.state.pa.us/BIKE/WEB/index.htm	Yes; Bike safety guide, online. Other material: bike	Yes, general.	Yes.
Rhode Island	www.dot.state.ri.us/WebTran/bikeri.html	Not apparent from web site, but bike helmet at www.dot.state.ri.us/webprog/safety/bikehelmet.html .	Yes: bike helmet use.	Not apparent from web site.
Texas	www.dot.state.tx.us/trf/trfsfty.htm	Not apparent from web site.	Yes.	Yes; Safe Routes to School, see: www.dot.state.tx.us/trafficsafety/srs/ . DOT also has district coordinators for safety issues.
Virginia	www.virginiadot.org/infoservice/bk-proginfo.asp	Yes.	Yes.	Yes; internal review team. Partners with
Washington	www.wsdot.wa.gov/Bike/	Yes, see: www.wsdot.wa.gov/Bike/pdf/commute.pdf . Other material: bike commute	Some text on web site.	Yes, several; School Safety Enhancement program. Partners with Traffic Safety.
Wisconsin	www.dot.state.wi.us/safety/vehicle/bicycle/resources.htm	Yes, online form. Bike commute guide.	Not apparent from web site.	Yes. WisDOT's Enforcement for Bicycle Safety (EBS). Partners with Police and We Bike Organization.

Mocean Training Grant Awarded to Sykesville Police Department

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Mocean, the California-based manufacturer of bicycle uniforms, has selected the Sykesville Police Department in Sykesville, Maryland, as the recipient of the Mocean grant for public safety cyclists. The purpose of the training grant is to enable an agency with a demonstrated need to access the training offered at the annual IPMBA conference.

According to Curry's grant application, the Sykesville Police Department Bicycle Unit has been operating since 2001 and currently has two members. The bikes are used for neighborhood patrol, special events, crime prevention, school crossing detail, and in areas with high pedestrian traffic. They conduct special traffic enforcement before and after school hours on bicycle pathways, business districts, residential areas, and on school property. They host several bicycle rodeos per year and distribute helmets to lower-income families.

The objectives of the Sykesville Bike Unit are:

- To provide the community with further targeted crime prevention.
- To enhance the relationship between the police department and the school community.
- To offer additional traffic enforcement in targeted areas.
- To enforce the town helmet ordinance.
- To provide bicycle safety education for all citizens.

The Sykesville Police Department plans to use the \$1000 grant to send PFC Stephen Curry to the *IPMBA Instructor Course* in San Antonio.

Mocean president Bill Levitt stated, "We are proud to support the men and women who serve their communities as bike officers and medics. We received compelling applications from a wide variety of departments; and selecting just one grant recipient was not an easy task. Next year we plan to expand the grant to include separate categories for police, EMS, and campus patrol."

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The Tour of Hope

(Continued from page 1)

online application. As both a survivor of testicular cancer since 1995 and a cyclist, I believed that I needed to be on that team. Like many cancer survivors, I felt a strong desire to give back to the community; as Lance says, it's the obligation of the cured. One thousand applications were submitted, a number that was whittled down to 50 by the selection committee, who then conducted phone interviews. From that 50, a team of 26 was selected. The phone call welcoming me to the team was like winning the lottery!

The team met for the first time in August and was introduced to the coaches who would prepare us for our journey. Time trials, rides, media training, bike measurements and other activities to get us ready for this unique experience were part of the weekend. I was riding 15-20 hours a week to train and loving every minute of it. The team met once again to ride in Sonoma Valley, Ca., and to receive our custom-made Trek 5200 racing bikes. Finally, after ten weeks and more than 3,500 training miles, the team met for the start in Los Angeles. The start in L.A. included a public ride, and more than 1,500 people signed up to ride out with us. Fortunately, we had the makings of the perfect rider envelope; LAPD's bike team

forest fires would burn a few weeks later). It was a tough stage and we were joined by Lance. I found out first hand how great a rider he is. Lance cruised up this hill without



Steve and Lance

much effort while the rest of us worked considerably harder. Through the entire stage, Lance moved throughout the group, taking the time to talk to us, and thanking us for helping to raise awareness about the benefits of cancer clinical trials. Between the LA and DC public rides and the various stages, each rider spent about 10 hours riding with Lance, clearly an athletic and Tour highlight. Another highlight was an event at the Indiana University Cancer Center, which I attended with Lance and another teammate, Wendy. We spoke in front of an audience of 3,500 people, many of whom were cancer survivors, about the mission of the Tour and how they could get involved.



The riding was incredible. We rode in the middle of the night in New Mexico and Oklahoma, very fast stages (60 miles covered in less than two hours) and very windy stages (45 mph in Texas). The team included other survivors, researchers and nurses, all of whom were great ambassadors for the cancer and cycling communities. It was

bittersweet to ride home to DC in the final stage. It was great to have completed the Tour, but it was now over. However, due to the success of this first Tour of Hope, Bristol-Myers Squibb will sponsor another Tour for this fall. This time, 20 lucky riders will go on the bicycle ride of a lifetime. The application and related information can be found at www.tourofhope.org, along with pictures from last year's Tour.

created a wall around Lance and the Tour of Hope team to ensure our safety from overeager cyclists and a potential Tour-ending wreck. Broken up into four groups and rotating stages, each group would ride two three-hour shifts per day, averaging 120 miles a day. My first stage, third overall, would be in the hills east of L.A. in 95-degree heat (where the

Steve can be reached at shf918@aol.com.

by Mike Goetz PCIT #063
IPMBA Treasurer

Recently several questions were asked of me about “instructor best practices”, and I was asked my opinion on several differences in instructor techniques.

I thought long and hard about these things and decided the best way to talk about “best practices” is to return to the IPMBA Police/EMS Cyclist Course Instructor Manual, and the Instructor Course Manual. These are very valuable, but often overlooked, resources. The answers to most questions can be found within their pages.

Before I address the specific questions, I would like to review the introduction. You should read the entire introduction before you teach every class as a reminder to yourself, but I’m going to highlight a few important points.

“In four or five days, you must gain the respect, admiration, confidence, and cooperation of your students. If you receive all of these things and impart everything you know, you will have succeeded. Remember, your students can be killed by inattentiveness or lack of skill during and after class, always be aware of that.”

“...students do what they’re instructed to do in training because they have confidence in the instructor, not themselves.”

“Even though your skills are of the highest quality, be humble. Humility allows students to believe that they, too, can do what’s being demonstrated...Give your students respect, don’t talk down to them and never believe yourself to be better than anyone who has walked through your classroom door, because it is the room in which you will learn as well.”

“Know your students’ fears, respect them, and know methods to help conquer them. Our job is about the coherent management of fear, not the absence of it.”

“Last but not least, inspire students to success; don’t be overly critical of mistakes when someone is giving their all.”

With this “helping” idea in mind, I shall address some of the questions that have been asked of me. The answers are all in the Police/EMS Cyclist Course Instructor Manual; by way of reference, I have included some of the pertinent chapters.

Some Q&A all instructors should know

Q. “My department makes me use training bikes that are sometimes substandard and don’t fit the officers that come to training.”

A. Don’t use substandard bikes and don’t force someone to ride a bike that does not fit. (Part 4, page 1,3,4 Part 6, all)

Q. “Do I have to report every injury?”

A. Make a note of every injury, even the small ones. Report all substantial injuries. Get medical treatment for every injury that needs it (better to overreact than to under react and under report), even if it is just a band-aid. Have a first aid kit on hand. (Part 4, page 2)

Q. “Do the students have to use pedal retention devices?”

A. Yes, all *tests* must be done using pedal retention devices. Get the word *tests*? A smart instructor lets the students progress into pedal retention devices. The first few days are for learning, and every one learns at a different rate. Students should be encouraged to use pedal retention as soon as they can handle it.

Now the BIG QUESTION:

Q. “How do I handle failing someone?”

A. The first thing that I do is try to determine why the person is failing. It might be my fault for not explaining it clearly, or it might be their fault, for a variety of reasons.

For example, slow speed drills. Are they clear on the need for light pressure on the rear brake and pedaling against that pressure? Do they understand what I am talking about? Have I tried my best to make sure they understand? Have I worked with them enough? Remember: *technique is the key*. Once they grasp the correct technique, they can gain confidence through practice. A person who genuinely wants to succeed will want to cut breaks and lunch short to practice a successful technique.

After I determine the reason for the failure, I try to head it off. If I can’t, and I have a co-instructor, I will have that instructor explain it to them in a different way. If I am alone, or if the co-instructor agrees that the student will not pass, I determine the best time to address the situation with them. If their continued presence in the class will hamper the other students’ learning, I remove them from the class immediately. If it won’t, I will let them stay and do the best they can. Even if they can’t pass, they can gain confidence and learn techniques that will set them up for success in the next class. Either way, I will talk to them about it in the most encouraging – but realistic – way possible.

I like to wait until the end of the day so as not to embarrass the person and to slow the rumor mill. I also have another instructor or supervisor with me to act as a witness in the event the student does not take the dismissal well. The next day, if others ask about the missing student, I simply explain that “something came up” and that the person was not able to complete the training at this time. This system is not perfect, but it has worked for me.

In sum, remember to follow the rules of the course; this will protect you in court. More importantly, exercise common sense and good judgment; that will impress your students and help them to learn.

Mike can be reached at mgt1998@msn.com.

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by Jim Bowell, EMSCI #001T/PCI #567
IPMBA Education Director

Course Scheduling

Whether you are teaching a PC course, an EMSC course or a security course, there are several important points to keep in mind.

- PC and EMSC courses must be a *minimum* of 32 hours long and the new Security Cyclist course (SCC) is a minimum of 24 hours long.
- A student may miss *no more than* 10% of course time.
- A course may be made longer in order to offer additional practice time, firearms training, areas of specific concern, etc.
- Course schedules may be altered due to facility, equipment, weather, and other factors.
- Courses must be completed in a timely manner. It may be necessary to teach a course over the period of several weeks to accommodate schedules; however, extending a course for more than that will not help student retain the written material, and it may actually have a negative impact on on-bike skills. Extended courses should be limited to a three-week period.
- Students *must* score at least a 76% on the written test and pass the on-bike skills test in order to be eligible for certification.

Retaining Instructor Certification

- IPMBA Police Cyclist Instructors are required to teach one course every 12 months.
- IPMBA EMS Cyclist Instructors are required to teach one course every 24 months.
- Dual-certified instructors are required to teach one course of either type every twelve months.
- In order to meet this requirement, many instructors serve as co-instructors rather than offering their own courses. *Co-instructors must be present for at least 90% of the course in order to get credit for teaching that course.*

Security Cyclist Course

The IPMBA Security Cyclist Course lesson plans **will not be available until after the IPMBA Conference**. After the conference, they will be made available to eligible IPMBA Police Cyclist Instructors upon request. The cost of the manual will be \$25, including shipping costs.

If you have any questions, please contact me at education@ipmba.org.

Want to Become an IPMBA Instructor?

Want to become an IPMBA-Certified Police Cyclist or EMS Cyclist Instructor? Call 410-744-2400 or email info@ipmba.org to obtain an instructor application packet. In the simplest of terms, to become an Instructor, you must meet the criteria outlined in the packet, apply to IPMBA headquarters, be approved, then attend one of the Instructor Courses offered around the country. (Information on 2004 Instructor Courses will be announced in upcoming issues of *IPMBA News* and on the website at www.ipmba.org.) We'd love to have you! Good luck!

for cycling professionals

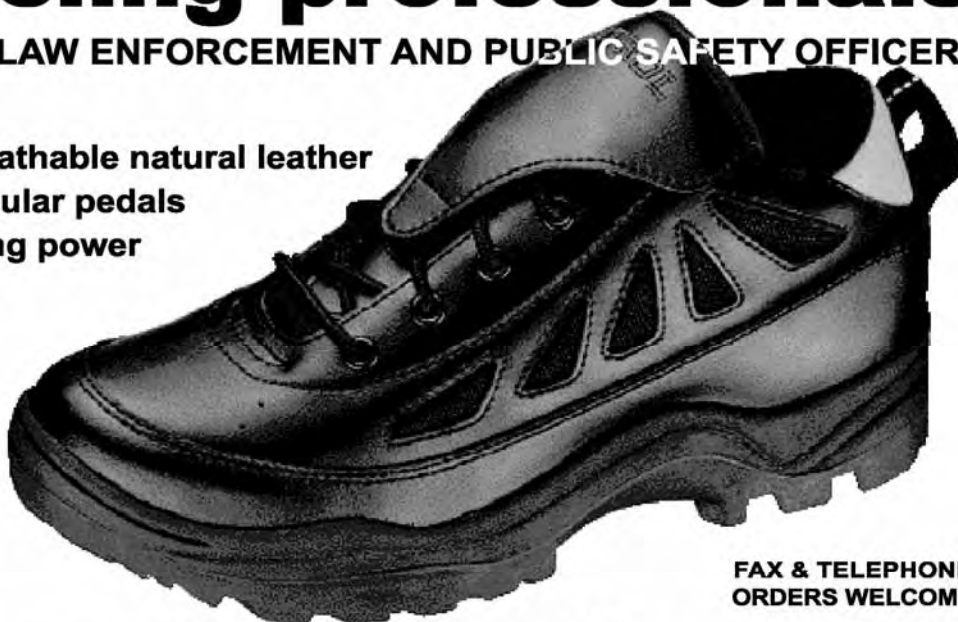
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