

Summer 2003

# ipmba news

Newsletter of the International Police Mountain Bike Association



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

Vol. 12, No. 3

## A Different View

By Maureen Becker  
Executive Director

The 13<sup>th</sup> Annual IPMBA Conference was a tremendous success. Despite the bleak economy and the personnel shortages caused by the military action, over 200 public safety cyclists gathered in Charleston, West Virginia, for the event. The Charleston Police Department Bicycle Unit, under the direction of Lt. John Shannon, did an admirable job hosting it.

The focus of this issue is occupational safety and health, an idea that came from across the ocean. When Inspector Anthony Moore of the Metropolitan Police Department in London approached IPMBA to train his officers, he had a problem. The “powers that be” were adamant in their opposition to pedal retention. According to IPMBA, pedal retention is mandatory for

**Maybe it was visions of injuries (and the resulting legal proceedings) that made them change their minds.**

safety reasons. So Kirby Beck needed to make a case for outfitting the London officers with toe clips. Maybe it was visions of injuries (and the resulting legal proceedings) that made them change their minds. After all, it is the responsibility of the employer to provide safe working conditions and make a reasonable attempt to

equip workers with all available safety equipment. In the US, this is the jurisdiction of the Occupational Safety and Health Administration (OSHA), whose mission is to save lives, prevent injuries and protect the health of America’s workers.

At the same time, a growing amount of information about the effects of bicycle seats on sexual function was crossing my desk. The National Institute for Occupational Safety and Health (NIOSH), which has been collecting data at the IPMBA conference for years, published the results of a study conducted for the Long Beach, Ca., bicycle unit. Included was the recommendation that officers be equipped with noseless saddles. This set off a healthy debate that you will read more about inside – is the problem the saddle, the fit of the bicycle, or something else?

Throughout this issue, we have tried to take a different view of some familiar subjects. We hope that we have been able to explain some things in terms that a risk manager would understand – it’s not just safety and health; it’s *occupational* safety and health. Both you and your department need to take the proper measures to protect you from the hazards you face while operating a bicycle on duty.

To your health!

## Held up president

**Chauffeur Drove His Auto Too Fast on Conduit Road**

BIKE POLICEMEN GAVE CHASE

Driver of Machine Thought the Pursuing Officers Were a Special Guard and Let Her Go All the Faster – Mr. Roosevelt Takes Incident of Great Falls Trip Good Naturedly – Men on Lookout.

President Roosevelt’s chauffeur narrowly escaped arrest for fast driving on Sunday afternoon while conveying the President, Theodore, Jr., and two of the latter’s schoolmates along the Conduit road to Great Falls, from which place the party walked back to the Chain Bridge. Two special bicycle policemen, considering that the chauffeur was going at a speed greater than is allowed by law, gave chase and overhauled the auto. When they learned who the occupants were they hastily withdrew, and the auto proceeded, after the President had cautioned the chauffeur to slow up a little.

The incident occurred on the way to the Falls. The President rented an automobile in the city to carry himself, Theodore, Jr., and two of the latter’s school friends from the White House to the Great Falls, up the Potomac. When the party reached the Conduit road just beyond Georgetown, the chauffeur turned the

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# IPMBA. Doing it Safely.

The 13<sup>th</sup> Annual IPMBA Conference in Charleston, West Virginia, is all but a great memory now. The chance to see old friends and make plenty of new ones has come and gone. The turnout exceeded our expectations with last-minute registrations and folks dropping in to be part of the event. It was not our largest conference, but of the eight conferences I have attended, it was the most flawless of any I can remember. It was "smooth as silk," thanks to the highly dedicated and resourceful men and women of the Charleston Police Department. I commend Lt. John Shannon and his personnel one more time on their outstanding work.

Now that the conference is over, it is back to work for all of us. The summer brings terrific weather and warmer riding days, and with them, a great deal of work. Civic events, along with normal patrols, will have both our EMS and police members riding hard for the job. In this time of extended patrols and extended hours, our thoughts turn to your safety and health. This issue of *IPMBA News* is dedicated to those two important topics. After all, the highest priority of the job is to go home after the shift healthy and in one piece. Our family and friends are counting on it.

I believe the greatest safety factor for our members is that they receive adequate training before they hit the streets. A graduate of the IPMBA Instructor Course in Charleston wrote to inform me that his department requested that he give the new bike officers only 8-10 hours of training before putting them on patrol. This is a huge safety liability. I found it hard to believe that

his department signed a letter supporting his enrollment in the IPMBA Instructor Course, but did not support his responsibility to provide the minimum 32 hours of training before his officers took to the streets. Their logic? To finish the training after the summer demand for bike officers. This would be a grave mistake on a couple of levels. First, because "failure to train" is one of the greatest liabilities a department can face. Secondly, and more importantly, because lack of training can force officers to face dangerous situations with absolutely no clue how to handle themselves and their bikes. I hope the information provided to him by IPMBA has helped awaken his administration to the potential dangers of such an inadequate training schedule. If you are facing a similar issue with your department, please let IPMBA know. It only takes a few minutes for one of our governing board members or staff to write a "Dear Chief" letter to support you.

The second greatest safety factor is related to equipment. There are risks associated with inadequate equipment. Departments call upon our instructors to provide training, but upon arrival, they find the personnel riding death traps confiscated from the bicycle pound or property room. They don't make patrol cars out of wrecks pulled out of the vehicle pound, why do they make patrol bikes out of beat-up department store bikes found in the property room? It makes no sense, especially when there are so many vendors who are out there putting together great patrol equipment and offering it at a discount to IPMBA members and government departments. A mountain bike

in A-1 condition, approved helmet, eye protection and some type of pedal retention to keep your feet where they belong are the absolute minimum! Ongoing medical and ergonomic research within the field of public safety cycling has discovered that there are many aspects of the job that can become a threat to continued health. Poorly built saddles, improper shoes and inadequate uniforms or protective vests have taken their toll amongst our members. Organizations such as the National Institute for Occupational Safety and Health, the Harvard School of Public Health and The University Hospital for the Albert Einstein College of Medicine (Montefiore Medical Center) are all working on studies in the health aspects of public safety cycling. As the information comes to light, you can count on IPMBA to let you know what threatens our health and safety.

As you go out in the field for duty, remember to practice your skills every day. Challenge yourself to a few obstacles instead of riding the easy ramp around them. Visit the firing range and seek bike patrol-specific firearms training. Clean your bike and give it some love. It will love you back when that crucial moment comes and you need it to perform at its peak. Last but not least, complete your tour of duty in one piece.

Have a great summer,



## IPMBA is Everywhere!

So far this year, IPMBA has had a presence at ASLET, NCEMSF, EMS Today, Bike Walk Virginia, Bicycle Education Leader's Conference and the Police Security Expo. IPMBA will continue to promote the profession of public safety cycling during these upcoming

### International Association of College Law Enforcement Administrators (IACLEA)

June 28-July 1, 2003, San Diego (CA)

*Booth*

### International Cycle Show ~ September 25-28, 2003, London, England

*Tentative*

### Police Security Expo Midwest ~ August 19-20, 2003, Rosemont (IL)

*Booth and Demonstration*

### EMS Expo ~ September 23-25, 2003, Las Vegas (NV)

*Booth and Presentations: Building an Effective EMS Bike Team* by Pat Donovan, Puyallup Fire Department (WA) and *Utilizing EMS Bike Teams for Special Events* by Gene Williams, Cypress Creek EMS (TX)

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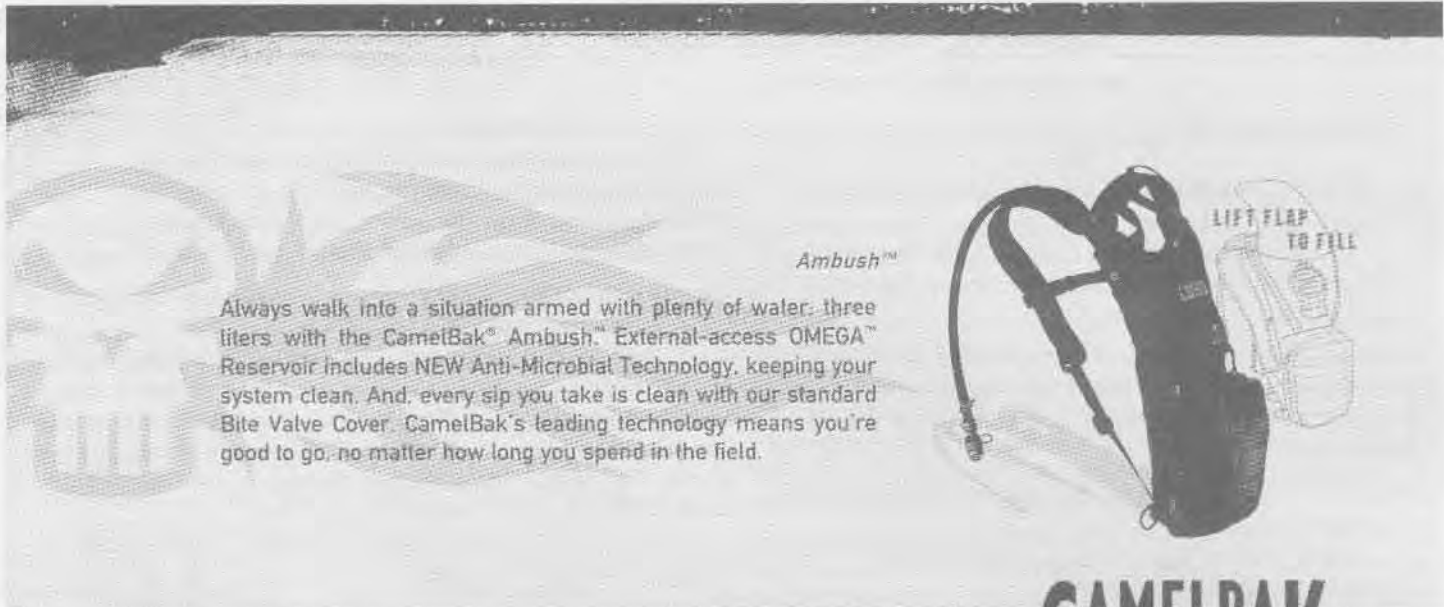
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The International Police Mountain Bike Association is a non-profit educational organization providing resources, networking opportunities, and training for public safety bicyclists.

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EMS EXPO, the National Association of Emergency Medical Technicians and the American Ambulance Association have joined forces to create the most inclusive and important EMS educational event ever in the history of EMS.

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# Safety and Health are on the Line

IPMBA's foundation is built on innovative training, exceptional networking opportunities, and important resources. Woven into these three essential components for success are occupational health and safety – a concept that doesn't always receive the attention that it deserves in public safety cycling. IPMBA offers the following information to shed some light on a few elements of this important topic. *Pages 5 - 11.*

## Bike Patrol, Health & Safety: Equipment implications for you and your employer

By **Mitch Trujillo, PCI #244T**  
Boulder PD (CO)

IPMBA Industry Relations Committee

**Donald C. Reed, PCI #195T/EMSCI #035**  
Denver PD (CO)

IPMBA Education Committee

IPMBA mandates four pieces of safety equipment (and strongly recommends a fifth) which *must be used* by students during IPMBA training courses and *should be used* on-duty:

1. A mountain bike in good mechanical condition that fits the rider properly.
2. A properly fitted bicycle helmet, approved by ANSI, Snell, ASTM, or CPSC.
3. Shatter-resistant protective eyewear, day and night.
4. Pedal retention – toe clips/straps, Power Grips, or clipless pedals with appropriate shoes.
5. Padded cycling gloves.

Public safety cyclists face risks beyond those faced by our non bike-mounted counterparts. IPMBA training teaches us how to minimize some of those risks. In the more than ten years since the IPMBA Police Cyclist Course was introduced, we may have begun to take the safety guidelines for granted. Have you really thought about *why* IPMBA mandates this equipment? We thought it would be useful to try and take a closer look at IPMBA's basic safety equipment and why we require it, not just from a personal injury prevention standpoint, but from

an occupational safety and health perspective.

The Occupational Safety & Health Administration (OSHA) sets federal standards in this country to protect people and businesses from unnecessary risks while at work. Even though state and local government workers are excluded from federal coverage under the Occupational Safety and Health Act of 1970

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**Under normal circumstances, a human head hitting the hard ground from the height of a bike saddle can potentially suffer 3-4 times the G-force necessary to cause a FATAL brain injury. Add speed and it only gets worse.**

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(the "OSH Act"), each state operates its own state workplace safety and health program, under plans approved by the U.S. Department of Labor. These programs cover most private sector workers and are also required to extend their coverage to public sector (state and local government) workers in the state.

According to the OSHA administration in Denver, although the government is not bound by OSHA's rules and regulations, most large cities do follow the recommendations. No administrator wants to see their employees get hurt while at work, and besides, injury prevention saves money and reduces the risk of lawsuit.

Therefore, it is important that any department operating a bike unit keep occupational safety and health issues in mind, even if the state agency does not have specific guidelines in place.

One of benefits of reducing the risk of injury through safe work practices is the avoidance of Worker's Compensation claims. If the employee who is injured on the job was following the rules and regulations set forth by the City Government Administration, worker's compensation will cover the expense of the medical treatment. If the employee violated the rules and regulation set forth by the administration the medical expense will still be covered; however, if the injury is career-threatening and it can be proven that the employee violated the work rules, the employee may receive a lower disability rating and reduced benefits.

### The Bicycle

Let's start with the bicycle. The bicycle is considered a vehicle in most states, and as a vehicle, it is required to be in "good working order." IPMBA insists upon high-quality bicycles that have been built to withstand the rigors of the field. An inexpensive bike may break, resulting in rider injury – followed by a worker's compensation claim or, worse yet, a lawsuit. One IPMBA instructor submitted photos to IPMBA HQ of a "big-box" bike which

*(Continued on page 6)*

## Bike Patrol, Health & Safety

(Continued from page 5)

broke at the fork while the student was descending a set of stairs. Ouch! Not only must the bike be of good quality, it must be properly fitted to the rider. A variety of injuries, both chronic and traumatic, can result from an ill-fitting bicycle. Departments should be aware of these factors before attempting to build a fleet from poor quality or seized bikes. Accepting poor equipment may save pennies in the short run, but the costs may be high in the long run.

If the bicycle is ridden at night, most states required the bicycle to be equipped with a 10-watt minimum headlight and a rear red light, steady or flashing. This is in addition to the required reflectors and placards placed on the bicycles by the manufacturers. OSHA does not have specific requirements for outfitting bikes for public safety use. Common sense and intelligence dictate how a department outfits the bikes.

### The Helmet

With all the press about helmet use and injury prevention, it is hard to imagine that any agency would permit their personnel to ride helmetless. That would be like making seatbelt use in a patrol car or ambulance optional. However, as evidenced by this photo below, submitted by an IPMBA Instructor, at least one agency is risking lives and flirting with legal disaster.



Photo courtesy Neil Blackington.

Bikes are a single-track vehicle. Unless balanced by a kickstand or a rider, **they will fall over**. Sometimes, despite the best efforts of riders, they will do what they do naturally – fall over. Under normal circumstances, a human head hitting the hard ground from the height of a bike saddle can potentially suffer 3-4 times the G-force necessary to cause a FATAL brain injury. Add speed and it only gets worse. Bike helmets are designed to work within the force limits normally found in cyclist falls and crashes. They have proven to be over 80% effective in preventing death and serious brain injury. Those are good odds when betting with your brain. Even the most elite bike races are starting to recognize the importance of a helmet. After the recent tragic death of Andrei Kivilev during Paris-Nice – a death that experts say could have been prevented by a helmet – even the Tour de France has implemented a full time helmet requirement. The bottom line is “protection of your head will save your life.”

### Protective Eyewear

Eyewear is your second best friend, after the bicycle helmet. Some may think that cyclists wear glasses to shield their eyes from the glare of the sun, but it is more than that. Cyclists need eye protection under all lighting conditions. All public safety cyclists should be outfitted with good-quality, shatter-resistant glasses. Injury to the eyes can result from facial fractures, in which pressure is placed on the optic nerve. Rupture of the nerve, or a detached retina, can cause loss of vision. Although laser surgery has advanced to the point at which a detached retina can be repaired, why take chances? Take advantage of the many brands of glasses available with interchangeable lenses ranging from clear to dark.

### Study Recommends Ways to Reduce the Risk of Injury

In 1999, the Florida-based firm of Occupational Health Systems, Inc., conducted a job analysis for a city police department. This analysis focused on the physical tasks involved with the performance of various jobs with the department, including that of bike patrol officer. One of the purposes of the study was to recommend ways to reduce the risk of injury to the officers.

At the conclusion of the study, OHS made two recommendations to the department. The researcher recommended the use of full-suspension bicycles to reduce the stress to the musculoskeletal structure, particularly the buttocks and lower back. The study also addressed the issue of eye/face protection. Stating the risk of particulate road debris, insects, or other matter striking the face and causing direct injury, the study recommended that all riders be equipped with effective yet comfortable eye/face protection.

*Note: information about the police department or their response to the recommendations is not available.*

The smallest item can harm your eyes while riding your bike. Passing vehicles throw small items at such a high rate of speed that you can be injured in a split second. Case in point: during an Instructor Course road ride in Charleston, an object noisily struck a fence. It hit with the force of a high-powered BB gun and could have easily been confused as such, if its true cause was not witnessed. A passing car had struck a rock with the edge of its tire, launching it with a velocity of several hundred feet a second. Just like the BB gun in *A Christmas Story*, it could have certainly put an eye out had it struck an unprotected rider's face.

What's wrong with this picture?

(Continued on page 7)

## Choose Your Duty Sunglasses Carefully

**D**uring the upcoming months (and year round), sunglasses are about as important as drinking water. And, a good pair of sunglasses should do more than just make you look good.

Because there are so many glasses to choose from, it's a tough task to decide the difference between good sunglasses and others that aren't.

Here are some basic tips.

The recommended pair of sunglasses should block 99 to 100 percent of UV-A and UV-B Rays, while screening out 75 to 90 percent of visible light.

Grey, green, or brown lenses are the best tints, according to the American Optometric Association. Avoid blue tints because they don't absorb enough UV light. Pink or violet lenses also are not recommended. Amber lenses allow you to see objects better in a bright light, but are not recommended while driving because it is difficult to see colors in traffic lights.

Polaroid lenses, experts say, cut reflected glare, making them excellent for driving and water sports.

As for distortion, hold the glasses about an arm's length and look through them at fluorescent lights, a pattern on the floor or the edge of a door. Move the glasses around and look for distortions or fuzziness. If a straight edge is wavy, the lens has imperfections.

How dark should the lens be? Look into a mirror. If it's hard to see your eyes in the mirror, the lenses are probably dark enough.

Size does matter, because larger lenses block out more UV light. For example, wrap-around frames may shield the sides, but be careful, because some wrap-around frames may block your peripheral vision while driving.

Price shouldn't be an indicator. Some doctors say they have found very inexpensive glasses at drug stores with excellent UV protection. These doctors say don't assume designer sunglasses all have excellent protections. The sunglasses you select should sit on your nose close to the eyes for best protection.

From *The Digest*, the official publication of the Arizona Department of Public Safety.

## Bike Patrol, Health & Safety

(Continued from page 6)

### Pedal Retention

The initial reaction of most people to pedal retention is negative. It seems logical that an object that restricts free movement can cause injury.

And since injury means liability and liability means lawsuit, it seems illogical to equip public safety cyclists with pedal retention.

Granted, a cyclist who is not experienced with pedal retention will probably fall over a few times and have trouble getting in and out of the clips, but practice cures that. Once past the initial frustration, most cyclists would not go back.

The main purpose of pedal retention is to keep the rider's feet on the pedals while clearing obstacles or going up and down stairs. If a foot slips off, the rider can come forward and land on the top tube, or the back of the leg or ankle can suffer a "pedal bite." Toe clips are to be kept loose so they are easy to get out of if a rapid dismount is necessary. Pedal retention makes for a rider who is more in control of his or her bike, and better able to accelerate and stop quickly. That can make the difference in catching a bad guy – or avoiding a crash.

Some riders opt for clipless pedals or PowerGrips, which enable the rider to enjoy the advantages of tight pedals without sacrificing the quick release. The rider also rides more efficiently, and is therefore able to ride for longer periods of time.

Because both legs are moving as one unit, the rider keeps a good cadence.

A rider working a good cadence becomes stronger in the heart, while the aerobic workout helps reduce stress and strain. OSHA does not take a stand on whether or not a rider should use pedal retention; however, it does acknowledge that a physically fit person recovers from an injury more quickly than one who is out of shape.

### Cycling Gloves

Cycling gloves, though not listed as mandatory, are strongly recommended. Cycling gloves can help reduce the risk of injury in several ways. They protect the hands in the event of a fall. They absorb sweat. The padded palms are designed to reduce pressure on the ulnar nerve and prevent the wrists and hands from going numb. The last thing a bike cop needs – especially if he has to use his firearm – is a numb hand! In addition, the shock absorption quality of cycling gloves helps relieve tension in the arms, shoulders, and neck area, keeping the rider relaxed and better able to respond to the environment.

Public safety cyclists face unique challenges and risks in their jobs. Much of the safety equipment they require is not police or EMS-specific, so it may not be readily accepted as work-related. IPMBA's goal in establishing guidelines for gear is first and foremost to protect the rider, but equally important is to assist departments in writing SOPs that will help protect them from wasting valuable funds on lawsuits and worker's comp claims. Take a good look at your SOPs. Have they kept up with changes in technology? Do they protect you? Do they protect your department? If not, you've got some work to do.

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For more information about helmets and standards, refer to Ken King's article on helmets in the Winter 2003 issue of IPMBA News.

See the conference exhibitors listing on page 21 and the Product Purchase Program on pages 15-17 for a list of sources for these and other products for public safety cyclists.

# NIOSH Studies a Delicate Problem

Police officers from Long Beach are the subject of an important study

The National Institute for Occupational Safety and Health (NIOSH) has released a study it performed for the Long Beach police department regarding some saddle-sore bicycle patrol officers. The study, which was conducted in 2000, recently was published in the *Journal of Andrology*.


It was prompted by concerns about genital numbness among officers of the Marine Bicycle Patrol.

NIOSH surveyed the officers, measured the pressure caused by the hardness of their bicycle seats, evaluated blood hormone levels and assessed the officers' functions using electronic sensors while they slept.

The study found that the officers suffered some loss of function, compared to a control group of men who did not ride bicycles occupationally. The decrease in function was attributed to

pressure on the perineum, created by prolonged contact with the "nose" of the bicycle seat. The officers' blood hormone levels were found to be normal.

NIOSH could not come to any definitive conclusions because of the small number of men it studied. "It is not possible to use the study to predict whether the same result would be found for recreational and competitive bike riders, because key factors would differ," the institute noted.

But it suggested that Long Beach purchase bicycle seats without noses to reduce pressure on officers' perineums, and advised them to dismount from their bikes when not riding them. 

The study was requested by the International Association of Machinists and Aerospace Workers, Local 1930, which represents the officers.

Source: Providence Publications, LLC; Cal-OSHA Reporter (c) 2002 November 22, 2002

## Occupational Health Issues and Bicycle Riding

The Long Beach study is part of a greater picture

By Michael Breitenstein

Center for Disease Control and Prevention  
Cincinnati (OH)

After a nice long ride, do you remember how many sore body parts you had? Did you wonder what you could do to stop these pains? What about after your shift? Does your body ache? What's going on? Can all these aches and pains just be a product of getting older? Well, maybe not.

More and more articles are popping up that draw the relationship between injuries to cyclists and prolonged time in the saddle. There was the classic article by Dr. Goldstein in *Bicycling* magazine (August, 1997) which claimed problems in the bedroom were related to cycling and argued that men should not ride bikes at all. Back in 1985, Dr. Dickson's article in the October issue of *The Physician and Sports Medicine* discussed several injuries associated with cycling, including knee, foot, and hand pain, as well as discomfort caused by the interaction between rider and saddle. One study found that 96% of mountain bikers have some pathological abnormalities of the scrotal contents, compared to only 16% of non-biking volunteers. Another study by Schwarzer (*European Urology*, 2002) determined that a special wide seat with medium padding and no saddle nose produced the least amount of change in blood flow to the penis. This type of seat provides sufficient support to the pelvic bones, while avoiding compression of the perineal tissue. An article in a recent issue of *American Police Beat* (December, 2002), addresses a recent study conducted by the National Institute for Occupational Safety and Health (NIOSH).


In 1998, NIOSH was contacted by an occupational health clinic on behalf of a city police department whose biking police officers complained of genital numbness. These officers wanted to know if the symptoms were associated with their bicycling. NIOSH responded to this request and conducted a reproductive health assessment of the department's bike officers.

All male cyclists in the department were asked to participate in the study, which included bike seat pressure measurements, hormonal analysis, a self-administered work/health questionnaire, a self-administered sexual function questionnaire, and the RigiScan® Plus Rigidity Assessment System, which measures the quality and quantity

of nocturnal erections. The female officers were asked only to participate in the bike seat pressure measurement.

On average, these officers rode 5.4 hours per day, and 91% indicated they had occasionally experienced numbness in their buttocks, scrotum, testicles, or penis during or after rides. This numbness usually occurred after an average of 2 hours and 41 minutes of riding and lasted for an average of 2 hours and 26 minutes. Data collected from the RigiScan® studies indicated that both cyclists and non-cyclists had an average of four erections while they slept; however, the duration of the erections was much shorter in the police cyclists. This difference was analyzed with respect to the number of hours the cyclists rode and the amount of pressure exerted by the bicycle seat. These factors appeared to increase the likelihood that the cyclists' reduced erectile function was related to their occupation as police cyclists. These findings were further supported by a recent report from the Massachusetts Male Aging Study, which indicates an increased risk of erectile dysfunction associated with riding a bicycle more than three hours per week.

NIOSH plans to study the complaints by cycling police officers, such as hand, foot, and genital numbness in both males and females. NIOSH wants to evaluate tissue pressure on load-bearing regions (urogenital triangle, feet, and hands), charting bio-mechanical stresses in the arms, hands/wrists, and spine as a function of bike seat design. Various bicycle seat designs will be evaluated to assess the relationship between pressure on the perineum and sexual function. The expected outcome may provide police and recreational cyclists with information concerning ergonomic seat designs and how to prevent injury.

Riders who spend several hours on the bike each day should be concerned about the effects of perineal pressure and take breaks whenever possible. They may also consider replacing their bicycle seats with a design that does not have a protruding nose. 

**Ed's Note:** Each year, researchers from NIOSH participate in the annual IPMBA conference for the purpose of educating public safety cyclists regarding issues of occupational safety and health, and to conduct research.

For more information and to read the full study, please visit the NIOSH website at <http://www.cdc.gov/niosh/topics/bikerepro/bikepagetop.html>.



# “Saddle Sore” - The Debate Over Bicycle Saddles

The flip side of the NIOSH study: questions arise as to whether noseless saddles are the answer to seat safety

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

As long as there have been bicycles, one component has been the focus of many who ride. “Bike riders” call it the “seat.” “Cyclists” refer to it as the “saddle.” It’s often blamed for problems it doesn’t cause, and just as often overlooked for those it does. Now, it’s under attack for causing everything from back problems to impotence. Is the bike saddle really the latest form of birth control? Recent studies by a variety of sources would lead one to think so, but there is a much larger picture here than meets the eye.

The results of two studies have been released within the last few months. Both indicate that riding with the standard bike saddle will have adverse effects on reproductive health, particularly in men. One goes so far as to suggest that “men should never ride a bicycle.” Why do some people seem to

if you weighed 180 pounds, but buying a bike that is one inch too big creates the same caliber of error.”

On blaming the saddle, Ricciardi agrees that often that’s not the problem.

“Unfortunately, it’s easier to bolt on another saddle than it is to get a properly-fitted bike.”

NIOSH has conducted studies at IPMBA conferences, seemingly in search of the perfect saddle. These studies involve placing a pressure-sensitive pad on the saddle, then having the rider actually pedal. The bike’s rear wheel is mounted in a device that simulates the stress of a slight hill-climb. After a few seconds, a computer printout with color-coded stress points is generated.

While everyone appreciates this kind of research, its practical application may be lost between the lab and the street. The test takes nothing into account except where the pressure is concentrated on the pad. Critical adjustments and suitability of the frame for an individual rider’s size are not taken into account. However, those possible flaws in the control data do not make the information entirely useless. This is an excellent way to determine whether that particular setup makes for a proper fit for that particular rider. This setup includes the position of the handlebars and pedals as well.

Searching for the perfect universal saddle is simply unrealistic. Ideally, the saddle must do two things. It must provide support in the proper portion of the pelvic bones, and it must be firm enough to prevent undesirable levels of pressure to other portions of the genital region. Both of these goals can only be accomplished by taking bone structure and weight of the rider into account.

Even an otherwise perfect saddle can cause major problems if adjusted improperly. Height adjustment is obviously a major consideration, but fore/aft and angle are just as critical. According to John Washington, who supervises the University of Pennsylvania’s bike patrol unit, “Too inclined an angle (nose up) contributes to the extra pressure on the underside of the genital area in both men and women. Too declined (nose down) may cause the rider to slide off, resulting in contact with the frame and causing blunt-force trauma to the genitals.”

Washington also notes that he instructs officers who experience problems to let him know. Those who have get a quick course in saddle adjustment.

The fact is that most people do not understand the importance of either proper

bike fit or saddle adjustment. For those people, a trend toward “noseless” saddles is growing. Various designs exist, but the salient feature of all is a combination of two simple pads, or at least padded areas designed to support the lower pelvic bones. The lack of a forward portion of the saddle will presumably eliminate the possibility of pressure on the pelvic region. Could this be the end-all solution to saddle woes? Not exactly.

Presumably, road cyclists are more prone to saddle-related health concerns. They spend more time in contact with the saddle than mountain bikers. They also tend to ride for longer periods of time without breaks.

Captain John Brandt of the University of Maryland’s bike unit uses one for his road cycling and casual touring.

“It’s pretty nice. I’ll definitely be using it for my next 185-mile trip down the C&O canal.”

But as pleased as Brandt is with his noseless saddle, he sees problems with the design for more aggressive off-road riding.

Off-road cyclists, particularly those who ride aggressively, find that the saddle does more than provide a place to sit. A properly adjusted and sized saddle allows for easy movement of the rider while off the saddle. In situations where hard braking or steep descents are encountered, the rider needs to be able to easily slip off the back of the saddle to maintain control. Since noseless saddles are typically wider than other types, this can be difficult. Many off-roaders also use the inner thighs to push the nose side-to-side during technical riding or on rough terrain. It can also help keep tabs on the vertical position of the bike.

While the debate rages on, the experts who actually ride seem to agree on two points; noseless saddles are probably not the best answer to the problem, and there is absolutely no substitute for proper bike fit. A saddle that feels comfortable in the short run may actually contribute to problems with other parts of the body. Soreness in the neck, shoulders, wrists, back and knees may still exist and could be more serious in the long run, especially if the real issue is bike fit. The saddle remains only one factor in the complicated equation of what will make your bike work for you. 🚲

Nick Gatlin can be reached at [bikemedic1208@comcast.net](mailto:bikemedic1208@comcast.net)

While everyone appreciates this kind of research, its practical application may be lost between the lab and the street.

suffer such devastating effects when others are unaffected? Perhaps the real focus of these studies should be on answering this question instead of looking for the effects alone. The answer is most likely one that a cyclist, not

a scientist, is more qualified to answer, and it isn’t all that hard to understand.

Expert cyclists recognize the saddle for what it is: a component. It is one factor in a long equation that eventually translates into bike fit. While some saddles may be inherently problematic, most often the problem is with the way a particular saddle figures into that equation. Other factors include the rider’s height, weight, dimensions of various bone structures, frame geometry, terrain, riding style/habits and other components of the bike.

Cpl. Robert Ricciardi of the West Palm Beach Sheriff’s Office teaches the *Advanced Bike Fit* workshop at IPMBA conferences. He notes that, “People need to understand that the geometry of a specific bike is as individual as a pair of shoes or the cut of a dress. You wouldn’t look for a size 6 petite

# Medical Risks from Bicycles

A police officer sues a bicycle manufacturer for health issues arising from saddle use

By Joe Devanney  
Columnist  
*Law and Order magazine*

Male officers who are members of bicycle patrol units may be worried about the health problems that could result from sitting on a bicycle seat for long hours. Specifically, there has been research linking erectile dysfunction with bicycle riding. A federal case filed by an officer in the U.S. District Court in New Jersey arose from this concern. In a recent legal decision from June 2002, the officer encountered some statute of limitations arguments raised by the defense, as well as challenges to the type of expert testimony that he could present. Although the case is now settled, the decision provides some insight into the medical conditions that may be caused by some kinds of bicycle seats.

The lawsuit began when Joseph Yarchak, a member of the Willimantic, Ct., Police Department's bicycle patrol unit, sued Trek Bicycle Corporation in March 1999 for injuries he allegedly sustained while using a defective bicycle seat. Yarchak's bicycle duties, which began in 1995, involved riding approximately 10-12 miles a day, five days a week, for approximately seven to eight months each year. From the summer of 1995 until February 1998, he rode a bicycle equipped with a Trek seat.

Within a few months of beginning his work with the bicycle patrol, however, Yarchak, according to the court decision, "began experiencing numbness and tingling in the groin area both during and immediately after riding the bicycle on patrol." To remedy the situation, he would dismount from the bicycle and walk around for approximately 30 seconds to two minutes. Yarchak had never had similar problems before he joined the bicycle patrol and he suspected that the bicycle riding was causing this problem.

In April 1997, Yarchak visited his family doctor and reported that he had, on a few occasions, suffered from impotence. Although he had never had this problem before his bicycle patrol job, he did not immediately connect this issue with his work. His symptoms, however, worsened. In September 1997, Yarchak saw a segment broadcast on ABC's 20/20 that featured an interview with Dr. Irwin Goldstein, a urologist at Boston Medical Center. He is a leading researcher into a possible connection between bicycle riding and sexual dysfunction.

In February 1998, Yarchak had an appointment with Dr. Goldstein. Following his visit, and at the doctor's suggestion, Yarchak replaced his Trek bicycle seat with

another seat sold by Biko. According to the court decision, "the Biko seat was specifically designed to distribute pressure away from the perineal arteries underneath the genitals." After switching to the new seat, Yarchak no longer experienced numbness or tingling in his groin.

About a year later, in February 1999, Dr. Goldstein performed an arteriogram on Yarchak. The test showed "specific blockage in the arteries that allow blood flow to the penis." Dr. Goldstein confirmed a direct link between Yarchak's impotence and the bicycle seat. Yarchak underwent surgery in June 1999, to repair his damaged arteries, and his health problems have been corrected.

In the few months before his surgery, however, Yarchak sued Trek Bicycle Corporation, a New Jersey firm that was the seller and distributor of the bicycle. The lawsuit was originally filed in the Superior Court of New Jersey, Camden County, but was removed to the federal District Court. Yarchak's legal theories included negligence, breach of express and implied warranty, and strict product liability. Trek, in turn, joined Vetta USA, Selle Italia, and Brunswick Corporation: the three companies allegedly involved in the manufacture, assembly, design, and distribution of the bicycle seat at issue. The suit was amended in October 1999.

The defendants filed a motion of summary judgment, claiming, among other arguments, that Yarchak's action was barred by New Jersey's applicable statute of limitations. Under New Jersey law, a plaintiff has two years after a cause of action has accrued in which to bring a lawsuit of negligence and strict products liability. The rule in New Jersey, which is followed by the federal courts in that state, is that the two years begin to run when the injured party actually discovers, or should have discovered by the exercise of reasonable diligence and intelligence, that he may have a claim.

Yarchak had no statute of limitations problem as far as his action against Trek was concerned. He filed his suit against Trek in March 1999, which was less than two years after he became aware of the potential problem with bicycle seats. Unfortunately, however, he did not, in the opinion of the District Court, file a timely action against Vetta and Selle. He did not sue them until the amended complaint in October 1999, which was more than two years after Yarchak knew or reasonably should have known about the bicycle seat causing his problems.

Yarchak had better luck with the court, however, on issues regarding his two proposed witnesses, one a physician and the

other a consultant on forensic engineering, accident reconstruction and biomechanics, who were both going to testify that the Trek bicycle seat was at fault in creating Yarchak's medical condition. The defendants attempted to bar the two experts' testimonies on the basis that their methodologies in reaching their conclusions were flawed.

In the physician's case, the defense argument was that he used an allegedly improper analysis called differential diagnosis. This analysis, which is actually quite common among medical professionals, simply means listing all the possible causes for a patient's symptoms and then eliminating each one until the last survivor on the list is deemed the most likely cause of the problem. The District Court ruled in Yarchak's favor and held this approach by the physician was acceptable.

Vincent Presto, the Philadelphia lawyer who represented Yarchak, commented on this aspect of the ruling, "One of the challenges in this type of case is to effectively counter the defense that the cause of the problem was something different than bike riding. In our case, I felt that we had a clear nexus between the bike riding, onset of injury, diagnosis, surgical intervention, and cure."

The situation with the other expert witness, the consultant, was different. This expert had reached his conclusions, in part, by studying the bicycle seat and making conclusions about how its design caused Yarchak's disabilities. The defense team challenged this as being too uncertain to be used in expert testimony. The District Court, however, followed earlier case law and decided that an expert opinion derived solely from a "visual or tactile inspection" of an item or "skill and experience-based observation" may be allowable.

"What is interesting in a products case where no warning is given at all is that there must be some proof that the product had a dangerous characteristic in the first place, which becomes a battle of the experts," Presto said.

Since the court rendered its decision, the case, according to Presto, has resolved. He declined comment on the terms. This opinion of the District Court, however, which addresses at some length the medical problems that allegedly arise from bicycle seats, should be of interest to any officer assigned to bicycle patrol. The full opinion may be found at 208 Federal Supplement Second, page 470.

*Joe Devanney can be reached at joedevanney@cs.com. This article appeared in the April 2003 issue of Law and Order Magazine, www.lawandordermag.com.*

# Body Armor for Bicyclists

Design has come a long way in both comfort and design

By Ashley Foster, PCI #356  
MUSC Department of Public Safety (SC)

An IPMBA member recently posted a question to the listserv, asking for recommendations as to the best body armor for bicyclists. Hopefully, the question is not whether one should wear the armor but rather what kind, style, or brand to wear. Regardless of our assignment or the weather conditions, we should wear our armor when on duty, not just for us, but also for our loved ones.

In the past few years, body armor has come a long way in both comfort and design, but it still serves the same ultimate purpose: to protect us in the worst case scenario, when – God forbid – someone gets the round off before we do. It also provides some protection from blunt trauma such as falls, strikes, or other impacts.

In the past twelve years, I have worn several types and brands of body armor, including Safariland, Point Blank, Second Chance, and ABA. My department currently issues ABA Extreme ZX, but I still prefer my Safariland due to its fit, coverage, and ability to mold and conform to the body.


When choosing any armor there are several features to consider: weight, fit, comfort, coverage, and ballistic capabilities. Armor weighing just over a pound is currently available; however, it can be quite pricey, the fit is only as good as the person fitting it, and if it doesn't fit, it will not be comfortable. Ballistic capabilities should be rated for at least your duty weapon, while certain assignments may require heavier armor, e.g., Tact. Coverage, in my opinion, is as important as ballistics. Each armor manufacturer pretty much has its own design, which affects coverage. It is important to consider the position you are most likely to be in when dealing with confrontation. ABA, for example, has a narrower front panel than rear panel; therefore, the rear panel wraps around the sides, providing the side protection to the lower torso and abdomen. The narrow design creates a vulnerable area on the front corners of the body, unless you have the manufacturer cut the armor larger. However, this creates an overlapping area on

the front corners of the body and can be extremely uncomfortable. The Safariland Armor is the opposite of ABA. It leaves only a narrow gap of about 3/4 inch on the rear corners of the back. Some other manufacturers and styles provide little or no protection to the sides, which in a bladed position creates a dangerous opening to the vitals.

Everybody has an opinion on which body armor is “best” – for themselves – not for you. Shop around and make your own opinion.

When buying body armor, make sure it fits properly for bike riding. During the fitting, the rep will have you sit in a chair as if driving and measure your front torso length. Make sure that he re-measures this length while you are on YOUR bike. The difference can be an inch or more. If it is left too long, the armor can be pushed up into neck area, creating discomfort; roll up on the bottom; and/or suffer premature wear and breakdown of the armor and/or carrier.

I don't see a real need to have a set of armor for bike and one for regular patrol. After reviewing numerous force-on-force incidents and spending countless hours in training, I have noticed that during these situations, the human body has a natural tendency to assume a position similar to riding. The knees are bent, the upper body leans forward at the waist, and the dominant foot goes back, like a football stance.

To the best of my knowledge, none of the manufacturers market a line of body armor specifically for cyclists. Do yourself a favor, though. Contact the manufacturer of your favorite body armor and ask about having it modified for your specific needs as a bike patrol officer. The more comfortable it is, the more likely you are to wear it. And that might, just save your life. 

Ashley can be reached at [fosteram@muscd.edu](mailto:fosteram@muscd.edu).

Occupational  
Safety  
& Health

**Everybody has an opinion on which body armor is “best” – for themselves – not for you. Shop around and make your own opinion.**

## Cycling's Deadliest Risks Don't Always Involve Accidents

By Steve Lyle  
Williamson Medical Center EMS, Franklin (TN)

For several months, I had ignored the mole on my neck. Despite my wife's complaints about it, I was sure it was nothing. Everybody has moles.


Then one day at work, a fellow bike medic pointed out that this particular mole had characteristics consistent with melanoma, or skin cancer. After a short scolding for ignoring my wife's advice, I reluctantly went to the doctor for testing. Days later, I learned that I had a malignant cancer. Because of its close proximity to lymph nodes and my brain, the doctor noted that a few more weeks delay would almost certainly have cost me my life.

Melanoma is not exactly rare. The American Cancer Society estimates that about 51,400 new cases are reported each year, and around 8,000 deaths. In almost every case, the cancer was caused by excessive exposure to sunlight, and was entirely preventable by use of sunscreen lotions. People with light hair and skin colors are particularly at risk.

Even if cancer occurs, early detection can prove to be the key to successful treatment. Self-examination, particularly of moles, can

prove most effective. Moles should be looked at using what's known as the “ABCD Method.”

1. **Asymmetry.** If one half of the mole fails to mirror the other half, this is a strong indication that the mole may contain cancerous cells.
2. **Border Irregularity.** The edges of the mole are notched or appear ragged.
3. **Color.** The color of the mole lacks uniformity. There may be varying shades of tan, brown or black. There may also be patches of red, white or blue.
4. **Diameter.** Any mole that is wider than six millimeters may indicate trouble.

Two years and two surgeries after my cancer was discovered, I am now cancer-free. I was very lucky to have caught it in time. Now I routinely use sunscreens and have found that my snow-white legs can pedal a bike just as well as tan ones – and in my case, for a lot longer. Keep wearing your helmet and your eyeglasses, but remember – not all of the hazards a cyclist encounters are on the road or trail. 

For more information, contact the Skin Cancer Foundation at [www.skincancer.org](http://www.skincancer.org)

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# Product Review: Rudy Project Sunglasses

This IPMBA Product Purchase Program participant just happens to make great glasses

By Ken King, PCI #523  
Lakewood PD, Colorado  
IPMBA Industry Relations Committee

Let's face it, we have all gone through countless numbers of glasses – and lots of dollars – trying to find the “perfect pair.” Well, look no further. Check out what Rudy Project has to offer in eyewear and I think you will be very pleased. Not only do they make a great product, Rudy Project also participates in IPMBA's Product Purchase Program. They offer super discounts (we're talking 40%) to IPMBA members.


Let me explain a little bit about the products and what makes Rudy better. Rudy's website lists eight reasons why Rudy is better than the others:

1. *Comfort and Adjustability:* Multiple frame designs, sizes, configurations, and construction materials to fit nearly everyone. In addition, certain designs have nose pad fittings and adjustable temple tips.
2. *Lightweight Materials and Products:* When you're wearing them all day or night, this one matters. The design is intended to eliminate pressure points, and prevent fatigue and headaches.
3. *Athlete-Tested:* Professional athletes are demanding. The products have stood up to their tests and performed exceptionally well.
4. *Rx-Friendly:* Believe it or not, the majority of products can be made with prescription lenses or inserts.
5. *Includes Hard Case and Cleaning Cloth:* When not in use, the hard case protects them from the effects of sliding around in a duty or duffel bag.
6. *Customer Service Oriented:* Both frames and lenses have a guarantee. Reps can be reached via phone or e-mail should any problem arise with a Rudy Project product.
7. *Replacement Lens Guarantee:* If you scratch it, send it back. Rudy will replace it for a nominal fee and shipping charges.
8. *Commitment to Excellence:* Everything from UV protection, an unbelievable selection of styles, lens shades and colors, anti-scratch treatment, and comfort and durability. The lenses are treated not only to prevent scratching, but also for water runoff. Believe it or not, they have been designed to cause those annoying water droplets to run off the lens when patrolling in rainy conditions. The lenses have been scientifically developed to reduce glare, enhance contrast, prevent vision distortion, and above all, look really cool. The frames have no sharp inner edges, and the hinge design helps reduce the risk of injury should you go face first into an undesirable obstacle.



Rudy Project Skeye Sunglasses

I have been wearing a pair of Rudy Project glasses now for around a year, and what you've just read is what I've found. I routinely use all three of the lens colors with which my pair is equipped. They are scratch-free, chip-free, and fit as snugly as the day I bought them. The frames are a snug wrap-around style that prevents air from irritating my eyes and they are extremely comfortable. I have not

experienced any eye fatigue, as I have with cheaper products. I've used my pair while skiing, hiking, and biking; at the firearms range; and for everyday use. I have bought many of expensive sunglass products over the years, only to be disappointed when they break easily or get so scratched that they have to be tossed. My Rudy Project glasses have held up to everything I've thrown at them so far. Overall, thumbs up. For additional information, check out the website at [www.rudyproject.com](http://www.rudyproject.com). 

Currently assigned on-loan to the Colorado Police Corps as a Training Supervisor, Ken can be reached at [ken.king@cdps.state.co.us](mailto:ken.king@cdps.state.co.us).

Industry

## Support our Corporate Members

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

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### Patrol Cycles LLC

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[sales@patrolcycles.com](mailto:sales@patrolcycles.com)



### TIDALFORCE

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[www.tidalforce.com](http://www.tidalforce.com)  
[silvio.pappalardo@wavecrestlabs.com](mailto:silvio.pappalardo@wavecrestlabs.com)



### Trek Bicycle Corporation

Jason Schumacher  
800-313-8735 x 4911  
[www.trekbikes.com](http://www.trekbikes.com)  
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No express or implied endorsements are being made by IPMBA for any product, service, program, or organization.

By Corporal Chuck Niess  
 Joplin Police Department (MO)  
 IPMBA Industry Relations Committee

Rear pack works well, rain or shine

I joined the Joplin Police Department bicycle unit in September of 1997. At that time, the unit's bikes were grant bicycles from the Missouri Department of Public Safety. The trunk bags were the ones that came with the bikes. The bags, though roomy, lacked form. Soon the zippers ceased to function. The next two bikes, also acquired from the DPS, were equipped with a different brand of trunk bag. Those bags had form, but not as much room. They worked for a couple of years, but the zippers failed, and they suffered the effects of the sun, fading to a dirty gray color.

When the department began purchasing bikes to replace the grant bicycles, I was free to do some research and find the perfect rear trunk bag, both for my purposes and those of our bike unit.

I first gave some consideration to panniers, which I quickly decided against (with vigorous input from my officers), as no one wanted to carry any more equipment than necessary. After poring over various catalogs and studying the features of various brands, I decided on the Jandd Rac Pac II. The

first two that we purchased have been in service for two years now and we are still very happy with them. We are so happy with them, in fact, that I that I have recently purchased two more.



Jandd Rac Pac II, in black.

The Jandd Rac Pac II has 951 cubic inches of space that can be expanded to 1324 cubic inches. It weighs 26.5 ounces. It has three external pockets: one on each side and one on top. Jandd claims that the top one is for a ticket book, but our citation books are too large. Instead, I utilize it for badge stickers and other items that I hand out to the kids in the summer.

The bag is available in basic black, and has "Police" on the side (other titles are available.) A bright yellow rain cover is available to protect the contents of the bag from the elements. I rarely ride in the rain, but at times I have been forced to, so I can attest that the rain cover does achieve its purpose. Reflective Scotchlite strips across the back provide added safety when riding at night.

If you are in the market for new rear trunks, give serious consideration to the Jandd Rac Pac II. It has done the job for us!

Chuck can be reached at [CNiess@joplinmo.org](mailto:CNiess@joplinmo.org).

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## PATROL CYCLE SERVICE UPDATE

Patrol Cycle, LLC, is pleased to advise the appointment of new distributors for their patrol shoes. Over recent months there have been a number of distribution and service failures caused by the previous distributor. Barrie Gorton, the owner of Patrol Cycle, offers his sincere apologies for this breakdown in service.

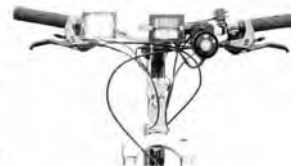
The new distributors, IPMBA members Jeff Hutchison and Michael Flynn, who own Bicycle Patrol Outfitters, will be making sure that your inquiries and shipments are dealt with promptly and efficiently. They promise the same high standards in looking after Barrie's shoe distribution that they bring to their own business.

You can get in touch with Mike and Jeff at 909-634-5025 or [inwflynn@aol.com](mailto:inwflynn@aol.com). Barrie can be reached via email at [bgorton@patrolcycle.com](mailto:bgorton@patrolcycle.com).

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# Product Purchase Program

## Product Purchase Program

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

The Product Purchase Program – IPMBA's exclusive member discount program – was introduced as a benefit of membership in September of 1997 with four members. Today, the PPP features over 30 suppliers offering discounts to IPMBA members.

Members who take advantage of these discounts can pay for their IPMBA memberships in just one purchase. Here are a few examples. Your IPMBA membership costs you \$50 annually. Want Officer Survival Training? Check out H&K at \$50 off. Thinking of joining the National Mountain Bike Patrol? IMBA offers 50% off the regular dues. Need panniers? Visit R&B Fabrications and take 55% off on EMS-specific bike bags. The list of discounts goes on and on...bike seats, suspension, patrol shoes, bikes, training, lubes, gloves, lights, uniforms...

So when you need bikes, equipment, clothing, or accessories for on- or off-duty use, check the Product Purchase Program first, and watch your IPMBA membership pay for itself. **Have your IPMBA membership number and expiration date when you place your order.** Pages 15-17.

### ABS SPORTS

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

**ABS Sports**  
683 Rt. 33, Hightstown, NJ 08520

### ALERTE SYSTEMS, INC.

**Product:** "Trail-Blazer" Bike Light Kit  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 10% off 1-10 units; 15% off 11-20 units  
**Form of Payment:** DC, MC, V  
**Ordering Options:** Phone, Fax, Email, Web, Mail  
**Contact Name:** Art Germann, Sherri Smalley, Gary Cason  
**Phone:** 800-728-1536  
**Fax:** 800-635-1536  
**Website:** www.alertesystems.com  
**Email:** alerte@frie.com



**Alerte Systems, Inc.**  
243 S. Madison Avenue, Loveland, CO 80537

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**Product:** ASLET Membership  
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**Ordering Options:** Fax, Mail  
**Contact Name:** Van Benton  
**Phone:** 301-668-9466  
**Fax:** 301-668-9482  
**Website:** www.aslet.org  
**Email:** info@aslet.org

**ASLET:**  
**American Society for Law Enforcement Training**  
121 North Court Street, Frederick, MD 21701  
**Notes:** Submit copy of IPMBA membership card with ASLET membership application or renewal notice.

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**Product:** Mini-Mum Vertical Bike Hanger  
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**Cost to Members:** \$17.49-\$27.29 (with cable)  
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**Ordering Options:** Phone  
**Contact Name:** Carol Weingeist  
**Phone:** 888-663-8537  
**Fax:** 802-457-3704  
**Website:** www.biketrack.com  
**Email:** info@biketrack.com

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

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

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

### BUSHWHACKER USA

**Product:** MESA Rear Rack Trunk  
**Regular Cost:** \$55  
**Cost to Members:** \$35  
**Form of Payment:** AX, C, CK, MC, V  
**Ordering Options:** Phone, Fax, Email  
**Contact Name:** Jeff Sims  
**Phone:** 801-829-6801  
**Fax:** 801-829-6104  
**Website:** www.bushwhackerbags.com  
**Email:** jss1205@aol.com

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

### CANE CREEK CYCLING COMPONENTS

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

### CASCADE DESIGN

**Product:** Platypus Hydration Systems  
**Regular Cost:** Contact for Pro-Form  
**Cost to Members:** 10% off Wholesale  
**Form of Payment:** CK, DC, MC, V  
**Ordering Options:** Fax, Mail  
**Contact Name:** Herb Gayheart  
**Phone:** 800-527-1527 / 206-676-1414  
**Fax:** 800-583-7583  
**Website:** www.cascadedesigns.com  
**Email:** herb.gayheart@cascadedesigns.com

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

### CS FERRULES

**Product:** Precision Machined Housing Ferrules for Cable  
**Regular Cost:** \$2  
**Cost to Members:** \$1  
**Form of Payment:** AX, C, CH, DC, D, MC, PO, V  
**Ordering Options:** Phone, Fax, Email, Web, Mail  
**Contact Name:** David Ortega  
**Phone:** 707-781-9339  
**Fax:** 707-781-9339  
**Website:** www.csferrules.com  
**Email:** csferrules@yahoo.com

**CS Ferrules**  
1903 Marylyn Circle, Petaluma, CA 94954

### CYCLE SOURCE GROUP (SMITH & WESSON)

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

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

#### ABBREVIATIONS:

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

## Product Purchase Program

### DANALCO

**Product:** Sealskinz  
Waterproof Socks & Gloves  
**Regular Cost:** \$29.95-\$39.95 socks; \$29.95 gloves  
**Cost to Members:** \$15-\$20 socks; \$15 gloves  
**Form of Payment:** C, CH, DC, MC, PO, V

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

**Contact Name:** Sam Matthews  
**Phone:** 800-868-2629  
**Fax:** 800-216-9938  
**Website:** www.danalco.com  
**Email:** sam@danalco.com

**Danalco**  
1020 Hamilton Rd., Duarte, CA 91010

### DE SOTO SPORT

**Product:** Triathlon Clothing  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 40% off Retail  
**Form of Payment:** AX, MC, V  
**Ordering Options:** Phone, Fax, Email, Web  
**Contact Name:** Emilio De Soto II  
**Phone:** 858-453-6672  
**Fax:** 858-453-6783  
**Website:** www.desotosport.com  
**Email:** contact@desotosport.com

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

### DIADORA

**Product:** 25% off Bike Shoes, 10% off Giordana Apparel  
**Regular Cost:** Varies  
**Cost to Members:** \$80  
**Form of Payment:** MC, V  
**Ordering Options:** Phone, Fax, Website  
**Contact Name:** Nelson Frazier  
**Phone:** 800-FON-GITA x 319  
**Fax:** 704-588-4322  
**Website:** www.gitabike.com  
**Email:** info@gitabike.com

**Diadora**  
12500 Steele Creek Rd, Charlotte, NC 28273

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

### EKO SPORT

**Product:** Power Grips, Air Suspension, Pumps  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 20% off Retail  
**Form of Payment:** CK, MC, V, D  
**Ordering Options:** Phone, Fax, Email, Web  
**Contact Name:** Jason Tillinghast  
**Phone:** 970-241-3518/800-999-8277  
**Fax:** 970-241-3529  
**Website:** www.ekosport.com  
**Email:** jtillinghast@ekosport.com

**Eko Sport**  
580 North Westgate Dr., Grand Junction, CO 81505

#### ABBREVIATIONS:

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

### FUJI AMERICA

**Product:** Bikes & Accessories  
**Regular Cost:** Contact for Product List  
**Cost to Members:** Contact for Discount  
**Form of Payment:** C, CH, MC, PO, V  
**Ordering Options:** Phone, Fax, Email, Mail  
**Contact Name:** Kevin Moran  
**Phone:** 800-631-8474 / 201-337-1700  
**Fax:** 201-337-1762  
**Website:** www.fujibikes.com  
**Email:** info@fujibikes.com

**Fuji America**  
P.O. Box 60, 118 Bauer Drive, Oakland, NJ 07436  
**Notes:** Include "Attn Kevin" in email subject line.

### HECKLER & KOCH

**Product:** Officer Survival for the Mountain Bike Officer  
**Regular Cost:** \$795  
**Cost to Members:** \$745  
**Form of Payment:** CC, PO  
**Ordering Options:** Phone  
**Contact Name:** Pat Rios  
**Phone:** 703-450-1900 x 293  
**Fax:** 703-406-2361  
**Website:** www.hecklerkoch-usa.com  
**Email:** prios@heckler-koch.com

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

### IMBA (INTERNATIONAL MOUNTAIN BICYCLING ASSOCIATION)

**Product:** IMBA Membership  
**Regular Cost:** \$20 Basic; \$35 Supporting  
**Cost to Members:** \$10 Basic; \$18 Supporting  
**Form of Payment:** C, CH, DC, MC, V  
**Ordering Options:** Fax or Mail  
**Contact Name:** Pete Webber  
**Phone:** 888-442-IMBA/303-545-9011  
**Fax:** 303-545-9026  
**Website:** www.imba.com  
**Email:** info@imba.com

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

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

### IOSSO PRODUCTS

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

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

### LANE SUNGLASSES

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

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

### LIFT & STORAGE SYSTEMS, INC.

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

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

### MAKLITE

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

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

### MARWI USA, INC.

**Product:** Lighting Systems  
**Regular Cost:** \$99-\$259  
**Cost to Members:** Contact for Discount  
**Form of Payment:** COD, MC, V  
**Ordering Options:** Phone, Fax, Email, Mail  
**Contact Name:** Kandi Phillipee-Watson  
**Phone:** 618-392-2000  
**Fax:** 618-392-2030  
**Website:** www.marwiusa.com  
**Email:** kandi.watson@marwiusa.com

**Marwi USA, Inc.**  
4287 N. Holly Road, Olney, IL 62450

### MAXXIS TIRES

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

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

### MOCEAN

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

**Mocean**  
1635 Monrovia Avenue, Costa Mesa, CA 92627



# Product Purchase Program

## MODEL RECTIFIER CORPORATION

**Product:** Helmet Gear Cycle Visor  
**Regular Cost:** \$14.98  
**Cost to Members:** \$7.50  
**Form of Payment:** C, CK, MC, PO, V  
**Ordering Options:** Phone, Fax  
**Contact Name:** Frank Ritota  
**Phone:** 732-225-2100  
**Fax:** 732-225-0091  
**Website:** www.modelrectifier.com  
**Email:** mrcsupport@modelrectifier.com  
**Model Rectifier Corporation**  
 80 Newfield Ave., Edison, NJ 08837

## PATROL CYCLE LLC

**Product:** Cycling shoes for public safety professionals  
**Regular Cost:** Retail: \$109.95. Web direct: \$79.95  
**Cost to Members:** \$67.95  
**Form of Payment:** C, CH, DC, D, MC, PO, V  
**Ordering Options:** Website, Email, Phone, Fax, Mail  
**Contact Name:** U.S.A distribution: Michael Flynn, Jeff Hutchinson; Taiwan Head Office: Barrie Gorton  
**Phone:** 909-634-5025  
**Fax:** 909-677-0349  
**Email:** sales@patrolycycle.com  
**Website:** www.patrolycycle.com

## Patrol Cycle LLC

27699 Vista Del Valle, Hemet, CA 92544

## PROGOLD LUBRICANTS

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

## ProGold Products

4106 Stacks Rd., College Park, GA 30349

## PROMARK INT'L INC.

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

## Promark Int'l Inc.

134 Merrick Road, Amityville, NY 11701

## PYI INC. SPOKES WEAR

**Product:** The Glove  
**Regular Cost:** \$30  
**Cost to Members:** \$15  
**Form of Payment:** C, DC, MC, V  
**Ordering Options:** Phone, Fax, Email  
**Contact Name:** Fred Hutchison  
**Phone:** 425-355-3669  
**Fax:** 425-355-3661  
**Website:** www.spokeswear.com  
**Email:** info@spokeswear.com  
**PYI Inc. Spokes Wear**  
 12532 Beverly Pk Rd., Lynnwood, WA 98037

## R & B FABRICATIONS, INC.

**Product:** Panniers & Safety Vests  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 15% off Retail  
**Form of Payment:** DC, MC, V  
**Ordering Options:** Phone, Fax, Email, Mail  
**Contact Name:** Ron Eakins  
**Phone:** 419-594-2743/800-553-1911  
**Fax:** 419-594-2250/800-742-5345  
**Website:** www.rbfab.com  
**Email:** rbfab@bright.net  
**R & B Fabrications, Inc.**  
 20128 Road 138, Oakwood, OH 45873

## REDMAN TRAINING GEAR

**Product:** Defensive Tactics Training Gear  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 10% off Retail  
**Form of Payment:** AX, DC, MC, PO, V  
**Ordering Options:** Phone, Fax, Mail  
**Contact Name:** Bob Brothers/Dan Colston  
**Phone:** 800-865-7840  
**Fax:** 800-459-2598  
**Website:** www.redmangear.com

## Redman Training Gear

10045 102nd Terrace, Sebastian, FL 32958

## RUDY PROJECT

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

## Rudy Project

1338 High Street, Denver, CO 80218

## SIGNAL MEASUREMENT CO.

**Product:** GPS & Communication Mounts  
**Regular Cost:** \$56.19  
**Cost to Members:** \$33.71  
**Form of Payment:** C, D, DC, MC, PO, V  
**Ordering Options:** Phone, Fax  
**Contact Name:** Ronnie Dowell  
**Phone:** 800-527-1079  
**Fax:** 281-356-0099  
**Website:** www.smc-corp.com  
**Email:** ronnie@smc-corp.com

## Signal Measurement Co.

12519 Wanda Ln., Magnolia, TX 77354

## SPORTWORKS

**Product:** Hitch-mounted Bike Racks  
**Regular Cost:** \$325-\$565  
**Cost to Members:** \$260-\$452  
**Form of Payment:** C, DC, MC, V  
**Ordering Options:**  
**Contact Name:** Julie Gregg  
**Phone:** 425-483-7000 / 888-661-0555  
**Fax:** 425 488 9001  
**Website:** www.bicycleracks.com  
**Email:** julieg@swnw.com

## SportWorks

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

## SWAGMAN

**Product:** Bicycle Carriers (Roof/Hitch/Trunk)  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 15% off Retail  
**Form of Payment:** MC, V  
**Ordering Options:** Phone, Email  
**Contact Name:** Jim or Don  
**Phone:** 800-469-7924  
**Fax:** 800-469-7893  
**Website:** www.swagman.com  
**Email:** jimm@swagman.com

## Swagman

300-1880 Government St., Penticton BC, V2A 7J1  
 CANADA

## TERRY PRECISION CYCLING

**Product:** Bikes, Accessories, Seats, Apparel  
**Regular Cost:** Contact for Product List  
**Cost to Members:** Wholesale Prices  
**Form of Payment:** C, CH, DC, D, MC, V  
**Ordering Options:** Phone, Fax, Email, Web, Mail  
**Contact Name:** Amy Austin  
**Phone:** 800-289-8379 x 46  
**Fax:** 315-986-2104  
**Website:** www.terrybicycles.com  
**Email:** amy@terrybicycles.com

## Terry Precision Cycling

1657 East Park Dr., Macedon, NY 14502

## TRACY LEIGH ENTERPRISES

**Product:** Electric Police Bike  
**Regular Cost:** \$2500 & \$1900  
**Cost to Members:** \$1999 & \$1600  
**Form of Payment:** AX, C, CH, DC, D, MC, PO, V  
**Ordering Options:** Phone, Fax, Email, Web, Mail  
**Contact Name:** Robert Grippo  
**Phone:** 570-992-9989 / 877-570-6963  
**Fax:** 570-992-5026  
**Website:** www.allwebscooters.com  
**Email:** gandg@chilitech.net

## Tracy Leigh Enterprises

P.O. Box 831, Brodheadsville, PA 18322

## WTB

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

## WTB

475 Miller Ave., Mill Valley, CA 94941

**The Product Purchase Program was updated May 2003. The information has been provided by the participating companies and is subject to change without notice. A company's participation in the Product Purchase Program does not indicate endorsement by IPMBA, nor does it indicate the company's sponsorship of IPMBA.**



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on pricing and features  
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Yaphank, NY 11980  
Tel: 631-205-1430  
Fax: 631-205-1435  
Toll Free: 877-533-7245



# The 13<sup>th</sup> Annual IPMBA Conference Highlights

To call the annual conference the “IPMBA Conference” is almost a misnomer, for it is not a solo effort. It is a joint venture between IPMBA and the host agency. From the time the site is selected until several weeks after the event, the host agency works side-by-side with the IPMBA staff, board, and instructors to provide an outstanding experience for conference attendees.

For ten days, red-shirted members of the host agency perform duties they never imagined could possibly be included in the job description of a police officer. They drive shuttles, run a “coat check” for bicycles, lead bike rides, haul bikes, take lunch orders, host a hospitality suite, design an obstacle course, and whatever else needs to be done. They work lots and lots of overtime. Sure, they get a nice paycheck when it’s all over, but that’s not why they do it.

They do it because they care. They care about bike patrol, they care about IPMBA, and they care about you.

Thank you, Lt. John Shannon, Sgt. Jerry Hill, Sgt. Mark Shannon, Cpl. Jason Beckett, Cpl. John Frazier, Cpl. Bryan Griggs, Cpl. Jerry Harris, Cpl. Chris Jarrell, Cpl. Duke Jordan, Cpl. Ted Malone, Cpl. Mike Mazzie, Cpl. Allan McNeil, Cpl. Jeff Setser, Cpl. Chris St. Clair, Ptl. Tracy Thompson, and Ms. Sandy Sarvey – you did a great job. **When can we come back?**



Learning to shoot from a vulnerable position.



Tearin' up the trails — oops, mastering riding skills — in the Kanawha State Forest.



CPD “Redshirts” take command.



The IPMBA Competition — a “Capitol” event.

Photos by John Brandt, unless noted otherwise.



Photo by Andy Burnham

Parading down Kanawha Boulevard to the competition.



The ultimate doughnut holder.

Photo by T.J. Richardson



Bikes for crowd control — not just blowin' smoke.



... to the muddy end!

# Exhibit A: Over 20 Vendors Support IPMBA and You

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

The 13th Annual IPMBA Conference once again attracted participants from around the U.S., and the world. These folks all gathered in Charleston to acquire knowledge and skills to make them better bike officers, medics, and security personnel. Joining them were over 20 fine companies dedicated to providing products and services to public safety cyclists. Some companies were there to take orders; others were introducing new products; and yet others were conducting a bit of market research. Despite the different reasons each of us had for being there, we all shared a common goal: to continue to enhance and expand public safety cycling as a respected profession.



Photo by John Brandt

Cycle Source Group, distributors of Smith & Wesson.

The vendors who attended the Expo – and a few who were not able to join us

– donated over 100 prizes, all of which were awarded to the officers and medics who attended the post-competition cookout on Friday night. These prizes included locks, helmets, flashlights, saddles, gear bags, cycling clothing, uniforms, training seminars, lights, racks, panniers, shoes, gloves, tools, hats, and even a suspension fork and a bike frame. These last two, contributed by **Answer Products** and **Patrol Cycles** respectively, were awarded to our fine hosts at the Charleston Police Department. After all their hard work, they sure deserved them.

Many thanks to all of our prize contributors. Prize winners – I hope you are reading this and will take a moment to send a personal “thank you” to the person who donated *your* prize.

The support of our corporate partners was also evident in other ways. **CycleSource Group**, the new distributor of Smith & Wesson bicycles came in strong, providing funding for the canvas bags and the opening reception. All that, plus a 20 x 20 booth, and they sponsored *Introduction to Off-Road Riding*, too. Generous support for Thursday’s lunch was supplied by **TIDALFORCE**, a new contender in the electric bike market. **Mocean** once again outfitted all conference instructors with high-quality polo-style uniform shirts – khaki this year. **Tri-State Regional Community Policing Institute** supplied all the audio-visual equipment, and a staff person to run it, for the third year in a row. The **West Virginia Division of Tourism** provided the funds for the post-competition cook-out at the FOP Lodge. They also supplied the goodie bags, which were chock full of stuff from **Bell, Law Enforcement Product News, Muscle Products/VooDew, Police magazine, Rubel BikeMaps, EMS magazine, and Trek Bicycle Corporation**. Finally, the t-shirts were brought to you courtesy of **Bell, Bratwear, Chiba, Cop Pedalers, Cycle Source Group, EVT, Golden West Communications, Muscle Products/Voodew, Olympic Uniforms, Tri-State Regional Community Policing Institute, and United Uniform**.

IPMBA is still hard at work developing the Corporate Membership category, and we thank our charter members once again for their support. Nice job, **Alerte Systems, Patrol Cycles LLC, TIDALFORCE, and Trek Bicycle Corporation**.

IPMBA appreciates the participation of industry members at every level – Product Purchase Program participant, advertiser, conference vendor, or sponsor. They are an important part of the IPMBA community. When you have the opportunity to buy something for personal or duty use, consider the companies who support IPMBA first. They’re working everyday to serve you.

Monte May can be reached at [industry@ipmba.org](mailto:industry@ipmba.org).

## Alerte Systems Trail Blazer Super Bright LED Bike Light & Siren



**FRONT** and **REAR** Super Bright LED alternately flashing arrays and running lights along with Hi-Lo siren will get attention when you need it most.

**Now comes with Long Use\* water bottle battery!**

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 Toll Free: 1-800-728-1536

\*3 to 4 weeks between charges

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 (suggested retail for any color combination)




**M**any 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 San Antonio, Texas, USA.

### ACE Adventure Center

Richie Small  
 Telephone: 888-223-7238; Fax: 304-465-1692  
 Email: ace@aceraft.com; Website: www.aceraft.com  
 Product/Service: Adventure vacations

### Alerte Systems, Inc.

Gary Cason   
 Telephone: 800-728-1536; Fax: 800-635-1536  
 Email: alerte@frii.com; Website: www.alertesystems.com  
 Product/Service: Strobe & LED warning lights

### Bell Sports, Inc.

Kathy Hoffmann  
 Telephone: 800-494-4543 x 260; Fax: 217-893-9333  
 Email: khoffmann@bellsports.com  
 Website: www.bellsports.com  
 Product/Service: Bicycle helmets; Safe Kids Campaign

### Bound Tree Medical, LLC

Greg Garrison  
 Telephone: 800-533-0523; Fax: 800-257-5713  
 Email: info@boundtree.com; Website: www.boundtree.com  
 Product/Service: Emergency medical products and services

### Bratwear

Sally Swanson  
 Telephone: 253-471-1901; Fax: 253-471-2046  
 Email: sally@bratwear.com; Website: www.bratwear.com  
 Product/Service: Bike uniforms

### Chiba Sports

Gregg Moran  
 Telephone: 813-855-3400; Fax: 813-818-7500  
 Email: chibasports@aol.com; Website: www.chibasports.com  
 Product/Service: Law enforcement and sports gloves

### Cycle Source Group (Smith & Wesson)

Peter Carey  
 Telephone: 631-205-1430; Fax: 631-205-1435  
 Email: peterc@cyclesg.com  
 Website: www.cyclesourcegroup.com  
 Product/Service: Smith & Wesson public safety bicycles & accessories

### Electric Vehicle Technologies, Inc.

Ed Lee  
 Telephone: 847-673-8330; Fax: 847-673-1827  
 Email: elee@evtworld.com; Website: www.evtworld.com  
 Product/Service: Electric police and EMS bikes

### Ergo, LLC

Thomas White  
 Telephone: 425-333-6161; Fax: 425-333-6355  
 Email: daedalus@nwlink.com  
 Website: www.ergotheseat.com  
 Product/Service: Ergonomic bicycle seats

### Fuji Bikes/Advanced Sports

Kevin Moran  
 Telephone: 800-631-8474; Fax: 201-337-1762  
 Email: info@fujibikes.com; Website: www.fujibikes.com  
 Product/Service: Bicycles & accessories

### Golden West Communications

Jim Walker  
 Telephone: 800-967-8124; Fax: 509-457-6748  
 Email: gwcsales@goldenwestcom.com  
 Website: www.goldenwestcom.com  
 Product/Service: The Bicycle Communications System (BCS) radio accessory

### J & B Importers

Lisa Humphries  
 Telephone: 800-666-5000; Fax: 800-666-5003  
 Email: lhumphries@jbimporters.com  
 Website: www.jbimporters.com  
 Product/Service: Bicycles, accessories, parts, & tools

### Medical Research Laboratories/MRL

Adrian Alvarez  
 Telephone: 800-462-0777; Fax: 847-520-0303  
 Email: aalvarez@mrlinc.com  
 Website: www.mrlinc.com  
 Product/Service: Defibrillators and monitors

Michael's of Oregon  
 Robert Gates  
 Telephone: 503-655-7964; Fax: 503-722-5701  
 Email: info@unclemikes.com  
 Website: www.unclemikes.com  
 Product/Service: Sidekick professional holsters, belts, & accessories

### Mocean

Bill Levitt  
 Telephone: 949-646-1701; Fax: 949-646-1590  
 Email: moceanbl@aol.com  
 Website: www.mocean.net  
 Product/Service: Technical Law Enforcement Uniforms

### National Institute for Occupational Safety & Health

Michael Breitenstein  
 Telephone: 513-533-8290; Fax: 513-533-8198  
 Email: mjb1@cdc.gov  
 Website: www.cdc.gov/niosh/homepage.html  
 Product/Service: Workplace safety & health information and research

### Olympic Uniforms/J. Marcel

Julie Cruise  
 Telephone: 888-722-9222; Fax: 206-722-1521  
 Email: reps@olyuniforms.com  
 Website: www.olyuniforms.com  
 Product/Service: Bike uniforms

### Patrol Bike Systems, Inc.

Mark Eumurian  
 Telephone: 800-208-2032/651-773-8763; Fax: 651-773-8762  
 Email: patrolbike@earthlink.net  
 Website: www.patrolbike.com/www.ebiketools.com  
 Product/Service: Bicycles, equipment, clothing, etc.

### Patrol Cycle, LLC

Barrie Gorton  
 Telephone: 886-4-2676-1611; Fax: 886-4-2676-1611  
 Email: kingg@cm1.hinet.net  
 Website: www.patrolcycle.com  
 Product/Service: Cycling shoes for public safety


### Patrol Cycles LLC

Larry Parker  
 Telephone: 713-472-0894; Fax: 713-472-8643  
 Email: sales@patrolcycles.com  
 Website: www.patrolcycles.com  
 Product/Service: Custom law enforcement bicycles

### TIDALFORCE/Wavecrest Laboratories

Heather O'Donnell  
 Telephone: 703-435-7102; Fax: 703-435-7103  
 Email: sales@tidalforce.com  
 Website: www.tidalforce.com  
 Product/Service: TIDALFORCE electric bikes

### Trek Bicycle Corporation

Jason Schumacher   
 Telephone: 800-313-8735 x 4911; Fax: 920-478-2607  
 Email: police@trekbike.com  
 Website: www.trebikes.com  
 Product/Service: Public safety bicycles and accessories

### United Uniform

Kami Zinati  
 Telephone: 213-746-8000; Fax: 213-748-2010  
 Email: kami@uumfg.com  
 Website: www.uumfg.com  
 Product/Service: Bicycle uniforms

## Other Supporters

### Cop Pedalers

Telephone: 773-792-8436  
 Fax: 773-792-8436  
 Website: www.coppedalers.com

### EMS Magazine

Telephone: 818-786-4EMS/800-224-4EMS  
 Fax: 818-786-9246  
 Website: www.emsmagazine.com

### Finish Line

Telephone: 805-929-1478  
 Fax: 805-929-2736  
 Website: www.finishlineusa.com

### J.L. Darling Corp.

Telephone: 253-922-5000  
 Fax: 253-922-5300  
 Website: www.riteintherain.com

### JEMS Communications

Telephone: 800-266-JEMS  
 Fax: 619-699-6722  
 Website: www.jems.com

### John E. Reid & Associates

Telephone: 800-275-4915  
 Fax: 773-594-0059  
 Website: www.reid.com

### Kryptonite Corporation

Telephone: 781-828-6655  
 Website: www.kryptonitelock.com

### Law & Order Magazine

Telephone: 847-444-3300  
 Website: www.hendonpub.com

### Law Enforcement Product News

Telephone: 800-291-3911  
 Website: www.law-enforcement.com

### Muscle Products Corp.

Telephone: 800-227-7049  
 Fax: 724-283-8310  
 Website: www.voodew.com

### Police Magazine

Telephone: 480-367-1101  
 Fax: 480-367-1102  
 Website: www.policemag.com

### Rubel BikeMaps

Telephone: 617-776-6567  
 Website: www.bikemaps.com

### Simunition

Telephone: 450-581-5999  
 Fax: 450-581-0231  
 Website: www.simunition.com

### Terry Precision Cycling

Telephone: 800-289-8379  
 Fax: 315-986-2104  
 Website: www.terrybicycles.com

# International Contingent Growing Strong

...thank you all for such an enjoyable experience in the USA...without exception you made me feel at home and part of your organisation which I feel really proud to be a part of...to walk up and receive an instructors certificate along with my colleagues from England was an experience that I won't forget. You guys have created such a great organisation which is a cut above anything else...

—**Eddie Stevens,**  
*Metropolitan Police*

...thanks for the warm welcome you gave us all from the UK. I have made good friends & am trying to save up now for next year...IPMBA & Charleston Police were excellent & went out of their way to assist me with anything whilst in the USA, you could not ask for better hosts. There were a lot of Police & EMS personnel at the conference which made me proud to be a member of IPMBA...

—**Andy Burnham,**  
*Hampshire Constabulary*

...a big thank you on my part for a fantastic, very well organised conference and Instructors course. It will sit at the front of my memory banks for a long time to come (or at least until San Antonio). The amount of effort on the part of IPMBA and the local PD was evident in the professionalism that showed in everything. It was a big learning curve for the UK officers and an example of how things should be done...

—**Mark Cockram,**  
*City of London Police*

No faint praise from a few of our British guests. IPMBA and the Charleston Police Department were proud to play host to our largest contingent of international visitors yet!

Public safety cycling seems to be on the rise around the world. Hardly a week goes by without a request being received in the IPMBA office from someplace beyond the US borders. Some of the agencies already have bike teams; others have them under consideration. All are eager to receive training and to learn how their counterparts around

the world operate.

Despite the time, distance, and expense of international travel, a group of dedicated individuals undertook the arduous task of crossing the U.S. borders to attend the 13<sup>th</sup> Annual IPMBA Conference. They suffered delays, missed flights, slept in airports, and rarely arrived in a destination at the same time as their luggage. But by all accounts, the IPMBA conference was worth it.

graduated one "Aussie" – **Mick Shaw** of the Northern Territory Police – and five "Brits" – **Andy Burnham** of Hampshire Constabulary, **Mark Cockram** of City-of-London Police, and **Jon Walters, David Parfitt,** and **Eddie Stevens,** all from London's Metropolitan Police Force. Inspector **Anthony Moore** of the Met also attended the conference.

At press time, IPMBA representatives



Back row: Eddie Stevens, Mark Cockram, Jon Walters. Front row: Andy Burnham, Anthony Moore, David Parfitt.

## Charleston Police Department

Dear IPMBA:

I would like to take this opportunity to thank the members, instructors, and board of IPMBA for coming to Charleston for the 13<sup>th</sup> Annual IPMBA Conference. I honestly believe that hosting your conference is one of those things in a cop's career that really stands out. Like your best felony arrest, it is something you remember, not just for the rest of your law enforcement career, but for the rest of your life. You enabled my staff, and me, to meet other public safety people whom we never would have had the opportunity to meet. The fact that everyone was totally professional and so friendly just made things that much nicer. Don't get me wrong, there was a tremendous amount of work and time involved in pulling off this event. However, I believe I can speak for everyone on my staff in saying that it was all worth it.

When I was first approached about hosting the IPMBA conference, I had my reservations. The further I got into it, the more my reservations grew. But it's just like I tell the 13- and 14-year-olds on the basketball team I coach, "hard work pays off." Boy, did it ever pay off in this case. I feel like I have made friendships that will last forever.

If there is ever anything that I personally or the Charleston Police Department can do for you, please do not hesitate to contact us.

Once again, thanks to Maureen and the IPMBA Board for choosing Charleston, WV. You gave us an experience we won't soon forget.

**Be careful out there.**

Sincerely,  
Lt. John Shannon

IPMBA is proud to have welcomed 14 public safety cyclists from four countries to the conference. Representing Canada were **Veronica Amodeo** of the University of Toronto in the Police Cyclist Course; **Kim Senior**, also of the University of Toronto, in the Maintenance Course; **Louise LaFleur** of the Ottawa Police Service in the Police Cyclist Advanced Course; and **Chris Whaley** of the Ontario Provincial Police in the Instructor Course. **Michael Satlow** of the Jerusalem District Police Force in Israel enrolled in the Police Cyclist Course. The EMS Cyclist Course was host to **Tom Lynch** and **Paul Davies** of the London Ambulance Service. And the Instructor Course

were busily preparing to attend the York Rally, the largest gathering of cyclists in the UK, in York, England. Members of at least 20 UK police forces and five ambulance services will be present, and a series of informational talks about public safety cycling are planned. President T.J. Richardson will speak about IPMBA and the importance of training. The event will also include a skills competition for police and EMS cyclists.

This is just the beginning. Who knows where the IPMBA conference will be held in 10 years...London, perhaps?



# Bethlehem Police Department and Williamson Medical Center EMS Take Top Honors at IPMBA Competition

By T.J. Richardson, PCI #139T/EMSCI #010  
San Antonio Police Department

The clouds parted and the sun broke through almost as if on cue for the start of the annual IPMBA Competition, held on the grounds of the West Virginia state capitol during the recent conference. The after-work crowd of state employees watched curiously as riders negotiated the tight and highly technical course laid out along the huge fountain area of the courtyard. One of the very creative obstacles prepared by the Charleston Police Department was a slalom through three-dimensional targets resembling a variety of threatening



Photo by Andy Burnham

Lined up to compete.



Photo by John Brandt

Dodging dummies.

adversaries. I even had some state workers convinced that the police competitors had to shoot each target as they flew passed them on the run! I was overwhelmed by the number of entries – twice as many competitors as last year. Maybe that had something to do with the timing of the competition. IPMBA has traditionally held the competition on Saturday, but this year we decided to try something new. We had hoped that moving the competition to Friday night would give many participants who would ordinarily be heading home a chance to participate. It worked. Both competitors and spectators commented that they enjoyed being able to kick back at the post-competition cookout and swap stories. I was the most skeptical one in the bunch when I first heard the plan to hold the event on

Friday night, but guess what? It will be on Friday night next year in San Antonio, too!

Despite the large number of participants, the course ran smoothly and with no notable injuries; a testament to the officers who worked hard to produce a challenging yet safe course. There were a couple cases of road rash and bruises for those who failed to give the course its due respect, but nothing serious.

Now for the results. Team Bethlehem – Bill Kissner, Todd Repsher, Jon

Peseko and Jason Schiffer – took top honors among the four-person police teams with a combined time of 5:02.62. The average police team time was 7:12.60. It came as no surprise that Nick Gatlin and Mike Campbell led

Williamson Medical Center EMS to another first place finish in the EMS team competition, posting a total time of 2:58.19. The average EMS team time was 3:42.96.

Darren Goff of the Ogden Police Department tore up the course with a scorching run time of 0:58.04, nearly a minute faster than the average individual police run time of 1:48.09. Shelli Merrick of Forest Preserve District Dupage County was the top female finisher with a time of 1:53.70. Williamson Medical Center retained its grasp on first place in the EMS individual competition as Nick Gatlin finished the course in 1:29.04. The average individual EMS run time was 1:51.00. Among women, Joyce Walden of East Baton Rouge EMS took first place with a time of 2:18.97. Congratulations to all those who participated in this year's competition and thanks to all of you who came out to watch and then helped with the victory celebration. I invite you all to put your skills to the test next year in beautiful San Antonio, Texas!

## 2003 Competition Results

### EMS Team

#### 1st Place:

Team Williamson Medical Center

Nick Gatlin, Williamson Medical Center, TN  
Mike Campbell, Williamson Medical Center, TN

#### 2nd Place:

Team Guilford/Suffield

Mike Hudspeth, Guilford County EMS (NC)  
Art Groux, Suffield EMS (CT)

### EMS Male under 35

1st Place: Mike Hudspeth,  
Guilford County EMS (NC)

2nd Place: Bobby Lee,  
East Baton Rouge EMS (LA)

### EMS Male 35+

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

2nd Place: Mike Campbell,  
Williamson Medical Center (TN)

### EMS Female

1st Place: Joyce Walden,  
East Baton Rouge EMS (LA)

2nd Place: Rose Steagall,  
Williamson Medical Center (TN)

### Police Team

#### 1st Place:

Team City of Bethlehem

Bill Kissner, Bethlehem Police Dept. (PA)  
Todd Repsher, Bethlehem Police Dept. (PA)  
Jon Peseko, Bethlehem Police Dept. (PA)  
Jason Schiffer, Bethlehem Police Dept. (PA)

#### 2nd Place:

Team San Marcos/San Antonio

Mike Kelley, San Antonio Police Dept. (TX)  
Bill Roberts, San Antonio Police Dept. (TX)  
Lee Leonard, San Marcos Police Dept. (TX)  
Ed Bradshaw, San Marcos Police Dept. (TX)

### Male Under 30

1st Place: Darren Goff, Ogden Police Dept. (UT)

2nd Place: Chris Bryant,  
Metro Nashville Police Dept. (TN)

### Male 30-39

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

2nd Place: Jon Peseko,  
Bethlehem Police Dept. (PA)

### Male 40+

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

2nd Place: Mike Kelley,  
San Antonio Police Dept. (TX)

### Female under 35

1st Place: Shelli Merrick,  
Forest Preserve District Dupage County (IL)  
2nd Place: Sara Yost, Dublin Police Dept. (OH)

### Female 35+

1st Place: Louise LaFleur,  
Ottawa Police Service, Ontario

## IPMBA Certified Instructors

**Kirby Beck**, Coon Rapids PD, Coon Rapids MN  
**Neil Blackington**, Boston EMS, Boston MA  
**Vance Blume**, Blume Int'l Service School, Aurora IL  
**Jim Bowel**, Troy FD, Troy OH  
**Jeff Brown**, Dayton PD, Dayton OH  
**Ed Brown**, Orange County Fire/Rescue, Winter Park FL  
**Ron Burkitt**, City of Hilliard PD, Hilliard OH  
**Ed Croissant**, Tampa PD, Tampa FL  
**Chris Davala**, Maryland State Police, Princess Anne MD  
**Pat Donovan**, Puyallup FD, Puyallup WA  
**Kurt Feavel**, University of Wisconsin at Madison, Madison WI  
**Mike Fletcher**, Williamson Medical Center EMS, Franklin TN  
**Ashley Foster**, MUSC Public Safety, Charleston SC  
**Dan Ganzel**, Palm Beach County SO, W. Palm Beach FL  
**Nick Gatlin**, Williamson Medical Center EMS, Franklin TN  
**Mike Goetz**, Seattle PD, Seattle WA  
**Artie Gonzales**, Topeka PD, Topeka KS  
**Bob Halsall**, Arlington County FD, Arlington VA  
**Lou Ann Hamblin**, Van Buren Township PD, Belleville MI  
**Scott Hickey**, Fort Lauderdale PD, Fort Lauderdale FL  
**David Hildebrand**, Denton PD, Denton TX  
**Bernard Hogancamp**, Homewood PD, Homewood IL

**David Johnson**, Oshkosh PD, Oshkosh WI  
**Ian MacAyeal**, Aspen PD, Aspen CO  
**Monte May**, Kansas City PD, Kansas City MO  
**Gary McLaughlin**, Sacramento PD, Sacramento CA  
**Steve Noftz**, Ohio University PD, Athens OH  
**Phil Redford**, Wheeling PD, Wheeling WV  
**Donald Reed**, Denver PD, Denver CO  
**Robert Ricciardi**, Palm Beach County SO, W. Palm Beach FL  
**T.J. Richardson**, San Antonio PD, San Antonio TX  
**Jim Roy**, Topeka PD, Topeka KS  
**Loren Ryerson**, Aspen PD, Aspen CO  
**Jason Schiffer**, Bethlehem PD, Bethlehem PA  
**Robert Schneider**, Ann Arbor PD, Ann Arbor MI  
**Al Simpson**, Pompano Beach PD (ret), Pompano Beach FL  
**Tom Tanner**, Ann Arbor PD, Ann Arbor MI  
**Michael Trout**, Ohio University PD, Athens OH  
**Kathleen Vonk**, Ann Arbor PD, Ann Arbor MI  
**Steven Weigold**, St. Clair Township/New Miami EMS, Hamilton OH  
**James Whited**, Oklahoma University PD, Norman OK  
**Gene Williams, Jr.**, Cypress Creek EMS/Hempstead PD, Houston TX  
**Tom Woods**, Denton PD, Denton TX

## Guest Instructors

**Cindy Boggs**, Charleston Family YMCA, Charleston WV  
**Michael Breitenstein**, NIOSH, Cincinnati OH  
**Paul Burke**, Nat'l Assn. for Search & Rescue, Chantilly VA  
**Gene Cantor**, Charleston Family YMCA, Charleston WV  
**Kathleen Connell**, NIOSH, Cincinnati OH

**Marsha Guess**, NIOSH, Cincinnati OH  
**Al Jones**, Tri-State RCPI, Cincinnati OH  
**Michael Satlow**, Jerusalem District PD, Jerusalem Israel  
**Steven Schrader**, NIOSH, Cincinnati OH  
**Linda St. Clair**, Charleston WV

### Have an Idea for a Conference Workshop?

IPMBA is actively seeking  
**new and exciting** workshops for the  
 14<sup>th</sup> Annual IPMBA Conference in San Antonio, Texas.

This is your chance to share your latest brilliant ideas or your tried-and-true techniques. Your proposal can be for a classroom or an on-bike session. Workshops range from 1.25 hours to 4.25 hours.

*It's easy – just follow these steps!*

**STEP ONE:** *Contact IPMBA HQ.* Ask for a set of workshop proposal specifications.

**STEP TWO:** *Select a Topic.* Stop hoarding your in-service training ideas.

**STEP THREE:** *Be Creative.* Let your imagination run wild as you draft your proposal.

**STEP FOUR:** *Write your Proposal.* Follow the guidelines carefully.

**STEP FIVE:** *Submit your proposal to IPMBA HQ by August 1, 2003.*

**STEP SIX:** *Congratulate Yourself.* You've just taken the first step towards teaching at the IPMBA Conference! You will be notified of the Education Committee's decision in early fall.

### 14<sup>th</sup> Annual IPMBA Conference Call for Instructors

The 14<sup>th</sup> Annual IPMBA Conference will be held May 6-8, 2004, in San Antonio, Texas. The IPMBA Instructor, Police Cyclist Advanced, and Bicycle Rapid Response Courses will be held May 1-5; the IPMBA Police Cyclist, EMS Cyclist, Intermediate Police Cyclist, and Maintenance Officer Certification Courses will be held May 2-5.

If you are an active, IPMBA-certified instructor and are interested in teaching at the conference or pre-conference, you must submit a letter of interest and resume outlining your bicycling, work, and teaching experience to the Education Committee for consideration. Please include non-bicycling-related expertise and/or instructor certifications.

List all past IPMBA conferences for which you have instructed and/or attended, and include the number of PC/EMSC classes you have conducted and/or the number of PC/EMSC students you have instructed.

Instructors will be selected for the pre-conference training courses as well as the core conference workshops. Be sure to indicate which course you would like to teach and/or the workshops you would like to present. (Refer to last year's conference registration issue for a list of typical workshops.) If you are also submitting a workshop proposal, please indicate whether or not you would like to be considered as a full conference instructor as well. Specify whether you are available for the pre-conference, conference, or both. Please email to [maureen@ipmba.org](mailto:maureen@ipmba.org) and [education@ipmba.org](mailto:education@ipmba.org), fax to 410-744-5504, or mail to 583 Frederick Road, Suite 5B, Baltimore MD 21228. Deadline: August 1, 2003.



# R&B Fabrications, inc.

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www.mstrap.com  
info@rbfab.com

**MILWAUKEE STRAP INC.**  
A subsidiary of R&B Fab Inc.

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## PANNIER MOUNTING SYSTEM

All of R&B Fabrications, Inc. panniers have been designed to simplify and speed the installation and removal of our panniers.

We use 2 inverted J hooks, which hang on the side rails of the rack and an elastic type bungee cord with an S hook to secure it to the bottom of the rack.

This system will work with practically every bicycle rack on the market. Panniers can be installed in a manner of seconds.

If a #1310 Trauma/O2 Pack is used, it must be removed first.

We recommend a heavy-duty rack, which mounts in the seat area and attaches to the frame in the axle area.

Our line of Bicycle Pannier has been designed by James Bowell of Troy Fire Department in Ohio. His expertise as an instructor and experience in this field has helped us to provide you with the best there is.

## RACK MOUNT TRAUMA/O2 PACK

#1310 BK-QT

#1310 RB-QT

With Topeak Quick Track



Made of 1000 denier Cordura® nylon, the back side of the bag is nylon reinforced vinyl for easy cleaning and has self repairing #10 Ykk nylon zipper with a storm flap. White 3MTM Scotchlite™ Reflective Material and a star of life.

Designed for those who want the ability to quickly remove and remount the Rack Mount Trauma/O2 Pack #1310QT.

With the R&B Fabrications, Inc. Trauma/O2 Pack #1310 QT mounted on Topeak Quick Track Hardware and using a Topeak Super Tourist Rack, we offer you an option that cannot be beat when it comes to speed, ease, and convenience.

Our standard #1310 Rack Mount Pack will remain the same, as always, which will mount to any bicycle rack.

## O2/BVM PANNIER

#1323BK BLACK

#1323RB ROYAL BLUE

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

Measures 15"H x 12"W x 7"D for 1,250 cu. in. of space. Wt. 80 oz.



#1323BK, 1323RB  
O2/BVM, left side

#1326BK, 1326RB  
AED, right side

#1363BK, 1363RB  
6 pocket, left side

#1366BK, 1366RB  
6 pocket, right side

BK- BLACK  
RB - ROYAL BLUE

## AED PANNIER

#1326BK BLACK

#1326RB ROYAL BLUE

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

Measures: 15"H x 12"W x 7"W for 1,250 cu. in. of space. Wt. 80 oz.



## 6 POCKET PANNIER

LEFT SIDE

#1363BK BLACK

#1363RB ROYAL BLUE

RIGHT SIDE

#1366BK BLACK

#1366RB ROYAL BLUE

This pannier consists of 6 pockets of different sizes with 3 in the flap and 3 on the back side. The pockets have clear vinyl flaps to view the contents. These can be used as a pair or matched up with either the #1323 O2/BVM pannier or the #1326 AED pannier.

Measures: 15"H x 12"W x 7"W for 1,250 cu. in. of space. Wt. 80 oz.

## BIKERS TRAUMA/O2 PACK

#1310BK BLACK

#1310RB ROYAL BLUE

See our website or catalog for complete details.



Contents of these bags are not included.

Call For the Distributor Nearest You: 800-553-1911

Order Desk Open from 8:00 AM - 4:30 PM EST

# Congrats West Virginia Instructor Course Graduates!!

*Congratulations to the following individuals for successfully completing the IPMBA Instructor Course in Charleston, West Virginia, May 17-21, 2003.*



**John Blackwell**, Galveston PD, Galveston TX  
**Bryan Boren**, Manatee Co. EMS, Bradenton FL  
**George Bowman**, Dare Co. SO, Manteo NC  
**Jake Brehmer**, Auburn Hills PD, Auburn Hills MI  
**Edward Brower**, Wichita PD, Wichita KS  
**Matt Brown**, Pierce Co. SO, Lakewood WA  
**Steve Buchanan**, Denton PD, Denton TX  
**Andrew Burnham**, Hampshire Constabulary, Portsmouth UK  
**Jamie Cheatem**, Loyola College Campus Police, Baltimore MD  
**Mark Cockram**, City of London Police, London UK  
**James Conboy**, U.S. Capitol Police, Washington DC  
**Andrew DeBerry**, Denton PD, Denton TX  
**Dwight Edwards**, Cabell Co. EMS, Huntington WV  
**Christopher Force**, Galveston PD, Galveston TX  
**Neil Gallivan**, New York State PD, Canandaigua NY  
**Andy Green**, Lima PD, Lima OH  
**Rik Hall**, Seattle PD, Seattle WA  
**Justin Hallman**, Prince William Co. PD, Woodbridge VA  
**Alexander Hasse**, Cincinnati PD, Cincinnati OH  
**Mike Kelley**, San Antonio PD, San Antonio TX

**Stephen LaLonde**, NY State PD, Rochester NY  
**Joseph Lazzari**, Schenectady PD, Schenectady NY  
**Paxton Lively**, Kanawha Co. SO, Charleston WV  
**Shelli Merrick**, Forest Preserve Dist. DuPage Co., Wheaton IL  
**Jeffrey Natysyn**, S. Whitehall PD, Allentown PA  
**Brad Navarre**, Toledo Metroparks, Toledo OH  
**Jay Scott Neal**, Nags Head PD, Nags Head NC  
**Derek O'Neill**, Pt. Pleasant Beach PD, Pt. Pleasant Beach NJ  
**David Parfitt**, Metropolitan Police, London UK  
**Jacques Poirier**, Prince William Co. PD, Woodbridge VA  
**John Pontician**, Reading PD, Reading PA  
**Paul Pratt**, Seminole Co. SO, Sanford FL  
**Dennis Prieto**, Evanston PD, Evanston IL  
**Stephen Sams**, Vanderbilt U. Police, Nashville TN  
**Adrian Sargent**, Five Rivers Metroparks, Dayton OH  
**Scott Schuller**, Indiana Borough PD, Indiana PA  
**Jeff Sennett**, Bangor Fire Department, Bangor ME  
**Michael Shaw**, Standby Medical Services, Inc., Rowlett TX

**Mick Shaw**, Northern Territory Police, Northern Territory Australia  
**Frank Shaw**, Bremerton PD, Bremerton WA  
**Bob Simpson**, Indiana Borough PD, Indiana PA  
**Eric Sinkeldam**, US Park Police, Washington DC  
**Charles Sisak**, Jacksonville SO, Jacksonville FL  
**TR Smart**, Kettering PD, Kettering OH  
**Kevin Smetter**, Norman PD, Norman OK  
**Mark Stanish**, Long Beach Twp. PD, Brant Beach NJ  
**LaMont Starch**, Mnpls-St. Paul Int'l Airport Police, St. Paul MN  
**Eddie Stevens**, Metropolitan Police, London UK  
**Harris Tapp**, U. of Southern MS, Hattiesburg MS  
**Colin Vaughn**, Cincinnati PD, Cincinnati OH  
**Jon Walters**, Metropolitan Police, London UK  
**Gary Webb**, Akron PD, Akron OH  
**Kenneth Weems**, Galveston PD, Galveston TX  
**Chris Whaley**, Ontario Provincial Police, Ontario Canada  
**Michael Whitaker**, Lancaster City Bureau of Police, Lancaster PA  
**Michael Yohe**, Akron PD, Akron OH  
**Howell Youmans**, Beaufort Co. EMS, Beaufort SC

## Want to Become an IPMBA Instructor?

**W**ant to become an IPMBA-Certified Police Cyclist or EMS Cyclist Instructor? Call 410-744-2400 or email [info@ipmba.org](mailto:info@ipmba.org) to obtain an instructor application packet. In the simplest of terms, to become an Instructor, you must meet the criteria outlined in the packet, apply to IPMBA headquarters, be approved, then attend one of the Instructor Courses offered around the country—information on 2003 Instructor Courses is below. We'd love to have you! Good luck!

### 2003 IPMBA Instructor Courses

**T**he locations for the remaining 2003 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:

**MADISON, WISCONSIN ~ July 28 - August 1, 2003**

**SCOTTSDALE, ARIZONA ~ November 10 - 14, 2003**

Print-and-mail registration forms are available at [www.ipmba.org](http://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 to receive an application in the mail or email [info@ipmba.org](mailto:info@ipmba.org) or visit [www.ipmba.org](http://www.ipmba.org) to download an online application.

### IPMBA to Host Joint PC/EMSC Course in Canada

September 29-October 2, 2003  
 ~ Niagara Falls ~

IPMBA will host its first international event this fall in Ontario, Canada. The combined Police and EMS Cyclist Course will be hosted locally by Niagara EMS, which operates a bike unit in the tourist area around Niagara Falls during the summer months. The 32-hour course will be held at the Thorold Volunteer Fire Department in Thorold, Ontario. Tuition is \$450 CDN/\$325 USD. The course begins the day after the Squeezer, a 32-km mountain bike race that is part of the Niagara Grape & Wine Festival. To obtain a registration form, visit the training page at [www.ipmba.org](http://www.ipmba.org), call 410-744-2400, or email [Info@ipmba.org](mailto:Info@ipmba.org).

# Stop Annoying Your Audience

Instructor Corner

By Peter de Jager

*TechnoScope*, November 2002

In virtually any career, at some point you're going to have to stand up and give a presentation. It could be in front of management, clients, or even venture capitalists. While speaking in front of others is hardly what one would consider a technical skill, it could nevertheless mean a great deal in advancing – or halting – your career path. As teaching how to give a great presentation is beyond the scope of available space in this article, I'll take the cheap and easy road and point out what *not* to do.

It's a foregone conclusion that in today's world, giving a presentation means being accompanied by Microsoft PowerPoint. With that assumption in place, here are six pieces of advice.

## 1. "I know you can't read this, but . . ."

I'll lay even money that 9 out of 10 presenters will, sometime during their presentation, put up a slide so incredibly complex, detailed, and convoluted that it is impossible to see, nevermind decipher. As the presenter places this marvelous creation in front of you, he will say, "I know you can't read this, but . . ."

Well, if you know we can't read it, why are you showing it to us? This is, hands down, the number one biggest mistake that a speaker can make.

**Suggestion:** Don't put up slides you know people can't read.

## 2. You, not PowerPoint, are the presenter.

Instead of placing the bulk of your content on the slides, leave it for your presentation, and use the slides merely as reminders. Slides are most effective when used to present graphical information, not to convey passion and enthusiasm for your subject.

**Suggestion:** To find out if your slides are "too heavy," practice your presentation without using them.

## 3. The audience isn't illiterate.

Here's a hint: Your audience can read your slide faster than you can read it aloud. By the time you read the first sentence, they've read the entire slide and are bored to tears waiting for you to catch up.

**Suggestion:** Avoid deliberately boring your audience members.

## 4. Can they read it in the back?

Nobody can read 12-point type from the back of the room. If audience members cannot read your slides, you're not communicating—you're annoying them.

**Suggestion:** Use nothing smaller than 24-point type for your slides; 30-point is even better.

## 5. Can they read it anywhere?

There's a very good reason why ink is black and paper is white: The high contrast between the two makes it easy to read the printed word. This isn't news, but far too many presenters have forgotten this bit of wisdom.

**Suggestion:** Don't use yellow text on a white background or black text on a dark blue background.

## 6. You have a finite amount of time; use it wisely.

Look, I know we're all geniuses, and we all have enough expertise to fill 20 educational sessions. Well, tough. You've got 45 minutes.

Adjust accordingly, choose the most important pieces from everything you know, and make the presentation flow for 45 minutes.

**Suggestion:** Don't take more than your allotted time – I'm up next!

*Peter de Jager, a keynote speaker and writer specializing in the issues of change, technology, and the future, is based in Brampton, Ontario.*

## Online Posting for IPMBA Classes

Don't forget to post all of your classes on the Training Page at [www.ipmba.org](http://www.ipmba.org)! This is the first place that those seeking bike training look, so don't miss out on potential students!

An online training calendar can also be found at [www.aslet.org](http://www.aslet.org).

If you are aware of any other sites that provide online listings for public safety training sessions, please pass the address(es), along to your fellow IPMBA Instructors.



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## Bike Officer Involved in Shooting

April 2, 2003

### Wounded officer kills San Antonio road rage suspect

*Associated Press*

SAN ANTONIO — A motorist suspected of involvement in a downtown road rage incident Tuesday was shot to death by a police officer as he was struck by the suspect's vehicle.

Police said the unidentified motorist had been ordered to stop but instead barreled toward the officer, who had dismounted his bicycle. Despite sustaining injuries to both legs, the officer fired one shot, killing the vehicle's driver. [After the driver was shot, the vehicle continued for about 100 yards before crashing through the front entrance of a Goodwill store.]

Three passengers who fled the scene were detained for questioning, but no charges were immediately filed.

Officials said Bike Officer Steven Bazany, a 14-year police veteran, was attempting to stop the vehicle after an off-duty sheriff's deputy told him the car was involved in a road rage disturbance.

*Editor's Note: IPMBA member Steve Bazany has been cleared medically from injuries sustained in the incident and is awaiting final clearing of the shooting by the Grand Jury, which is expected in the next few weeks. Any correspondence to Steve can be sent via e-mail to tjrichardson@hotmail.com.*

### Committee Still Seeking Members

**T**he membership committee is still accepting resumes from potential members. If you'd like to help IPMBA grow, please send your resume and letter of intent to Chris Davala at [membership@ipmba.org](mailto:membership@ipmba.org), fax to 410-744-5504, or mail to IPMBA, 583 Frederick Rd., Suite 5B, Baltimore, MD 21228.



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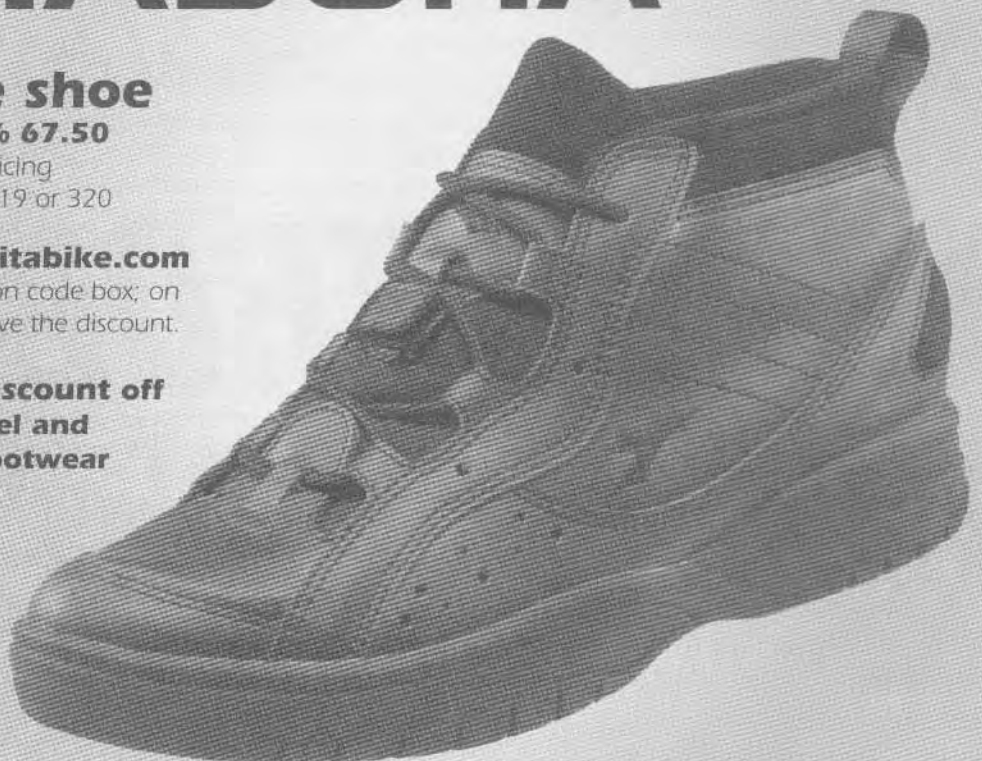
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*(Continued from page 1)*

machine loose. The machine was of the largest horse power, and is said to have done its very best.

**Sylvester's Men on Lookout.**

It happened that on Sunday Maj. Sylvester sent a detail of his most efficient bicycle policemen to the Conduit road to be on the lookout for violators of the speed regulation. There had been complaint that automobilists were reckless on the road, particularly on Sunday. From the reservoir to the District line Sgt. Headly had his men stationed. Two of them were wheeling toward Cabin John at the rate of ten miles an hour when the President's automobile dashed by. There was a flurry of dust and sand, and the officers started in pursuit. It was an uphill chase, but finally they got within hailing distance.

"Stop!" one of them was heard to yell by a bicyclist who happened to have been caught in the vortex behind the big automobile.

"Never mind. I've the number," one of the policemen shouted to the other, but the chase continued.

**Thought They Were Special Guards.**

The chauffeur had noticed the policemen stationed along the road, but he supposed they were there to clear the track for the President, and he was willing to give the party their money's worth. When the two policemen started after him, the chauffeur concluded that it was part of the programme to look out for the President's welfare. Success at last came to the persistent policemen and after a pursuit of half a mile the automobile came to a stop. It was mighty warm Sunday afternoon about 3:30 o'clock, and those policemen were not put in

very good humor by their fierce ride in the hot sun.

"You will have to meet me at the Police Court tomorrow morning at 9 o'clock sharp," said one of the officers as he wiped viciously at the sand in his eyes. He was speaking ostensibly to the chauffeur. But a man in the rear seat, one

dressed in khaki riding trousers, a negligee shirt, heavy walking shoes, and a slouch hat, made the response.

"For what reason?" he inquired.

"You have violated the speed regulation, sir," continued the policeman, still rubbing his eyes and hunting for his note book to take the name of the offender, according to custom in such cases. "You were going at least twenty-five miles an hour and the regulation allows but fifteen."

**Took the Incident Good Naturedly.**

When informed that he was addressing the President the officer collapsed, and the second policeman hastily carried him to the rear. The President took the matter good-naturedly, and instructed the chauffeur to proceed at a more moderate rate of speed.

At the garage where the auto was hired it was said yesterday that Otto Jacobi drove the machine the President used. He admitted that he had been stopped during the trip, but was unwilling to discuss the affair. He did not know the names of the policemen.

The bicyclist who happened to be about the place where the automobile was stopped said that he believed that one of the policemen wore the insignia of a sergeant or a lieutenant. There are no lieutenants mounted on wheels.

*From the June 20, 1905, Washington Post*



Prior to serving as the U.S. President, Theodore Roosevelt was the president of the New York City Board of Police Commissioners. It was under his tenure "police on wheels" were introduced.

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Under the current federal transportation legislation, known as TEA-21, millions of dollars have been spent creating and enhancing facilities for bicyclists and pedestrians. TEA-21 has also provided funding for a variety of bike safety & education programs, not to mention training and equipping at least forty bike cops in Pennsylvania.

This funding – and projects that help ensure the safety of cyclists – may be threatened. TEA-21 is up for reauthorization, and not all of the proposals are very bike-friendly. IPMBA urges all of its members to get involved in the efforts to make sure that bikes are not forgotten when the Congress votes. One of the best ways to do this is to get involved with America Bikes.

America Bikes is the bicycling community's campaign to ensure positive outcomes for bicycling in the reauthorization of the federal transportation bill (TEA-21). A coalition of eight national bicycling organizations, America Bikes is working for inclusion of a Safe Routes to School program, to continue funding for trails and facilities and to ensure that new roads are safe for bicyclists and pedestrians in this bill. America Bikes believes that a safe, efficient, and well-connected transportation system is an integral component to healthy communities. For more information on America Bikes, or on how you can help assure that the next transportation bill includes the needs of cyclists, visit [www.americabikes.com](http://www.americabikes.com). 

**Join IPMBA Today**

Mail with membership fee of \$50.00 to the **International Police Mountain Bike Association**, 583 Frederick Road, Suite 5B, Baltimore, MD 21228



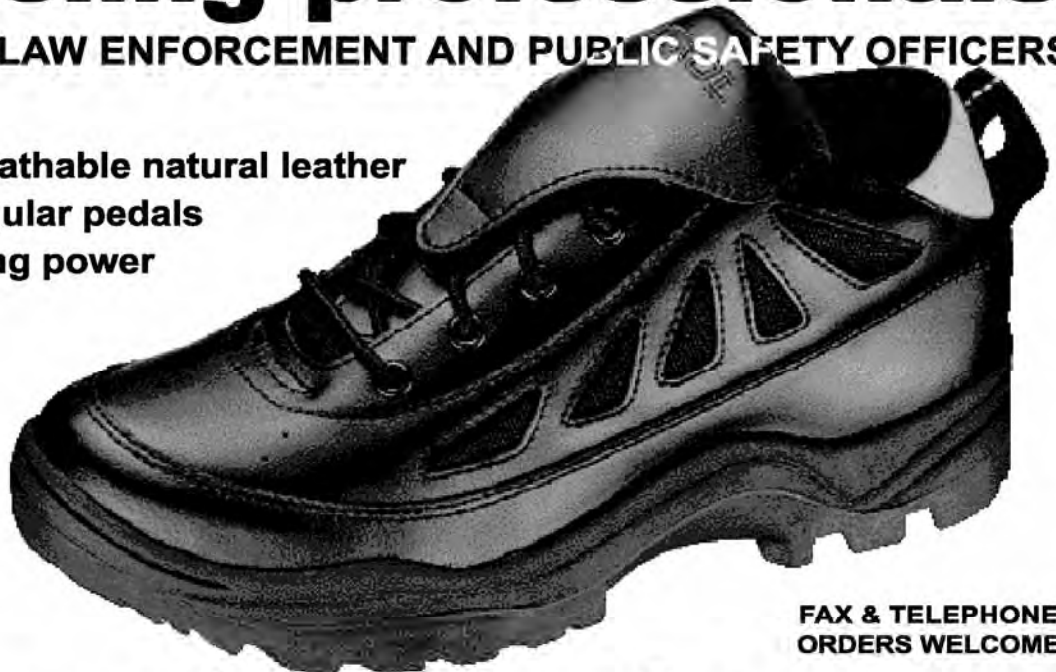
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# 2003— 2004 IPMBA Governing Board

## **T.J. Richardson, San Antonio Police Department, TX**

Police Cyclist Instructor #139T; EMS Cyclist Instructor #010

**Board Position:** President

**Number of Years in Law Enforcement:** 20

**Number of Years on Bike Duty:** 12

**IPMBA Member since:** 1994

**#1 Priority for IPMBA:** Customer Service; making sure our members get the resources they need to do their jobs to the best of their ability.

**Best Conference Memory:** Any chance I have had to be with members I have known from the past. To be in their company is to be with the best of friends.

**Best Teaching Memory:** Teaching a child how to ride a bicycle without training wheels. The look on their faces when they ride for the first time is priceless.

**My Hero:** Allan Howard, one of the founding fathers of IPMBA. Without his guidance and hard work, I would have never know the great camaraderie of this organization.

## **Kathleen Vonk, Ann Arbor Police Department, MI**

Police Cyclist Instructor #042; EMS Cyclist Instructor #063

**Board Position:** Vice President

**Number of Years in Law Enforcement:** 15

**Number of Years on Bike Duty:** 10

**IPMBA Member since:** 1994

**#1 Priority for IPMBA:** Continue to lead the world, staying on the cutting edge of education and training, by improving and developing conference programs for the membership.

**Best Conference Memory:** Definitely riding Moab. White water rafting in Charleston comes in at a close second.

**Best Teaching Memory:** Chasing the jewelry thief through downtown Ogden with 14 other PCs and PCIs.

**My Hero:** Allan Howard, because he is the best police cyclist instructor ever.

## **Gary McLaughlin, Sacramento Police Department, CA**

Police Cyclist Instructor #005

**Board Position:** Secretary

**Number of Years in Law Enforcement:** 26

**Number of Years on Bike Duty:** 14

**IPMBA Member since:** The Beginning

**#1 Priority for IPMBA:** Make IPMBA stronger.

**Best Conference Memory:** While on the old board, eating pizza and drinking beer until 4:00 in the morning, with nothing getting done.

**Best Teaching Memory:** Working with and learning from Vonk, Hamblin, Johnston and Brady

**My Hero:** Mom and Dad, for their support and guidance.

## **Mike Goetz, Seattle Police Department, WA**

Police Cyclist Instructor #063T; EMS Cyclist Instructor #003

**Board Position:** Treasurer

**Number of Years in Law Enforcement:** 26

**Number of Years on Bike Duty:** 15

**IPMBA Member since:** 1993

**#1 Priority for IPMBA:** Training and Education

**Best Conference Memory:** Too many great ones to remember

**Best Teaching Memory:** Too many great ones to remember

## **Jim Bowell, Troy Fire Department, OH**

Police Cyclist Instructor #567T; EMS Cyclist Instructor #001T

**Board Position:** Education Director

**Number of Years in EMS:** 21

**Number of Years on Bike Duty:** 9

**IPMBA Member since:** 1997

**#1 Priority for IPMBA:** Help develop and improve our teaching resources and continue to strengthen our PCI/EMMSCI cadre.

**Best Conference Memory:** There is not one special memory, but I love that every year I get the chance to see so many old and new friends.

**Best Teaching Memory:** That look on a student's face when finally mastering a challenging obstacle.

**My Hero:** Allan Howard. Need I say more?

## **Artie Gonzales, Topeka Police Department, KS**

Police Cyclist Instructor #141

**Board Position:** Conference Coordinator

**Number of Years in Law Enforcement:** 33

**Number of Years on Bike Duty:** 10

**IPMBA Member since:** 1994

**#1 Priority for IPMBA:** Keeping current members and increasing membership.

**Best Conference Memory:** Heat exhaustion in Tacoma and Jim Bowell waking me up at 0200 hrs to ask me what city I was in.

**Best Teaching Memory:** Riding through the projects in Philadelphia.

**My Hero:** My father, for teaching me that my integrity, work ethic and good name were everything.

## **Monte L. May, Kansas City Police Department, MO**

Police Cyclist Instructor #262T; EMS Cyclist Instructor #009

**Board Position:** Industry Liaison

**Number of Years in Law Enforcement:** 10 years

**Number of Years on Bike Duty:** 7 years

**IPMBA Member since:** 1997

**#1 Priority for IPMBA:** Better products and services for our members.

**Best Conference Memory:** Riding to the top of A mountain in Tucson AZ. Very cool ride. I think I got second in the hill climb competition that year.

**Best Teaching Memory:** A student in one of my Police Cyclist Courses could not loft over an obstacle. I worked with that student in the evenings for about an hour and a half each night. He really wanted to get this technique down. Finally, on the third day of class, he got it. It was a great experience.

**My Hero:** The Flash

## **Christopher Davala, Maryland State Police**

Police Cyclist Instructor #490; EMS Cyclist Instructor #056

**Board Position:** Membership Coordinator

**Number of Years in Law Enforcement/EMS:** 5/8

**Number of Years on Bike Duty:** 4

**IPMBA Member since:** 1999

**#1 Priority for IPMBA:** Achieving cohesiveness amongst public safety cyclists.

**Best Conference Memory:** Ask the big tree in Ohio.

**Best Teaching Memory:** Having a student come up to me and realize they have accomplished something in 32 hours.

**My Hero:** Anyone who has overcome a hurdle that might have left them down and out.

## **Ed Brown, Orange County Fire/Rescue, FL**

Police Cyclist Instructor #178T; EMS Cyclist Instructor #002T

**Board Position:** EMS Coordinator

**Number of Years in Law Enforcement/EMS:** 22/29

**Number of Years on Bike Duty:** 10

**IPMBA Member since:** 1994

**#1 Priority for IPMBA:** To make IPMBA the best training and information avenue for its members and all public safety cyclists.

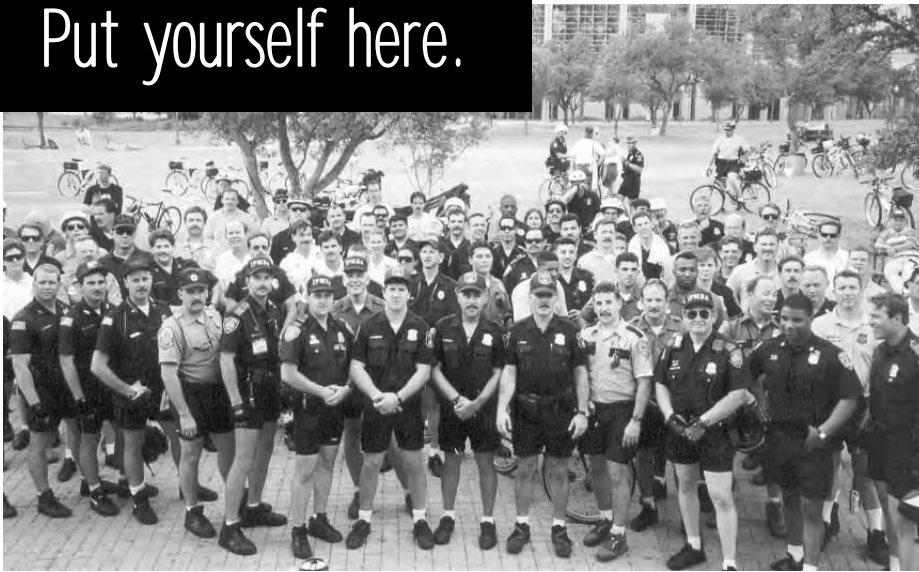
**Best Conference Memory:** The first conference I attended. Just seeing the exchange of information, instructors, and camaraderie. And it hasn't changed.

**Best Teaching Memory:** You never stop learning. The exchange of information goes both ways.

**My Hero:** I don't really have one. I believe it is the people, places, and things you meet along your journey in life and the decisions you make that place you where you are today, not a single hero.

[www.ipmba.org](http://www.ipmba.org)

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1994 IPMBA Conference, San Antonio.

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**Inside: 2003 Conference Highlights!**