

Summer 2002

ipmba



news

Newsletter of the International Police Mountain Bike Association

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

Vol. 11, No. 3

Fit for the Job

From the conference to the street, fitness is key

By Maureen Becker
Executive Director

Another year, another great IPMBA Conference. I'm biased, of course, but I think IPMBA is justified in describing the annual conference as "the premier training opportunity for public safety cyclists." Over fifty instructors from around the country conducted six multi-day pre-conference training courses, followed by 18 different on-bike and 39 classroom topics offered over the course of two days. Follow that up with a two-day excursion to Moab. Pretty impressive. Demanding, too, for both instructors and attendees. This year's conference was held in Ogden, Utah, elevation 4,000 ft. and climbing. The altitude sure did add a whole new perspective to the importance of being physically fit. Among the "low elevation types," the justification for the huffing and puffing was the lack of oxygen, but just think: What if you were like that *all the time*? What if you got winded simply from walking up a flight of stairs? What if you felt like your lungs would burst when you jogged down the block? What if pedaling up a parking garage sapped every bit of your energy? It would be a lot harder to do your job, wouldn't it?

The other part of your job is winning, only instead of getting the yellow jersey, you make the arrest or you save the life.

We hear it time and again – Americans are getting more and more out of shape every year. The CDC reports that 61% of adults are overweight or obese, but from what I have seen, the percentage among IPMBA members must be significantly lower. Not everyone is as fit as Lance Armstrong, perhaps, but like Lance Armstrong, maintaining an above-average level of fitness is part of your job. The other part of your job is winning, only instead of getting the yellow

jersey, you make the arrest or you save the life. It might not be as glamorous, but it's a whole lot more important.

So why this focus on physical fitness? As usual, it came out of questions posed on the listserv – questions of how to and what kind of physical fitness standards can be – or should be – imposed upon both prospective and existing members of bike units. They seem like simple questions, but the fact that physical fitness standards are related to employment issues complicates the issue. What is fair? What is legal? What performance measures are job-related? What types and levels of physical exertion can reasonably be expected in performing the job of a bike officer or an EMS professional? The answer to most of these questions, unfortunately for those who want a one-size-fits-all answer, is "it depends."

The point of this issue of *IPMBA News* is to emphasize the importance of physical fitness to public safety cyclists. You should take it seriously, regardless of whether your department does or not. Kathleen Vonk tells you why on page 5. Dan Ganzel offers some insight as to how his bike unit resolved the problem of attracting too many prospective members who just wanted to wear shorts (*see story, page 7.*) And Mike Wear describes how being competitive and physically fit helped bring recognition and community support to his bike unit (*page 1.*)

Physical fitness is key. You can ask anyone who tackled the obstacle course in Ogden – but you'll have to wait until they catch their breath.

COMPETE TO COMPLETE!

Competitive bike teams benefit departments

By Michael Wear, PCI # 516
Metropolitan PD, Washington (DC)



Summer is here! It is time to get those bodies ready for competition. No, not bike patrol – a position on your department's competition team. Your department has one, right? Sure, every department does, and members are offered training time on duty and uniforms with professional matching shorts, helmets and jerseys, too. And, of course, racing bikes, road bikes, high-end hardtails for mountain bike racing, spare tires, tools, parts, a bike trailer, a van, and an expense account for travel.

Does this sound familiar? No? For many bike cops, competition is not a serious consideration. Their departments have just come around to the idea of having a police bike patrol; never mind a bike team! Don't despair – remember there are two types of riders: those who fall and those who fall again! The key to proposing a bike team is to show how that bike team will benefit your department.

How?

Ever hear of a little competition known as the Olympics? Government funded athletes, that's right. Athletes from all

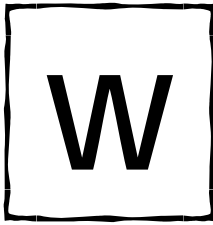
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Thanks All Around



ell, another successful IPMBA Conference has come and gone; though we didn't get the quantity we hoped for, we sure got the quality. From the instructors to the

volunteers to the Ogden P.D. officers, everyone who assisted in any way was definitely first-rate. You all deserve a pat on the back; if not for all of you, it would never have happened.

I would like to thank Chief Jon J. Greiner and the Ogden Police Department for their professionalism and overall commitment to this conference. The Ogden Police Department went above and beyond to see that all of our needs were met. I truly commend each and every one of you.

I would like introduce the 2002-2003 Board of Directors. These folks have been elected to serve you, and they will spend the next year working hard to continue to improve this already fine organization. To learn about more about who they are, please see page 23.

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Maryland State Police,
Princess Anne, Maryland

I have been with IPMBA since 1994, and never in my wildest dreams did I think I would ever be president of such an outstanding organization. I am truly honored. Some of you already know that in my off-duty time, I am really into downhill MTB racing. One of the most important pieces of equipment on my downhill bike are the wheels; they must be strong and reliable, yet light and responsive.

I look at IPMBA much the way I look at the wheels on my downhill bike. To build a strong and reliable wheel, you have to start with a strong rim. IPMBA's rim is you, our members, for without strong membership, the wheel will weaken and fail. Then we have the spokes, which in the case of IPMBA, is your Board of Directors. Your board of directors must also be strong, reliable and responsive, or once again, the wheel is destined for failure. Last, but by far not least, you have the hub. The hub, as you all know, is the center of the wheel that pulls everything together and makes the wheel spin. IPMBA's hub is our Executive Director, Maureen Becker. In the short time that Maureen has been with us, she has done an outstanding job of not only holding the IPMBA wheel together, but making it spin quite smoothly. Thank you, Maureen. But it is not enough to have a strong wheel. You've got to maintain it. And you've got to keep

trying to improve it. All of us – members, staff, and especially the Board of Directors – have to do our part to make sure that IPMBA stays strong, reliable, and responsive.

I have been with IPMBA since 1994, and never in my wildest dreams did I think I would ever be president of such an outstanding organization. I am truly honored.

I would like to close by once again thanking everyone who attended the conference or assisted in any way. Even though the 2002 IPMBA Conference has barely ended, now is the time to start getting ready for the 2003 Conference, May 22-24, in Charleston, West Virginia. I hope

to see each and everyone of you there; we are going to have a great time. Start training now to hit those mountain trails, and don't wait till the last minute to hit your department up for funding.

"Get out and ride, and keep the rubber side down."

Donald G. Hudson



Photo by John Brandt

Newly elected IPMBA President Don Hudson performs his first official duty: thanking the Ogden Police Chief for hosting the 12th Annual IPMBA Conference.

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Donald G. Hudson,
Los Angeles Police Dept.,
Los Angeles, California

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San Antonio, Texas

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Kathleen Vonk,
Ann Arbor Police Dept.,
Ann Arbor, Michigan

ipmba news

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Officer Donald Hudson: IPMBA President
Maureen Becker: Executive Director, Managing Editor
Jennifer Horan: Design and Layout

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

Membership in IPMBA is \$40.00 per year. See membership form in this issue.

Submissions are welcomed and encouraged.
Call Maureen (410-744-2400) for information.



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CONFERENCE:
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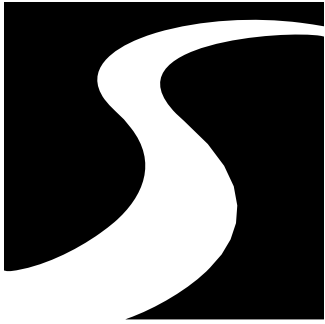
Two great events are now one to offer you an incredible educational and training experience.

- Outstanding speakers
- Innovative topics
- Opportunities to network and have fun
- In-depth workshops
- A dynamic exhibit hall

The conference program features six tracks with topics of interest to all levels and functions. Here are just a few of our outstanding topics and presenters:

- **Speak to Me: EMS Education & Training:** Scott Bolleter, EMT-P, San Antonio AirLife, San Antonio, TX
- **Treating Hazmat Injuries:** Ken Bouvier, NREMT-P, Fire Chief & Hazmat Specialist, Monsanto Co., New Orleans, LA
- **Controversies in Cardiac Arrest:** Baxter Larmon, PhD, MICP, Center for Prehospital Care, UCLA Medical Center, Los Angeles, CA
- **Emergency Response to Terrorism:** Paul Maniscalco, MPA, PhD(c), EMT-P, Adjunct Assistant Professor, George Washington University School of Medicine & Health Sciences

View the preliminary program and register online at www.emsmagazine.com. You can also call us at 877/EMS-EXPO, or fax 818/786-9246, for more information about money-saving, early-bird registration, hotel and travel.



Physical Fitness Standards

As a member of a bike unit, you've already ridden onto the path toward excellent physical fitness. But you can't stop there – your life may depend on it.

Physical Fitness for the Public Safety Cyclist

By Kathleen Vonk, PCI #042T/EMSCI #063
Ann Arbor P.D. (MI)
IPMBA Secretary

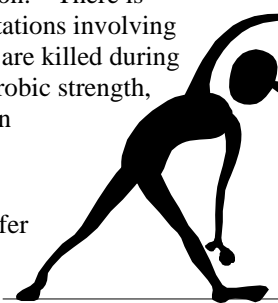
Physical fitness for the public safety cyclist. Why should we care? Why should we set our standards higher than those of the average citizen? Because emergency service professionals contend with factors that are not typical among the average civilian, such as excessive job-related stress, critical incident stress, rotating shifts, and extended tours. Firefighters and EMS professionals find themselves in dangerous situations involving chemicals and other hazardous materials, building collapses, automobile wrecks, and risky rescues. Police officers face the reality of encountering people who would try to kill them if contacted. These contacts have the potential to turn into violent struggles for life and death, and the officer's own level of fitness may play a part in the outcome of that confrontation. As Gene Zink, formerly of Heckler & Koch International Training Division would say, "You may *literally* have the rest of your life to win that confrontation." There is always at least one weapon in confrontations involving police officers, and each year, officers are killed during struggles for their own weapon. Anaerobic strength, a vital part physical fitness, is crucial in encounters of this type.

In addition, every year police, EMS, firefighters, and security personnel suffer heart attacks while physically exerting themselves during the course of their duties. This has happened during struggles with suspects, while fighting fires, while riding bicycles to medical emergencies or other "hot" runs, and even during bicycle training courses. Cardiovascular fitness is of utmost importance.

While physical fitness is a key element to the health and safety of all public safety personnel, it is perhaps even more essential for those on bike duty. Pre-screening to ensure that a bike unit candidate meets a minimum level of fitness should be a mandatory step in the selection process, and maintaining a minimum level of fitness should be a top priority for those assigned to the bike. We have to rely on our physical abilities to ride significant distances during our

tours of duty. These tours may last up to twelve hours in the sun, heat, humidity, rain, wind, or cold. In addition to having to exert ourselves physically under these conditions, we must carry additional weight in the form of uniform and equipment.

Basically, we all have a duty to be "fit for duty" whether we are EMTs, paramedics, security professionals, or police officers. At some point, someone's life is sure to depend on it – whether it is yours, your partner's, or that of a citizen you are sworn to protect. Take your fitness level seriously. Stay well-hydrated, eat adequate protein and carbohydrates, take in adequate vitamins, minerals and fiber; and don't overeat. When you work out, include both anaerobic strength training and aerobic cardiovascular activities. Your shift on the bicycle may account for your cardio, but be sure to get in some upper body strength training while not on the clock. While on duty, incorporate some anaerobic threshold (AT) training into your tour and get paid to work out! By engaging in some interval training on your beat, you can actually improve your AT. Ride hard for 30 seconds, then



Why should we set our standards higher than those of the average citizen? Because emergency service professionals contend with factors that are not typical among the average civilian...

easy for 30 seconds. Repeat several times. What good does this do? It might mean the difference between you or the suspect becoming exhausted first. Or the difference in whether you are able to perform your

duties proficiently after you sprint to a scene. Or whether the ambulance has to treat you or your patient first! Take care of your body and continue to serve your community with pride. By doing so, you are doing a great favor for yourself, your family, your department, and the citizens of your community.

It has been an honor serving as your President and I look forward to serving you as a board member for the remainder of my term. Ride your Gluteus to its Maximus!



Kathleen Vonk can be reached at kvonk@ci.ann-arbor.mi.us.

Compete to Complete

(Continued from page 1)

over the world travel to a particular location and represent their countries in Olympic Sporting Events. Someone, somewhere presented the idea to leaders of the country, saying, "Hey, we should send a team to compete in the Olympics!" The response, "No!" Question, "Why not?" Response, "Because we've never done it before!" That person must have kept asking until the answer was, "O.K., O.K., just leave me alone and go do it!"

There are several major competitions just for public safety personnel, such as the IPMBA Mountain Bike Competition, the Canadian-American Games (www.canampolicefiregames.org), the Carolina Police and Fire Games (see page 21 for information) and the World Police and Fire Games (www.2003.wpfg.org), held this year in Indianapolis, Indiana.

The main emphasis of these games is the "Spirit of Competition." Join in the games for the sake of competition. To quote a highly motivated competitor, "Compete to Complete." Believe it or not, these games are not just about winning. Being part of these events is not only an awesome experience; it is also an excellent way for you and your department to network.

In most world competitions, like the Olympics, only three athletes per event receive a medal. The

rest are just "Olympians." Could you live with having been one of the ten best in the world? "Uhhh, Yeah!" "Compete to Complete" is saying to the world – or just your jurisdiction – "hey, I am proud of my profession, I can do it, and I can ride!"

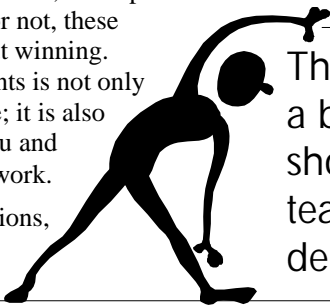
GETTING STARTED

O.K., Olympians, let's get started by overcoming that first big hurdle: gaining the support of your department. At first, it may not be so easy. Second, it may not be so easy. I could tell you the story of a team of three cyclists that traveled to Stockholm, Sweden, in 1999, paying their own way, and it wasn't cheap. By 2001, that same team had grown to seven members. Its members were given departmental vehicles and found funding for uniforms, equipment, and partial living expenses. I could list all their medals and accomplishments and tell you what incredible teamwork they demonstrate.

I could describe the pride they take in representing the Metropolitan Police Department.

FOR SALE

I will tell you how they gained support. They sell themselves to the department and to other local supporters. During recruiting dry spells when there is a need for qualified applicants, your department needs something extra. Lead by example. Show the world that you are committed to your profession and your agency. This is an integral part of performing your duty with pride and commitment, not just working for a paycheck. If you don't understand this concept, ask any soldier, sailor or marine, police officer or emergency medical service professional. Competition builds camaraderie, esprit de corps, pride, commitment...and physique. The competent, committed, qualified athlete makes for a good recruitment poster.



The key to proposing a bike team is to show how that bike team will benefit your department.

Your department is a major player in building your team. Most likely, at first you will be offered little or nothing; perhaps paid time or compensatory time to compete. Take what you can get and start the ball rolling. Simply getting your department to say, "we support your dedication and desire to represent the department" is a huge step. Build slowly; take on only a few competitions at a time.

You must make your team into a viable product and sell it. Focus on the areas of your department that are currently being emphasized. If it is manpower and budgets, then target recruiting; if it is community relations, demonstrate how your team participates in community activities. For example, arrange for your team to sponsor a bike rodeo, helmet giveaway, or professional day at the local elementary school. Wear your team uniform. Does this sound familiar to

public safety servants on bikes? A community-based bike team?

The next step is to gain the support of your community. Try your local bike shops; they will generally be familiar with how sponsorship deals are conducted. Then move on to the restaurants and other businesses. But be careful – collecting donations can be a dangerous situation. Be clear; direct, to the point: the donation is for your *team*, not for your department. Represent your team clearly and openly, and do not misrepresent yourself; either you are or you are not acting as an agent of your department. Explain what you do, the public activities in which you participate, the fundraising and, of course, the **competitions**. This is how to bring attention to your cause.

WHICH TRAIL SHOULD YOU RIDE?

Decide early in the process what kind of team you are forming. Are you looking to be community-oriented, with some competitions, or purely a racing team? If you are a racing team, sell yourself that way. Hit your sponsors with a team resume, a list of accomplishments and past events, and your training schedule. Offer advertising on your team jersey, helmet, water bottle or bike. If your team is community-based, you can do the same. However, be mindful of how much time you agree to dedicate to the non-competitive activities. Winning teams get sponsors, and winning takes a lot of practice, time, and effort. This is a hard trail to ride, so be prepared. Never make a promise you cannot keep.

Start on a simple trail. Get some departmental support, a little community assistance and participate in a few events. Begin with a local event and ask if it will add a category for police and firefighters. Get involved and advertise your progress. The more you ride, the more your community will support you. Competitions are a great step for your agency to take. "Compete to Complete." Public service Olympians — are you ready to ride?



Mike Wear can be reached at sgtwear1@aol.com.

Physical Fitness Standards for Police Cyclists

Focus: Fitness Standards

By D/S Dan Ganzel, PCI #097
Palm Beach County Sheriff's Office
West Palm Beach (FL)

A question that has been asked of IPMBA, nearly on a weekly basis, is: "is there a standard or physical test required of officers who would like to take the police cyclist course?" The answer, simply put, is "no." That is not because IPMBA does not believe that physical fitness is important, but because it is not as simple as it sounds.

Some law enforcement departments do have some type of physical assessment test that officers must pass before they can take the PC class. At the conference in Utah, I heard about all kinds of different tests, like having to complete a run, do a certain number of push-ups, and then swim 100 yards; or a three mile time trial; or just a straight mile-and-a-half run. These are just a few of the various tests given prior to enrollment. But for every department that has some sort of pre-screening for bike officers, many more do not.

It is time to take a stand; every department needs to have standards to determine whether or not an officer is physically capable of performing the tasks required of a bicycle officer. But where do the standards come from? If you are using a physical assessment or an entry test to qualify an officer for the PC class and you use one of the aforementioned skill tests, I ask you, what do push-ups have to do with riding a bike? And what does swimming have to do with a bicycle officer's performance? Unless you're trying out for the Iron Man Competition, not much. And what about females? Can you and should you use some type of curve? The point is that the physical test must pertain to the position, for example, SRT, SWAT, ERT, Marine Unit, Mounted Unit, etc. Do you get the picture?

Here's an example. About eight years ago, I tried out for our department SRT, and I did pretty well. Out of ten people, I came in second in the timed physical agility test. This is what I had to do: first there was a 100-yard run to a 5' fence that I had to jump over. Then I had to crawl under a bunch of bushes to go into a building, then kick down a door, enter a room, and pull out a 185-lb dummy. Oh,

did say what I had on? I was loaded down with the whole SRT thing – the bullet proof vest, jump boots, helmet, duty belt, and rifle. I had to drag or carry the dummy back to where I started. Wow! That was hard, but no one questions why it was necessary.

The Marine Unit is another good example. To qualify for our department's unit, you have to be able to swim 500 yards without stopping and be a certified diver. You also have to agree to take Black Water Diving, Search and Rescue, and spend two weeks in a Boat Handling course before you can

... every department needs to have standards to determine whether or not an officer is physically capable of performing the tasks required of a bicycle officer.

start on the water. Makes sense, right? You wouldn't want a marine officer who wasn't a strong swimmer.

My point is this – all special units place special demands on the officers in those units, and all require above-average physical fitness and the completion of specialized training. Bikes are no different. The demands of bike duty are different than those of the average patrol officer, and you need to have some way of gauging a candidate's ability to meet those demands. That is why you should require a pre-test prior to enrollment in the PC class, and why you should require that your bike officers maintain or improve upon that level of fitness. After all, a bike officer who is unable to exert himself and then recover quickly is likely to do more harm than good.

As mentioned earlier, there are lots of ideas on what the best type of physical screening is, but all good assessments have one thing in common: they are all related to the job performance of a bike officer. That is why the P.B.S.O. adopted the Three Mile Time Trial. For those of you that don't know what I'm talking about – maybe you missed the article in the Fall 2001 *IPMBA News* or were unable to attend the workshop at the conference – let me explain just a little bit. All prospective members of the P.B.S.O. bike unit are

required to complete a three mile ride in less than a set length of time. A straight out-and-back course is laid out with the turnaround at the 1.5 mile mark. We don't include any turns or curves because we are measuring the fitness level of the riders, not their biking skills. The men have to finish in under 12:30, and the women have to finish in under 14:30. We have a 100% pass rate to date. All the people who tried out for the bike team wanted to be there and knew it was not an easy course. When we first hit upon the idea of doing a time trial, we asked ourselves, "is this in line with our departmental policies? And will it comply with EEOC (Equal

Employment Opportunity Commission) rules?" We weren't about to find out the hard way, so we took it to Legal and to Human Resources.

They determined that we weren't asking the prospective bike officers to do anything more strenuous than they

might be called upon to do while on duty. We were then able to adopt it as a pre-screening tool. We are now trying to take it one step further by requiring that officers not only have to meet the standard when they join the unit, but they also have to continue to meet it in an annual in-service training. Some of our special units already do this. When officers apply to a special unit, they sign "pre-employment contracts" agreeing that they are required to meet and maintain whatever job-related physical fitness standards are established. If they don't, they may be removed from the unit. Now, there's an incentive.

So why is this a good test? Two reasons: liability and training. We looked into both sides when we were developing it. On the liability side, we found a court case that some of you might already be familiar with, Parker vs. Washington D.C. Mr. Parker had a warrant for armed robbery. Officer Hayes of the D.C. Metropolitan Police, who had just been released back to patrol from light duty due to an arm injury, was sent to arrest Mr. Parker. In the course of the time that Hayes was on light duty (four years), he had had no physical training. Mr. Parker was in his vehicle while the Officer Hayes tried to arrest him. Mr. Parker did not want to be taken to jail

(Continued on page 8)

Fitness Standards for Bike Cops

(Continued from page 7)

and resisted arrest. The officer attempted to subdue him physically and due to his prior injury was unable to do so. The officer lost control of Mr. Parker and could not get him out of the vehicle, at which point, the officer resorted to deadly force, pulled his weapon from his holster and fired at Mr. Parker, killing him.

The court case was brought against the city because the officer was placed back on patrol, after being out on light duty, with inadequate training. It might have been a justified shooting, but Mr. Parker did not have a weapon, so the whole thing was over the officer's inability to perform due to lack of training in the four years that he was on light duty. This cost the Metropolitan Police Department \$425,046.67.

This brings up the next reason, training. The point is that not only do you need to be physically fit, but you need to keep your skills sharp. Therefore, you need training all the time. If you don't get the in-service training you need to allow you to perform at the physical level required for your position, whether it is bike patrol, mounted patrol, SRT, SWAT, ERT or marine patrol, this could happen to you. Any officer who rides a bike should be in good physical condition so he can perform to the best of his ability.

Let me give you a scenario that could happen to any officer, Anywhere, USA. You are on patrol in a community, strip mall, or beach, and a call goes out that another officer is down. He is three miles away, and your patrol vehicle, if you have one, is four miles away in the other direction. You decide to go help your brother officer and ride your bicycle to the call. If you are in good physical condition, you should be able to ride there and take hold of the problem. If you are not in good condition, you may become part of the problem. Here you are, riding at your top speed and you make it the whole three miles. You are so winded that you almost fall down because your knees feel like rubber and you can't catch your breath. Now, not only is the officer that you were going to help down, but so are you. NOT a good thing. I know I wouldn't want that, and I know that you, like me, want to go home after shift, DON'T YOU?! Without a high level of physical fitness and special training for your job, you become a liability to not only yourself, but to your department as well.

Ask yourself, "is there anyone in my bicycle unit who may be a liability to themselves or to the department?" Just remember Parker vs. Washington D.C. That's where the Physical Assessment Pre-Test and In-Service Training comes into play.



Dan Ganzel can be contacted at bikedeputy1@aol.com.

Get Ready—Physical Fitness Standards Are Back

Reprinted from Labor Law & Notes, Grand Lodge, Fraternal Order of Police

Physical fitness standards for law enforcement officers have been around since the first centurions mounted their chariots.

However, after the passage of the Americans with Disabilities Act in 1991, the enforcement of physical fitness standards was put largely on hold.

Police administrators wanted to make sure that their department's physical fitness standards were not illegally discriminatory and that they were job-related.

Many took the time to validate their standards. Others have waited for the courts to settle a number of legal challenges related to physical fitness standards, in order that they might be guided by those decisions.

The waiting appears to be over. Many of the issues have been litigated and legal standards are much clearer, encouraging more and more departments to again initiate and enforce physical fitness standards.

The Fraternal Order of Police (FOP) is encouraging its leaders to become familiar with the issues surrounding physical fitness standards and how they may impact the F.O.P. membership. This is a matter of great importance to your member's safety and their careers.

Many of our lodges serve as labor representatives, so care must be taken that the contractual provisions pertaining to the physical fitness standards incorporated in our collective bargaining agreements are legal.

If they are not, then both the law enforcement agency and the lodge may be held liable for discrimination violations.

We are encouraging FOP leaders to be proactive in the area of physical fitness.

Be prepared to talk about incentive plans and other non-punitive physical fitness models. For instance, one might propose that officers who meet a given level of physical fitness be rewarded with an increase in pay or extra vacation time.

If officers are found to be unfit, are you ready to address their needs? How long should officers have to be compliant? Will these officers be dealt with through progressive discipline or will they face immediate dismissal?

We encourage developing a program that would identify the officers' fitness needs, design a custom fitness program to assist the officers in meeting the fitness requirements, and provide for reasonable timelines in which to do so. We would encourage incentives for making progress toward the established goals and modest sanctions for failure.

Lodges and police associations should consider requiring the department to provide medical screenings before any officer must undergo any strenuous physical fitness testing.

There are a number of documented cases of officers suffering heart attacks during their annual fitness testing. This leads to another issue to be contemplated when discussing fitness programs.

A number of employers only become concerned about officer fitness about once a year, when they do fitness testing. We all know, however, that physical fitness is a part of a daily regimen and lifestyle. Departments should be encouraged to make fitness training easily accessible and affordable. Again, an incentive program that rewards officers for the number of hours they spend keeping physically fit is another positive alternative to encourage physical fitness.

We are aware of the benefits of fitness, but we are also aware of the difficulties of keeping fit (shift work, sedentary work environment, fast-food, etc.) Like it or not, physical fitness standards appear to be a growing trend and we'd better be ready to address this issue in a knowledgeable, positive, and progressive way.

It Pays to Exercise In Boca Raton...

Focus: Fitness Standards

Written by Molly Hennessy-Fiske
Reprinted from the Palm Beach Post (FL)
October 1, 2001

BOCA RATON, FLORIDA – Exercise has its rewards. For Boca Raton Police, those include money and vacation time.

Three hours of paid exercise go to any officer willing to run, walk or hit the gym during a regular weekly shift. The benefit was instituted about two years ago, said fitness coordinator Mike Smicklas, and with it, annual fitness tests are required for all below the rank of Captain. Some upper ranks, including captains and the chief, volunteer. Employees who excel, including Chief Andrew Scott, earn another bonus: eight hours' paid leave.

So far this year, 130 of Boca Raton's 158 police tested. About 85 percent met the standards and 53 percent exceeded them. Of those who failed, Smicklas said most missed only one task.

West Palm Beach police have a gym and a personal trainer on staff. Delray Beach police have a gym but no fitness program or annual test in their three year contract, Maj. William McCollom said. Boynton Beach police attempted to get paid exercise into their last two contracts, but city officials rejected the

plans due to liabilities surrounding officers exercising on the job.

"You're going to get hurt on the job if you don't work out," Boynton Beach police Sgt. Thomas McCabe said.

Since the Boynton Beach police department moved to 11.5-hour shifts last year, McCabe said it's been harder for officers to get out on their own. Paid gym time while on duty would make the difference, he said.

"You're dog-tired at the end of a shift. The last thing you want to do is go to the gym. This is making it part of your day," he said.

Police fitness isn't just about getting the job done, officials said: It's about saving taxpayers money. Health insurance and workers compensations costs have skyrocketed at police departments across the country as officers age into obesity and disability, said Roger Reynolds, a trainer with the Cooper Institute in Dallas, a national police fitness research center.

"It has a tremendous impact in terms of cost and the sheriff's office budget," said Palm Beach County Undersheriff Ken Eggleston, who said health insurance costs for deputies and civilian employees rose 42 percent last year.

So this year the sheriff began an internal, five-


year "healthier lifestyles" campaign including individualized exercise, diet and possibly smoking cessation classes, Eggleston said.

The sheriff's office in January invested more than \$100,000 in an expanded gym at its headquarters on Gun Club Road in West Palm Beach. Sheriff's Capt. Alan May likes the idea of paid workouts, but said supervising the program at the larger agency would prove problematic. Without testing, how can you tell if a deputy logs the gym hours? Deputies rejected annual tests a decade ago, said May, and he believes they are unlikely to accept them now.

"So many people were so worried about it; thinking "If I don't do this thing in the 10 minutes allotted, it would come back and hurt me on my permanent record," he said of a timed run.

The run and other tasks were developed at the Cooper Institute, the same law enforcement fitness center that Boca Raton police consulted in designing their test. Trainers often visit Palm Beach Community College, a spokesman said.

But May said police often perceive Institute standards as unrealistic.

"That was always the biggest complaint, too – when is a cop required to run a mile and half? Have me run a dash in a gun belt and then I'll show you what I can do," he said. 



By Artie Gonzales, PCI #141
Topeka PD (KS)
IPMBA Conference Coordinator

As both the lead IPMBA Instructor for the Topeka Police Department and Chief Union Steward of the Labor Council for FOP Lodge #3, I have had to address the issue of physical fitness as it relates to public safety cyclists. I have been asked about pre-screening physical fitness tests by students, departments coming to Topeka for training, and other IPMBA instructors. The home office gets the same type of inquiries. People first wonder if IPMBA mandates a physical fitness test prior to the PC or EMSC course, and then, they wonder why we don't. Quite simply, we don't because we can't. We could only require our instructors to administer a standard physical fitness screening if every single police and EMS agency had the same departmental standards and if every bike unit had the same departmental status.


Recently, an administrator contacted IPMBA to say that he had inherited his bike unit along with a physical qualification test which potential bike officers were required to pass in order to be accepted for bike duty. The test, to be completed in less than 10 minutes,

...and in Topeka, Too

consisted of a 1.5 mile bicycle ride, followed by a 500-yard run and 20 pushups. The administrator questioned current bike members as to where the physical qualification test came from and they stated it was an IPMBA qualification test, which they had been using for about six years. However, they had no documentation for the test. He was concerned that the 20 pushup requirement was not a "Bona Fide Occupational Qualification (BFOQ)" and was discriminatory against female officers. He was right to be concerned. In the old days, we didn't worry too much about physical fitness or training. Back then, you couldn't test anyone beyond an "occupational qualification," which, in "plain talk" means that if no one ever chased a felon more than a block, you couldn't require a five mile run to qualify. But the advent of "Specialty Units," upped the training ante. The keyword in lawsuits became "failure to train."

I explained to him that although IPMBA believes that it is important for bike personnel to be healthy and physically fit, because of

differing departmental policies, it does not require its instructors to pre-screen candidates for the Police or EMS Cyclist course. Using a variety of tools, such as the Physical Assessment Readiness Questionnaire (PAR-Q) and the Cooper Institute test, many departments have developed their own guidelines, which are often related to whether or not a bike unit is considered a "specialty unit."

Regardless of whether your department requires an annual physical fitness screening, it is important to keep fit for your own sake...though incentives do help! Our department has a quarterly physical fitness test, which is strictly voluntary, though most of the bike unit members take it (and do very well). It consists of five events: 50 pushups within two minutes, 60 sit-ups within two minutes, 36 squat thrusts within two minutes, 15 pull-ups and a one mile run. Max everything and receive \$90.00. After age 35, you get a break and have to do less reps to max it out. If you stay fit, you might just stick around long enough to max out just by showing up. That's what I do. 

Reflections on Being Seen

By Nick Gatlin, EMSCI #036
Williamson Medical Center EMS
Franklin (TN)

Cycling is what I call a “snob” sport. Other than snow skiing, I know of no other pastime whose participants are so preoccupied with being stylish. We are keenly aware of what the other guy rides, his helmet, his shoes, his sunglasses, etc. We judge each other by the equipment we choose. If you have an XTR rear derailleur and hydraulic disc brakes, you must be a good rider. It makes no sense to me at all. People who don’t ride think we look like freaks. And worse, safety often gets lost in our efforts to impress.

Of all the riders I have met through IPMBA, I’ve got to be the biggest nerd out there. I like my cheap steel frame. I have a mirror. I have every reflector the CPSC says should be on a bike and then some. And as if that is not enough, I usually run two taillights and about two extra square feet of reflective material all over the frame. What a geek. Why would anyone do this?

I understand that there are reasons for not wanting to be seen at night. If you are a police officer who works downtown busting drug dealers, you may be concerned about a reflection off a handlebar stem or your helmet. Who knows what little thing could give you away, costing you an arrest or even your life? That makes sense. For the rest of us, however, whose lives are less exciting, being seen is always an advantage.

If you paid attention in your PC or EMSC course, you understand that *being seen* is not the object of the game. *Being recognized as a cyclist* is. What difference does it make? Cyclists are bodies in motion, and it is vital that the motorist realizes this. As a moving object, the bike cannot be safely passed until the motorist estimates and accounts for its speed. The motorist must also be prepared to allow for the inevitable side-to-side movement of the bike. It’s not like passing a mailbox. Maybe this is why half of the cycling deaths occur at night, even though there are so few cyclists on the road.

So, how do we make the motorist recognize that the object he is approaching is a cyclist? The best way is to arrange our conspicuity devices in such a way that they look like a person on a bike. Accentuate

the pedals, crank, feet and legs. Put a head on the figure by accenting the helmet. Now we’ve not only drawn a picture of a person on a bike, we’ve defined the movements of pedaling.

A variety of things will help make a cyclist conspicuous. Each has advantages and disadvantages. The trick is to overcome the weaknesses of each with the strengths of others. Here are some examples:

Active lighting. This includes anything with a battery in it, usually L.E.D. technology.

Pro: May be visible from great distances; does not rely on another light source as reflectors do.

Con: Does almost nothing to contribute to the “signature” outline of a cyclist; requires proper angle for maximum effectiveness; batteries must be replaced periodically.

Reflective tape. Available as “prismatic” molded plastic strips (Reflexite) or “glass bead” technology (Scotchlite).

Pro: May be sized to fit in a variety of places, available in many colors, inexpensive, requires no batteries, highly effective for creating “signature”.

Con: Requires light source to work; may become ineffective if illuminated at an angle; some types will wear out; certain colors less effective; legal restrictions on placement of some colors in certain states.

Reflective clothing. Usually consists of regular cycling apparel with reflective tape sewn on. Some products involve impregnating or coating fabric with reflective material so that entire garment is reflective.

Pro: Fantastic for creating rider’s signature; visible from virtually any angle.

Con: May lose some effectiveness after several washings.

The key to effective conspicuity is to utilize several of the above methods to achieve it, while maximizing the effectiveness of each. In the case of retro-reflective tape, I have often heard that it disappears if the light source is just a few degrees from a 90-degree angle.

Overcome this by applying it to curved surfaces. Also, remember that with reflective tape, lots of little pieces are better than one big one. You can spread a one-foot square over the entire bike, changing your effective signature from a few inches to several feet.

With active lighting, especially L.E.D. lighting, it is critical that the light is mounted at the optimum angle. Keep in mind that this angle can change slightly with your weight added to the bike. Have someone ride the bike while you observe, then adjust the mounting bracket until you find the best angle. Remember that you will need to do this from a considerable distance. Fifteen or twenty yards would provide less than a second of reaction time for even a slowly moving car. You must allow enough time for the driver to detect you, recognize you as a cyclist, then react. Move back at least as far as a hundred yards.

Headlights require some adjustment, too. Higher angles are more visible, but you can overdo it. Considering the strength of some headlight systems out there, they can work against you. High-beam bicycle lights can be just as annoying to drivers as high-beam headlights on a car, and a single beam provides little reference for depth/speed perception. They can also “wash out” other devices you are using. Remember that you use these lights to see where

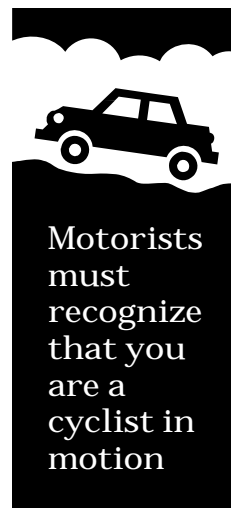
you’re going, so the angles change with your speed.

All of the previously mentioned methods are generally used at night. There are considerations during the day, and bright colors are not always the best choice. There are some surprising studies floating around concerning daytime conspicuity. Most show that sharply contrasting colors are more conspicuous than bright ones. I guess that’s another article.

So, if you are prepared to give up your cool image for the sake of surviving nighttime traffic, pay heed to these hints. If your friends won’t ride with you on your dorky bike, I will. Look for me at IPMBA conferences. I’m the guy with the mirror...



Nick Gatlin can be reached at bikemedi1208@comcast.net.



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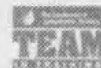
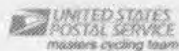
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The 12th Annual

IPMBA Conference

Highlights

Many thanks to Chief Jon J. Greiner and the Ogden City Police Department for hosting an excellent conference. IPMBA is grateful for their support, as well as that of all instructors, volunteers, and others who played a role in the success of the 12th Annual IPMBA Conference. Special recognition is deserved by core committee members Officer Tom Breen, Sgt. Tony Fox, and Lt. Dan Greenhalgh. They were supported by a dedicated group of OPD personnel, without whose on-site assistance the event would not have gone so smoothly. Many thanks to Mark Ramsey, Bob Hanselman, Gene Maguire, Jack Alexander, Will Cragun, Danielle Croyle, Nate Cline, Wendy Nichols, Jackie Smith, Eric Young, Dale Weese, Darren Goff, Derek Draper, Bart Heslington, John Thomas, Juan Trujillo, and Melissa Melcher.

It is difficult to capture the spirit of an IPMBA conference in either words or pictures, but here goes....



Photo by Kathy Vonk

Patrolman Michael Trout of the Ohio University PD demonstrates one of the reasons that this is called the "IPMBA Advanced Course."



Photo by Nick Gatlin

Jose Delgado of the New York Presbyterian Hospital (a student in the LAPD Bicycle Rapid Response Team Training Course) learns how extra gear, including helmet with riot face shield, large-capacity personal hydration system, and 37mm less lethal weapon can affect bike-handling ability.

Students in the IPMBA EMS Cyclist Course concentrate so hard on performing cone maneuvers, carrying more than 30 pounds of extra weight in their panniers, that they hardly notice the spectacular scenery.

Photo by Neil Blackington



Photo by Kathy Vonk

Lou Ann Hamblin of Van Buren Township PD (MI) was quick to let this would-be thief know that trying to rip off a street vendor during an IPMBA conference is a bad idea. It was the perfect arrest – she got to knock him into a brick wall and cuff him, and someone else had to do the paperwork.

Under the watchful eye of Mount Ogden (and several safety spotters), Steve Bazany of the San Antonio PD clears one of many obstacles in the annual IPMBA mountain bike competition.

Photo by Jim Bowell



Participants in the Police Cyclist Night Operations workshop practice the stealth approach to suspicious activity.

Photo by Neil Blackington

Ogden Officers Scott McGregor, Mark Ramsey, Gene Maguire, and Jack Alexander do their part to provide adequate protein for peak performance. The Thursday night BBQ was sponsored by Skaggs Public Safety Supply.

Photo by John Brandt



Are We Done Yet?

Reflections of a tired host

By Tom Breen

Ogden PD (UT)

2002 IPMBA Conference Chairman

O.K., O.K., it took a few days, but I finally realized everyone was gone and I didn't have to be here or there or making sure people were taken care of. Well....almost! We did have to ship T.J. Richardson's bike back to San Antonio, seeing how – as he put it – his "crew" forgot to load his bike with all their other stuff. Oops.

As I found time to sit back and look at what had just taken place over the ten days of the IPMBA conference, I realized that we had pulled it off. What a conference! Believe it or not, OPD and the crew who worked this really had a great time. From the rides to the hospitality rooms, it was a lot of fun, and I hope all of you who were able to attend feel the same.

As the local coordinator, my view of the conference was pretty unique. I got to see – or at least hear about – it all. Here are a few of the highlights from my perspective.

I knew it was going to be an interesting week when the LAPD Bicycle Rapid Response Team Instructors rolled in. These guys looked sharp – all decked out in matching uniforms – hats, shorts, shirts, jackets, the works. Only one problem: a



Photo by John Brandt

Tom Breen (l) pulls double-duty as a spotter during the annual end-of-conference obstacles competition.

couple of them had left their front wheels back in L.A. First stop: the bike shop.

Things got even more interesting during the Cinco de Mayo celebration. The members of the Advanced Course were in the bike check when a man ran by, followed by a woman yelling "stop thief!"

Leave it to Lou Ann Hamblin – she outran everyone else, caught the guy, knocked him into a brick wall, cuffed him, and waited for OPD to come take the report. That put IPMBA, Ogden, and Lou Ann into the media spotlight and earned Lou Ann OPD's "top award" – a wooden Model T Ford (complete with an IPMBA license tag!)

Next was watching the flatlanders' jaws hitting the ground when they were told the trails were along the mountains. "Yes," I said many times, "that trail you see up there is where you'll be riding." Many a deep breath (as deep as the thin air would allow) were taken, and then I'd hear, "O.K., if you say so!"

Then came all the swearing when they got back from their first day of rides. Even from some of the instructors! "The trail was great, Tom, but the ride to the trail was pure HELL!" "Ya," I said, "those switchbacks can be a little hard on the lungs." "Not the switchbacks, the hills to get to the switchbacks!" "Oh, those hills!" But everyone survived with only a few minor scrapes and bruises.

The members of the Advanced Class had their troubles also. Silly me, assuming that everyone rides with heavy duty tubes, slime and liners. There are a lot of goatheads in this desert area. Well, the Advanced Class figured that out after the second day. While riding one of the north side trails, they managed to have somewhere around thirty flats (and there were only 15 students in the class). One rider mentioned in his own polite words that he had fixed four flats before getting down the mountain. When I arrived at the Timbermine Restaurant to assist them, I believe everyone had suffered at least one flat, except, of course, Darren Goff from Ogden PD.

And then there was the obstacle course competition! I hope you stayed around and watched it. T.J. and company did a great job putting this one together. I was amazed at how well the riders did! What a race,

down to the hundredths of a second to determine the winner of the Police Cyclist competition. Good job to all those that participated!

Of course, not all of the adventures were on bike. Utah doesn't have any casinos, but that did not stop two determined gamblers. I told them it is a two hour drive west to Wendover (or as we call it, Bendover), Nevada, where they have full service

One rider mentioned in his own polite words that he had fixed four flats before getting down the mountain ... everyone had suffered at least one flat, except, of course, Darren Goff from Ogden PD.

casinos and all-night action. I wasn't sure if they went until almost everyone had shipped out. I was roaming the hotel when they flagged me down and told me of their adventure. They said they had had a good time in

Wendover and didn't lose all their money. Then the swearing started, "we didn't know that there is about a hundred *#@% ^% \$@# miles at one point where there are no gas stations!" You guessed it – these high rollers spent some downtime on a pretty lonely stretch of highway in the Utah desert. Lucky for them, a sheriff came by and arranged for some late night fuel to get them to the casino. Probably saved them a few bucks!

Brewski's! Does that say enough? I know some people won't remember it and some will never forget it. I'm still wondering if the crew from Ohio ever got the bellybutton piercing done. And was it one of the gals or one of the guys that was looking to get it done? Speaking of souvenirs, though, at least one person went home to California with a brand-new tattoo. I know who that was, but the identity of the two officers who got themselves stuck in the elevator is still a mystery.

The true highlights, though, were the great classes, the attendees and the instructors! It was a fantastic time and quite the experience for all. We're looking forward to next year's conference in Charleston, West Virginia. I am sure it will be a great one for lots of reason but most of all because we get to attend and watch! See ya in 2003 – but now, I'm going to go play some golf!



No Rain Delay Today

Tough course is greeted with tough competitors

By T.J. Richardson, PCI #139
San Antonio PD (TX)
IPMBA Vice President

Congratulations to the winners of the 2002 IPMBA Obstacle Course Competition! The competition, held on May 11, 2002, was the final event of the 12th Annual IPMBA Conference and a chance for participants to put their newly honed bike skills to the test. An early morning rainstorm did not dampen the enthusiasm of those who registered for the competition. Shortly after noon, riders began to gather in front of the Ogden Marriott. They formed into two columns and set off on a 1.5 mile ride to the competition site at the Big Dee Park – a perfect warm-up. Sgt. Tony Fox of the Ogden P.D. cleared the way for the riders as they paraded through downtown Ogden to the beginning of the Ogden River Parkway. The riders made their way down the parkway to one of the most scenic competition sites in IPMBA history. Surrounded by towering snow-capped mountains, the competitors surveyed the awaiting obstacles. As the last of the clouds cleared away, the competition got underway. Riders started their runs at the top of a ramp. They went down the ramp, climbed a curb, through a serpentine, up-and-down a teeter-totter, over a wall, and into a sandpit, where they had to cross a double skid. Next, they crested a six-foot high steep ramp, sped through a 50-foot “badge-grabber” chute and over a small ramp. But that’s not all – they had to negotiate a maze, a 90-degree turn up a ramp, a limbo bar, and a balance beam. Then through two more cone courses, over a curb, dismount, over another wall, and sprint to the finish.

The competition was fierce but friendly, and everyone watched closely to see what would happen. Would last year’s champions reign? Or would a virtual unknown emerge as the victor? Only time would tell.


When the competition came to an end, the results were quickly tallied by competition coordinator T.J. Richardson of the San Antonio PD and his trusty assistant, Coconut Creek (FL)

Officer Tammy Kilgore. Williamson Medical Center in Franklin, Tenn., was well-represented in the EMS Categories as Mike Fletcher, Steve Denny, and Nick Gatlin grabbed the top spots in the Men’s Under 30, 30-39, and 40+ categories, respectively. Not to be outdone, Rose Steagall repeated her 2001 victory in the Female category. Williamson Medical Center dominated the Team Competition as well, with Nick Gatlin and Steve Denny capturing first place and Mike Fletcher and Michael Campbell coming in second.

No single department had a lock on the police categories. Michel Deladoey of the Police of Renens in Switzerland triumphed in the Men’s Under 30 Category, while 2001 overall male champion Jason Schiffer of the Bethlehem PD (PA) captured the top spot in the Men’s 30-39 bracket. The Men’s 40+ category went to Jim “J.R.” Roy of the Topeka PD (KS). Alexandria (VA) PD officer Terri Mucci-Rector took the honors in the Women’s

division. The team victory was won by the Spank-A-Thug team of Darin Zaremba, Medina (OH) PD; Jim “J.R.” Roy, Topeka (KS) PD; David Brady, Alameda County (CA) SO; and Darren Goff, Ogden (UT) PD. The competition for honors as the fastest overall police officer was tight, but Michel Deladoey just barely edged by Jason Schiffer for the title by 42/100 of a second. With running times of 1:39.24 and 1:39.68 respectively, they blew away the average police individual run time of 2:11.70. Steve Denny led the EMS crew with a more-than-respectable time of 2:00:76.

Congratulations and thanks to all the participants. Each of you who completed the course can be proud of what you have accomplished for yourself, your departments, and public safety cycling. Thanks, too, to everyone who assisted with the design, set-up, and administration of

the competition. It was a terrific end to a terrific conference. Special appreciation is due to our fantastic hosts at the Ogden Police Department, who made it all possible. 

The 2003 IPMBA Conference will be held May 22-24, 2003, in Charleston, West Virginia. See you there!



Spiderman? No, it is just Michel Deladoey of Renens, Switzerland, on his way to a win with the fastest time on the course. (1:39:24 vs. 2:11:70 average!)

Photo by Jim Bowell



Crunch time. Roger Pfister of Hilterfingen, Switzerland, does the limbo on his way toward helping the International Police Team clinch second place.

Photo by Jim Bowell

2002 Competition Results

EMS Team

1st Place:

Williamson Medical Center Team 1
Nick Gatlin, Williamson Medical Center (TN)
Steve Denny, Williamson Medical Center (TN)

2nd Place EMS Team:

Williamson Medical Center Team 3
Michael Fletcher, Williamson Medical Center (TN)
Michael Campbell, Williamson Medical Center (TN)

EMS Male under 30

1st Place: Michael Fletcher,
Williamson Medical Center (TN)

2nd Place: Matt Smyer,
Baton Rouge EMS (LA)

EMS Male 30-39

1st Place: Steve Denny,
Williamson Medical Center (TN)

2nd Place: Randy Middleton,
Williamson Medical Center (TN)

EMS Male 40+

1st Place: Nick Gatlin,
Williamson Medical Center (TN)

EMS Female

1st Place: Rose Steagall,
Williamson Medical Center (TN)

Police Team

1st Place: *Spank-a-Thug*

Darin Zaremba, Medina Police Dept. (OH)
Jim “J.R.” Roy, Topeka Police Dept. (KS)
Dave Brady, Alameda County Sheriff Dept. (CA)
Darren Goff, Ogden Police Dept. (UT)

2nd Place: *The International Police Team*
Michel Deladoey, Police of Renens, Switzerland
Roger Pfister, Hilterfingen, Switzerland
Nate Cline, Ogden Police Dept. (UT)
Jim Dymant, Seattle Police Dept. (WA)

Male Under 30

1st Place: Michel Deladoey,
Police of Renens, Switzerland

2nd Place: Michael Russell,
Blue Springs Police Dept. (MO) and
Darren Goff, Ogden Police Dept. (UT)

Male 30-39

1st Place: Jason Schiffer,
Bethlehem Police Dept. (PA)

2nd Place: Darin Zaremba,
Medina Police Dept. (OH)

Male 40+

1st Place: Jim “J.R.” Roy,
Topeka Police Dept. (KS)

2nd Place: Roger Zawacki,
River Forest Police Dept. (IL)

Female

1st Place: Terri Mucci-Rector,
Alexandria Police Dept. (VA)

2nd Place: Michelle Geier,
Northwestern Univ. Police Dept. (IL)

IPMBA's Industry Partners Contribute to Conference Success

By Monte May, PCI #262/EMSCI#009
Kansas City PD (MO)
IPMBA Industry Liaison

The 12th Annual IPMBA Conference provided many opportunities for attendees to learn more about all facets of public safety cycling, ranging from health and fitness to off-road riding skills to police tactics and EMS scene safety. One aspect of the conference that must not be overlooked is the exhibition of products and services provided to public safety cyclists by suppliers from both the cycling and public safety industries.

The product exhibition featured thirty-six of IPMBA's partners in the industry serving the public safety cyclist (PSC) community.

Because the exhibition provides opportunities for public safety cyclists to be introduced to new products that can make their jobs easier, it is a key component of the IPMBA conference. It is also key because it enables our corporate friends to meet with their customers face-to-face,

demonstrate their products and solicit feedback. Such interaction benefits both sides – PSCs are exposed to a variety of products designed to meet their needs, and the vendors gain exposure and sales. And perhaps most importantly, both sides work together to develop more and better products and services.

Our friends in the industry are very generous. They graciously donated over 110 items to be awarded as prizes in a drawing open to attendees who completed our conference survey. Items ranged from lights and sirens to helmets and accessories to communications devices to bike hangers and locks. Uniform manufacturers contributed apparel, and two lucky winners each went home with a fully-equipped mountain bike. The list goes on and on, too long to itemize here, but all donated items were greatly

appreciated by both IPMBA and their new owners. On behalf of the prize-winners, "thank you!" We hope that everyone who won will take a moment to thank our vendors for their generosity.

The support of our corporate partners was also evident in other ways. Mocean outfitted all conference instructors with high-quality polo-style uniform shirts in bright yellow. Cateye sponsored the PC Night Operations class and sent their rep along for the ride. Skaggs provided underwriting for the Ogden PD Barbecue. Tri-State Regional Community Policing Institute donated all audio-visual equipment, and a staff person to run it. The goodie bags were overflowing with "swag"



from CellSafe, Rubel BikeMaps, Bell Sports, Smith & Wesson, and Law Enforcement Product News. And, of course, the t-shirts were emblazoned with the logos of Bell Sports, Chiba Gloves, Bratwear, Patrol Bike Systems, Cop Pedalers, MRL, Ergo LLC, Tri-State Regional Community Policing Institute, the Domestic Violence Prevention Foundation, and United Uniform.

IPMBA was pleased to introduce, on a limited scale, a new category of membership for corporations. Alert Systems and Patrol Cycle LLC promptly joined as Charter Members. The program will be rolled out on a more grand scale in 2003 – stay tuned.

The dedication of our industry friends was very apparent at this year's IPMBA Conference. We look forward to working with them not just on upcoming conferences but also throughout the year. We are happy to assist them in developing relationships with IPMBA members to ensure that the products they develop will best meet the sometimes peculiar needs of our profession. We can't do it without them!

Photos by John Brandt



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- Benefits of membership include:*
- ⇒ Discounts to Annual Conference
 - ⇒ The informative and essential read: *the IPMBA News*
 - ⇒ Access to the IPMBA's exclusive Product Purchase Program

2002 Vendors & Supporters

Conference Highlights

Many thanks to the vendors and other supporters who helped ensure the success of the IPMBA Conference. We encourage you to show your loyalty to these companies for the invaluable products and services they provide to give you a safer, more comfortable ride. Special thanks to those who contributed prizes and showed their support through sponsorships and in other ways. We look forward to seeing them again next May in Charleston, West Virginia.

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(Corporate Members are indicated in Bold)

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Telephone: 800-728-1536; Fax: 800-635-1536

Email: alerte@frii.com;

Website: www.alertesystems.com

Answer Products

Peter Vitiello

Telephone: 661-294-4102; Fax: 661-294-4179

Email: pvitiello@answerproducts.com;

Website: www.answerproducts.com

Bates Uniform Footwear

Lyn Sturru

Telephone: 616-866-5500; Fax: 616-866-5658

Email: sturruly@wwinc.com;

Website: www.batesfootwear.com

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Website: www.bellsport.com

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Website: www.biketrack.com

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Email: sally@bratwear.com;

Website: www.bratwear.com

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Email: globsport@aol.com;

Website: www.chibasports.com

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Tom Jones

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Email: mdunn@christini.com;

Website: www.christini.com

CycleSiren

Greg Bohning

Telephone: 714-628-8935; Fax: 714-751-8622

Email: cyclesiren@socal.rr.com;

Website: www.cyclesiren.com

EarHugger, Inc.

Paul Marshall

Telephone: 801-785-9636; Fax: 801-785-9446

Email: paulm@earhugger.com;

Website: www.earhugger.com

Electric Vehicle Technologies

Ed Lee

Telephone: 847-673-8300; Fax: 847-673-2237

Email: elec@evtworld.com;

Website: www.evtworld.com

Ergo, LLC

Thomas White

Telephone: 425-333-6161; Fax: 425-333-6355

Email: daedalus@nwlink.com;

Website: www.ergotheseat.com

Finish Line

David Clopton

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Email: dclopton@finishlineusa.com;

Website: www.finishlineusa.com

Fuji Bikes

Kevin Moran

Telephone: 201-337-1700; Fax: 201-337-1762

Email: thart@fujibikes.com; Website: www.fujibikes.com

Golden West Communications

Jim Walker

Telephone: 800-967-8124; Fax: 509-457-6748

Email: jwalker@goldenwest.com;

Website: www.goldenwest.com

Grabber Products, Inc.

Mike Brooker

Telephone: 608-274-1702; Fax: 608-274-1702

Website: www.graberproducts.com

Intergold

Bob Farr

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Fax: 270-744-0030

Email: bfarr@apex.net

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Wayne D. Gray

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Email: wayned@khsbicycles.com;

Website: www.khsbicycles.com

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Paul Freedman

Telephone: 415-824-1551;

Email: info@lifebike.net

Lift & Storage Systems, Inc.

Shawn Jones

Telephone: 651-777-1554; Fax: 651-777-1535

mail: sjones@liftstore.com; Website: www.liftstore.com

Michael's of Oregon

Kim Burlison

Telephone: 503-655-7964; Fax: 503-722-5701

Email: kimb@uncle-mikes.com;

Website: www.unclemikes.com

Mocean

Bill Levitt

Telephone: 949-646-1701; Fax: 949-646-1590

Email: moceanbl@aol.com; Website: www.mocean.net

MRL, Inc.

Adrian Alvarez

Telephone: 800-462-0777; Fax: 847-520-0303

Email: aalvarez@mrlinc.com; Website: www.mrlinc.com

National Bike Registry/Boomerang It

Chuck Davis

Telephone: 510-297-4407; Fax: 510-614-2402

Email: cdavis@boomerangit.com;

Website: www.boomerangit.com

National Institute for Occupational Safety & Health

Michael Breitenstein

Telephone: 513-533-8290; Fax: 513-533-8138

Email: mjbl@cdc.gov;

Website: www.cdc.gov/niosh/homepage.html

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Email: patrolbike@earthlink.net;

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Email: bgorton@exus.com

Patrol Cycles LLC

Murline Staley

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Email: sales@patrolcycles.com;

Website: www.patrolcycles.com

Setcom Corporation

Robert von Buelow

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Email: rvb@setcomcorp.com;

Website: www.setcomcorp.com

Skaggs Public Safety

Jeff Clark

Telephone: 801-261-4400; Fax: 801-284-4752

Smith & Wesson

Dennis Fournier

Telephone: 413-747-3555; Fax: 413-747-3532

Email: dfournier@smith-wesson.com;

Website: www.smith-wesson.com

Trek Bicycle Corporation

Mike Hietpas

Telephone: 920-478-2191; Fax: 920-478-2607

Email: mike_hietpas@trekbike.com;

Website: www.trekbike.com

United Uniform

Richard Islas

Telephone: 323-231-6000; Fax: 323-231-1590

Email: richard@uumfg.com; Website: www.uumfg.com

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CamelBak Maximum Gear

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Email: webmaster@camelbak.com;

Website: www.camelbak.com

Cateye Company

Thomas Prehm

Telephone: 303-443-4595; Fax: 303-473-0006

Email: thomas@cateye.com; Website: www.cateye.com

Cellsafe/MDX Industries

Jim Bowes

Telephone: 978-462-3838; Fax: 978-462-3939

Email: jim@cellsafe.com; Website: www.cellsafe.com

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Shirley Ranne

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Website: www.coppedalars.com

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Email: info@bikemaps.com; Website: www.bikemaps.com

EMS on the Rise

EMS Cycling reaching new heights within IPMBA

By Ed Brown, PCI #178T/EMSCI #002T
Orange County Fire/Rescue (FL)
IPMBA EMS Coordinator

The 12th Annual IPMBA Conference, hosted by the Ogden Police Department, went off without a flaw. Perhaps all the pre-events to IPMBA gave them plenty of practice – after all, they hosted events for the Winter Olympics as well as the Paralympics. We congratulate them on a job well-done. Several of our host officers stated they were going on vacation after IPMBA left town – we hope they enjoyed their well-deserved break.

EMS was well-represented at the 12th Annual Conference, a sure sign that EMS cycling is continuing to grow as a profession and as part of the IPMBA membership. We welcomed EMS cyclists from 16 different states, including several from the Navajo Nation, and one Canadian province. Thanks to EMSCI's Neil Blackington, Pat Donovan, and Jim Bowell, who coordinated the EMS certification course, we certified nine EMS cyclists. From the Instructor Course, we have two new EMSCI's — our "firsts" from California. Congratulations to Darrell Lorenzi and Jeffrey Youngsma of the Fremont Fire Department. Congratulations, too, to the eleven PCI's who successfully completed the PCI to EMSCI transition course. Last but not least, I am pleased to report that EMS cycling has reached new heights



Neil Blackington, Boston EMS, shares his knowledge with students in the EMS Cyclist Course.

Photo by Jim Bowell

within IPMBA, as not only was EMSCI Jim Bowell of the Troy Fire Department (OH) elected to the Board of Directors, he was elected to the position of Education Director.

Many thanks to the crew from the Williamson Medical Center in Franklin, Tennessee, for contributing two new EMS/PC workshops to the conference. Nick Gatlin designed and offered *Advanced Skill Development*, while Mike Fletcher offered *Use of Bikes in Ground Search Situations*. Nothing but positive comments came out of both of these courses and they will certainly be seen again at future conferences. One participant even remarked that *Advanced Skill Development* is "a must class for every cyclist!"

Thanks again to all the EMSCIs who shared their knowledge in the pre-conference courses and conference workshops – Neil Blackington (Boston EMS), Jim Bowell (Troy Fire Dept.), Pat Donovan (Puyallup Fire Dept.), and Mike Fletcher, Steve Denny, Greg Johnson, and Nick Gatlin (Williamson Medical Center).

Hope to see all of you at next year's conference, May 22-24, in Charleston, West Virginia. *Take Care and Be Safe.*

Hail and Farewell

IPMBA Says Good-Bye to Two Board Members

The Board, Members, and Staff of the International Police Mountain Bike Association (IPMBA) would like to express its sincerest appreciation to Al Simpson and Ray Ranne for their years of service. Al and Ray were both elected to the Board of Directors at the 1999 IPMBA Conference in Chicago, Illinois. From 1999-2001, Ray held the position of Industry Liaison, actively encouraging members of both the bicycling and law enforcement industries to market products designed for the public safety cyclist. He recruited companies to exhibit at IPMBA Conferences, promoted participation within the IPMBA Product Purchase Program, and solicited donations of products as conference prizes and giveaways. He also coordinated the product test and review program.

When he first joined the board, Al was named to the position of Conference Coordinator. He soon found himself acting almost as an assistant to then Education Director Mike Goetz, and was elected to the position of Education Director in 2000. Over the course of the next two years, he guided the transition from the instructor candidacy (PCIC) program to the five-day IPMBA Instructor Certification Course. He started his tenure by reviewing practice teach videotapes, moved on to taking an active role in writing the IC curriculum, and finished by volunteering a significant amount of time to teach the IC around the country.

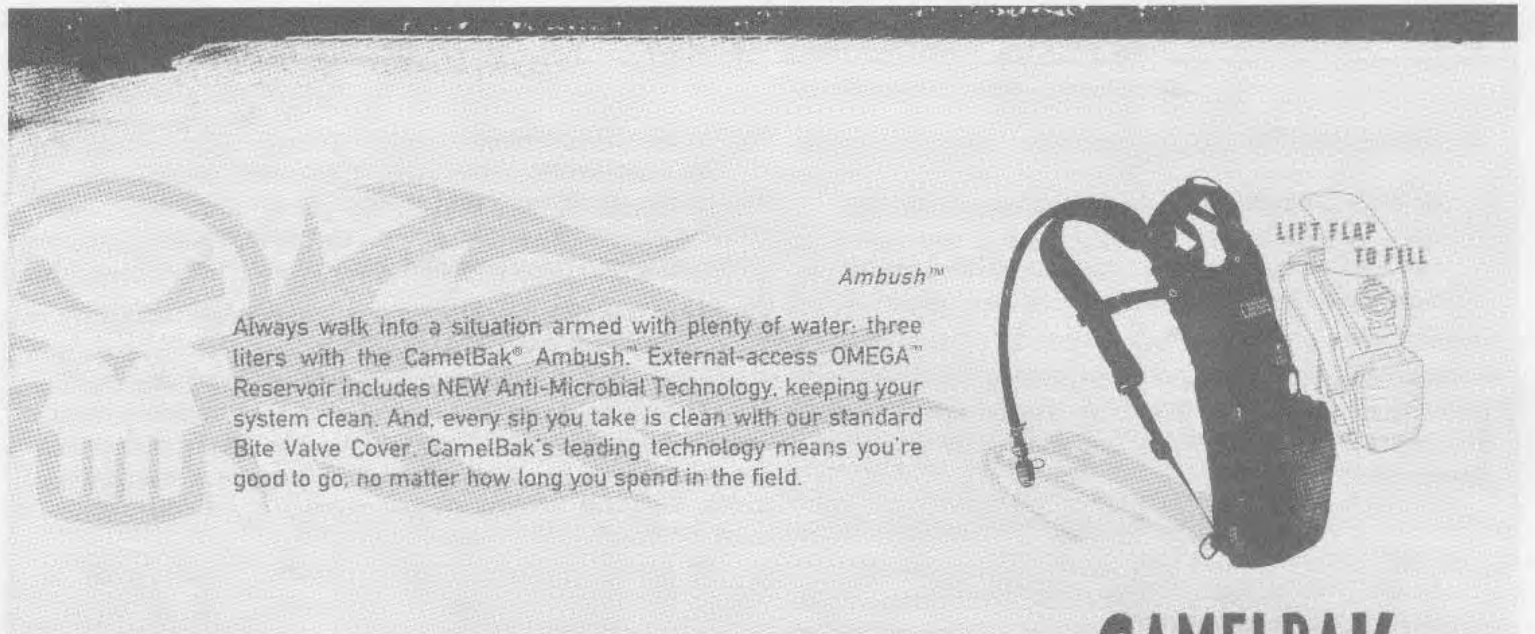
IPMBA is proud to have had these two individuals serve on its Board of Directors. They have represented the organization well. IPMBA's success depends upon the generosity and dedication of all of its members, and truly appreciates their contributions.

One Last Look...



Mike Wear (Metropolitan PD, Washington DC) stops to enjoy the scenery in Moab (oh, yeah, and fix a flat, too.)

Photo by John Brandt



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Congratulations!

Congratulations to the following individuals for successfully completing the IPMBA Instructor Course in Ogden, Utah, May 4-8, 2002.

Want to Become an IPMBA Instructor?

Want to become an IPMBA-Certified Police Cyclist or EMS Cyclist Instructor? Call 410-744-2400 to obtain an instructor application packet, specifying Police or EMS. 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 2002 Courses is below. We'd love to have you! Good luck!



Photo by Julian Deans

IPMBA Instructor Courses

The locations for the 2002 series of IPMBA Instructor Certification Courses are below. The IPMBA Instructor Course is required of all prospective instructors as well as current PC/EMSCIs who have not already taken the PCID. The Instructor Course locations are as follows:

- **FORT LAUDERDALE, FLORIDA:**
February 18-22, 2002 (19 Graduates)
- **OGDEN, UTAH:**
May 4-8, 2002 (25 Graduates)
- **NASHVILLE, TENNESSEE:**
July 15-19, 2002
- **SEATTLE, WASHINGTON:**
August 19-23, 2002
- **SALISBURY, MARYLAND:**
September 16-20, 2002
- **SAN ANTONIO, TEXAS:**
October 7-11, 2002

Print-and-mail registration forms will be made available at www.ipmba.org. Registration forms will also be available from the IPMBA office via U.S. Mail or fax. To ensure more efficient processing of your application, please complete and mail your instructor application packet well in advance of the course registration deadline. **You must submit your completed Instructor Application prior to or at the same time as your instructor course registration form or your course registration form will be returned unprocessed.** If you would like to become an IPMBA instructor, please call 410-744-2400 or email ipmba@aol.com for information and an application. Applications are not available online at this time.

The 2002 IPMBA Conference Instructor Course graduates: Carl Ayres, City of Trenton P.D., Trenton NJ; Neil Barnes, Forest Divisional Support Unit, Horsham W. Sussex; Randy Barrone, Georgia Tech P.D., Atlanta GA; Eddie Bartelme, Crestwood P.D., Crestwood MO; Peter Clegg, Oro Valley P.D., Oro Valley AZ; Julian Deans, Forest Division Support Unit, Horsham W. Sussex; Jack Edington, U.S. Park Police, Washington DC; Jeff Eubank, Emporia Police Dept., Emporia KS; Terry Ferguson, Toledo Metro Parks, Toledo OH; Rod Goshorn, Jefferson Co. S.O./West Metro Fire, Golden CO; Brian Hoehler, Cincinnati Police Division, Cincinnati OH; Eric Jeffries, Cincinnati/N. Ky. Int'l Airport, Cincinnati OH; William Kissner, City of Bethlehem P.D., Bethlehem PA; Darrell Lorenzi, Fremont Fire Dept., Fremont CA; Ian MacAyeal, Aspen Police Department, Aspen CO; Ken Mullen, Illinois State Police, Metamura IL; Stephen Noftz, Ohio University P.D., Athens OH; Roger Pfister, Switzerland Polizei, Hilterfingen; Steven Rodriguez, New York Presbyterian Hospital, New York NY; Jason Schiffer, City of Bethlehem P.D., Bethlehem PA; Franklin Smith, Mammoth Lakes P.D., Mammoth Lakes CA; Eric Vann, New York Presbyterian Hospital, New York NY; Gene Williams, Cypress Creek EMS, Houston TX; Jeffery Yoha, Pima College Dept. of Public Safety, Tucson AZ; Jeffrey Youngsma, Fremont Fire Dept., Fremont CA.

In Search of ... New & Creative Workshops

IPMBA is actively seeking **new and exciting** workshops for the 13th Annual IPMBA Conference, May 22-24, 2003, in Charleston, WV. If you possess expertise in a topic that may be of interest to public safety cyclists or know someone who does, and you think your knowledge would benefit your fellow cyclists, IPMBA challenges you to take it to the national level!

For over a decade, IPMBA's Annual Conference has been known as the premier training event for public safety cyclists, attracting participants from around the country and the world. Participants of all skill levels attend the conference; some to learn basic skills, others to improve their existing skills, and yet others to master advanced skills. They all have one thing in common – they come to stay on top of the latest and greatest developments in the field of public safety cycling.

In 2003, IPMBA's goal is to offer a wider array of workshops than ever before. In order to achieve this goal, we challenge you to put your talents to the test and submit a proposal to conduct a workshop on your favorite topic. Your proposal can be for a classroom or an on-bike session. Workshops range from 90 minutes to four hours in length.

It's easy – just follow these steps!

- Step One:** Contact IPMBA HQ **immediately** for a full set of workshop proposal specifications.
- Step Two:** Select a Topic. This can be your area of expertise, your favorite subject to teach, or your latest brilliant idea.
- Step Three:** Be Creative. Let your imagination run wild as you draft your proposal. Keep asking yourself, "what would make me sign up for this workshop?"
- Step Four:** Write your Proposal.
- Step Five:** Submit it to IPMBA HQ by **September 1, 2002.**
- Step Six:** Congratulate yourself on a job well-done. You will be notified of the Education Committee's decision, in writing, by **October 31, 2002.**

Call for Education Committee Members

By Jim Bowell, EMSCI #001T/PCI #576T
Troy Fire Department (OH)
IPMBA Education Director

Let me introduce myself. My name is Jim Bowell. I am a firefighter/paramedic with the City of Troy, located in southwestern Ohio. I have been in the fire service for 20 years, and with the Troy F.D. for the past 12. I am also a sworn deputy for Miami County, Ohio. I took the PC class in 1996 and attended IPMBA's first EMS Cyclist class, held at the 1997 IPMBA Conference in Nashville, Tennessee. I have been teaching at the national level ever since the 1998 IPMBA Conference in Tacoma, Washington.

At the conference in Ogden, I was honored to be elected to the Governing Board and to be selected for the position of Education Director. There are many things I would like to accomplish for the organization, including a complete revision of *The Complete Guide to Police Cycling* and the PC and EMSC Instructor manuals. These are ambitious tasks that may take more than a year, but with the help of a motivated Education Committee, I am confident that they can be done.

The purpose of the Education Committee is to help set the direction of the organization's education and training programs. Simply stated, its mission is to develop, monitor, and improve IPMBA's training. This includes providing advice to the Governing Board on new and existing courses, assisting in the review and selection of conference classes, and the

development of educational materials. The committee needs highly motivated members who are willing to work on projects throughout the year and able to meet important deadlines. Tasks will be divided among committee members, and if every member does his or her part, the projects should not be too time-consuming or overwhelming.

The committee will be comprised of nine certified IPMBA instructors, plus the Education Director. The goal is to form a committee that is as varied as the IPMBA membership; representing departments of all sizes, from cities, counties, towns, academic campuses, states, etc; as well as EMS agencies of all types, public, private, hospital-based, fire department, etc.

Each committee member will serve a one-year term and must re-apply annually.

IPMBA Instructors interested in serving on the Education Committee may apply by sending a letter of interest and resume to IPMBA Headquarters via mail, fax, or email. In addition to explaining why you think you would be an asset to IPMBA, be sure to include information about your department: agency type, total number of sworn personnel, number of bike-trained personnel, and any other information you think relevant. If you have any questions about the committee or member responsibilities, please contact me at 937-335-5678, ext. 22 or jbowell@erinet.com.

Deadline: July 31, 2002. Committee members will be selected and notified by August 15, 2002. Terms will begin effective September 1, 2002.

Another Bicycle Safety Education Resource

GREAT NEW (AND FREE) HELMET SAFETY VIDEO FOR KIDS FROM NHTSA

Write to bikeleague@bikeleague.org to get a free copy of the new helmet safety video for kids from the National Highway Traffic Safety Administration (<http://www.nhtsa.dot.gov>). It is under nine minutes long and perfect for use in classrooms. Focus is on importance of buying and wearing approved helmets and proper fit. The rules of the road are discussed briefly, but not in sufficient depth to substitute for safe cycling education (see <http://www.bikeleague.org/educater/education.htm> for info on the League's education program.) The video stars a diverse cast of teens and pre-teens, and is funky and fast-paced, with plenty of compelling demonstrations and computer graphics.

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Princess Anne MD 21853
410-651-3101
chrisdavala@earthlink.net

Carolina Police and Fire Games

When: September 15, 2002

Where: Lake Crabtree County Park,
Cary (NC)

What: Two and four person teams competing over a 40-mile on- and off-road course via hiking, mountain bike, canoeing, orienteering and mystery events.

Contact: Bruce Dale at
howfar2@hotmail.com or www.cfpoa.com.

Kentucky Law Enforcement Memorial Fund Challenge

When: October 4-5, 2002

Where: Richmond (KY)

What: Variety of physical competitions, including a run, bench press, sport climb, bike course and the LEN Challenge; also includes a Police and DARE Cruiser competition.

Contact: Kerrie L. Dehorty, Dept. of Criminal Justice Training, 859-622-8120 or kdehorty@docjt.jus.state.ky.us.

Product Review: Sealskinz

By Monte L. May, PCI #262/EMSCI #009
 Kansas City Police Department (MO)
 IPMBA Industry Relations Committee Chair

Waterproof gloves designed for use by Navy SEALs

I tried the Sealskinz brand gloves and in the fall of 2001. During that time, I got the opportunity to really put them to the test – one of those days that it rains all day. No joke – for the majority of a ten-hour shift, the weather was 63-65° F, very humid, with mild to heavy rain. Normal weather, right? Yeah, if you are a bike officer in Seattle!

I found the gloves to have a good fit. Drawing my firearm from the holster was no problem. The snug fit, combined with the outer texture, eliminated that potential problem. The gloves seemed to be waterproof – my hands were dry long after my jacket was soaking wet. They did, however, get clammy and wet during the shift, probably due more to sweat than to water getting into the glove from the outside.

The Sealskinz waterproof glove is a good quality glove for the public safety cyclist who will be out in the rain. Sealskinz also makes waterproof socks, but I did not test them out.

Sealskinz products can be purchased from their online store at www.sealskinz.com. The site also contains numerous testimonials about the use of their products in different activities. Sealskinz also participates in IPMBA's Product Purchase Program.



Due to space constraints, IPMBA's feature "The Product Purchase Program" (PPP) was not placed in this issue. No additions to the PPP have been made since the last IPMBA News. If this is your first newsletter, and you would like to receive a copy of the PPP, please contact headquarters at 410-744-2400 or ipmba@aol.com. We apologize for any inconvenience.

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West Virginia
Wild and Wonderful

2002-2003 IPMBA Governing Board

The IPMBA board has a lot of experience under its collective belt — and dozens of great bike wrecks to attest to their time on bikes. The board members love their jobs, their bikes, and lucky for us, IPMBA. Read on to learn more about 2002-2003 IPMBA Board of Directors.

DONALD G. HUDSON, LOS ANGELES PD (CA)

Police Cyclist Instructor 069T

Board Position: President

Number of Years in Law Enforcement: 21.5

Number of Years on Bike Patrol: 9

IPMBA Member since: 1994

#1 Priority for IPMBA: To strive to make this organization bigger and better every year through membership drives around the world.

Most Rewarding Moment on Bike Patrol: The first time we deployed our Bicycle Rapid Response Team at the DNC and it worked....it was like watching your child take their first steps.

Best Bike Wreck: The best would have to be an on-duty crash in the rain...my partner and I were trying to catch up with a vehicle pursuit a couple of blocks away...I rounded the corner on some railroad tracks and well you get the picture, as the tires hit the tracks I hit the ground. My partner who was drafting me ran right over me...no one was injured, and I have no idea if they caught the car...

THOMAS "T.J." RICHARDSON, SAN ANTONIO PD (TX)

Police Cyclist Instructor 139T; EMS Cyclist Instructor 010

Board Position: Vice President

Number of Years in Law Enforcement: 22

Number of Years on Bike Duty: 10

IPMBA Member since: 1994

#1 Priority for IPMBA: Customer service; helping our members get the training, resources and networking they need to make their job easier.

Most Rewarding Moment on Bike Duty: Rode up along side of a runaway pickup whose driver was having an epileptic seizure. Grabbed the controls through the window, steered the truck away from a crowded hotel entrance, and stopped it by jamming the gears in park. Pulled the driver from the cab who was choking (aspirating) and cleared his breathing. Administered first aid until EMS arrived. Received Meritorious Service Award.

Best Bike Wreck: Was riding off-duty from the store to a buddy's house, carrying a case of beer. Did not see the flight of stairs at the end of the walkway. Flew through the air in a massive wipe-out in front of a few dozen people. I sustained several cuts and bruises, but saved the beer!

KATHLEEN D. VONK, ANN ARBOR PD (MI)

Police Cyclist Instructor 042T; EMS Cyclist Instructor 063

Board Position: Secretary

Number of Years in Law Enforcement: 14

Number of Years on Bike Duty: 9

IPMBA Member since: 1993

#1 Priority for IPMBA: Continuing to improve existing programs and expand the pool of recipients to provide the best possible training in the world.

Most Rewarding Moment on Bike Duty: Every time I have caught a suspect who tried to run (haven't lost yet!): I rub it in that they were caught by a girl....

Best Bike Wreck: During the nightly sprint back to the station at the end of the night, three subjects on the sidewalk caught my eye because I thought they were making a drug transaction. As I turned my head and watched them for a moment I was suddenly surprised by a huge crash, then found myself flying through the air and into the bed of a parked pick-up truck!

MIKE GOETZ, SEATTLE PD (WA)

Police Cyclist Instructor 063T; EMS Cyclist Instructor 003

Board Position: Treasurer

Number of Years in Law Enforcement: 25

Number of Years on Bike Duty: 14

IPMBA Member since: 1993

#1 Priority for IPMBA: Education

Most Rewarding Moment on Bike Duty: Watching that new bike officer finally make the curb ascent.

Best Bike Wreck: I was sneaking up on a drug deal behind a neighborhood bar. I coasted in, hit a pothole, did an endo and landed on top of both suspects. My partner was laughing so hard he was not much help on the arrest.

JIM BOWELL, TROY FIRE DEPARTMENT (OH)

EMS Cyclist Instructor 001T; Police Cyclist Instructor 567

Board Position: Education Director

Number of Years in EMS: 20

Number of Years on Bike Duty: 8

IPMBA Member since: 1997

#1 Priority for IPMBA: Providing the best customer service to each member that we can.

Most Rewarding Moment on Bike Duty: Finding a "lost" person that had recently had a stroke in a crowd of 70,000 people. And then trying to convince him that these guys on bicycles were there to help him.

Best Bike Wreck: There are so many. Where would I start?

MONTE L. MAY, KANSAS CITY PD (MO)

Police Cyclist Instructor 262; EMS Cyclist Instructor 009

Board Position: Industry Liaison

Number of Years in Law Enforcement: 9

Number of Years on Bike Duty: 6

IPMBA Member since: 1998

#1 Priority for IPMBA: Improve member services.

Most Rewarding Moment on Bike Duty: The first time I arrested a drug dealer with drugs in his hand.

Best Bike Wreck: See www.earthriders.org and read the article entitled *Monte's Mayhem* in the "ER members in the Emergency Room" section.

ARTIE GONZALES, TOPEKA PD (KS)

Police Cyclist Instructor 141

Board Position: Conference Coordinator

Number of Years in Law Enforcement: 32

Number of Years on Bike Duty: 9

IPMBA Member since: 1994

#1 Priority for IPMBA: New conference courses for training.

Most Rewarding Moment on Bike Duty: Arresting burglary suspects after chasing their car while on the bike.

Best Bike Wreck: Running into the back of a legally parked car on a cold, snowy, sleet-flying winter day when my glasses were coated with ice.

ED BROWN, ORANGE COUNTY FIRE/RESCUE (FL)

Police Cyclist Instructor 178; EMS Cyclist Instructor 002T

Board Position: EMS Coordinator

Number of Years in Law Enforcement: 20 EMS: 28

Number of Years on Bike Duty: 09

IPMBA Member since: 1994

#1 Priority for IPMBA: To keep it the number one source for emergency services cyclists in education, training and membership satisfaction.

Most Rewarding Moment on Bike Duty: Just knowing I am out there and able to perform beyond the normal emergency service employee.

Best Bike Wreck: The last one that nobody saw. It was in Fruita, Co., prior to the Ogden Conference. I was riding along the Horseman's Pass, descending rapidly and decided to miss a sand trap. I did, but the bike didn't.

CHRISTOPHER M. DAVALA, MARYLAND STATE POLICE (MD)

Police Cyclist Instructor 490; EMS Cyclist Instructor 056

Department: Maryland State Police

Board Position: Membership Coordinator

Number of Years in Law Enforcement: 5 EMS: 8

Number of Years on Bike Duty: 4

IPMBA Member since: 1999

#1 Priority for IPMBA: Making us a household name within the police/EMS community. People who people come to for answers.

Most Rewarding Moment on Bike Duty: Seeing something I envisioned (development of the team) come together and work for the community as well as the agency.

Best Bike Wreck: Ask the tree in Cincinnati, Ohio...need I say more?!



Ridden any good stairs lately?

The Charleston Police Department

invites you to the

13th Annual IPMBA Conference

May 22-24, 2003 ~ Charleston, West Virginia

**Pre-Conference Courses begin May 17 & 18, 2003.*

West Virginia has been hailed as a world class destination for mountain biking enthusiasts due to the abundance of trails, beautiful scenery, and variety of terrain. Challenge your bike skills on the nearly 30 miles of prime mountain bike trails that traverse the 9,300-acre Kanawha State Forest, practice your slow speed drills along the scenic Kanawha River multi-use paths, and experience the thrills of white water rafting. **But don't forget the stairs.**

For a glimpse at the annual IPMBA conference, see pages 13-18.

**Please use IPMBA's new address!
Our forwarding order is about to expire!**

The Next Newsletter is "The Chief's Issue"

We want your success stories, action photos, statistics attesting to the positive impact that bike units have had in your community, and any information you have that might convince an administration to start or revive a unit, expand the scope of a unit, and/or allow for continuous training.

IPMBA NEEDS YOU! DEADLINE: JULY 19, 2002

Write ipmbambb@aol.com or call 410-744-2400

This Issue: Physical Fitness Standards



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