

Summer 2004

ipmba news



Newsletter of the International Police Mountain Bike Association

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

Vol. 13, No. 3

IPMBA and IACP Partner

by **Maureen Becker**
Executive Director



The Holy Grail. That is how Lt. Tom Woods, PCI #010T refers to the topic of this newsletter – continuous and in-service training. According to the *American Heritage Dictionary of the English Language, Fourth Edition*, “grail” is defined as “a cup or plate that, according to

medieval legend, was used by Jesus at the Last Supper and later became the object of many chivalrous quests.” Anyone familiar with Arthurian legend (or Monty Python) knows how sought-after the Holy Grail was, and therefore can understand the alternate definition, “the object of a prolonged endeavor.” And almost anyone who has sipped from the grail of in-service bike training has done so after a prolonged endeavor.

The purpose of the issue of *IPMBA News* – and IPMBA’s overall purpose – is to make the quest for the holy grail of training a little bit easier. Those who were fortunate enough to attend the 14th Annual IPMBA Conference (see pages 11 – 15) came home with lots of great ideas for training and maybe even a few ideas about convincing upper management that bike training is a necessity, not a

luxury.

IPMBA has taken a giant step in that direction through a recent partnership with the International Association of Chiefs of Police (IACP). Several months ago, the IACP’s National Law Enforcement

The [IACP] policy will recommend completion of a nationally recognized, minimum 32-hour training course and the inclusion of at least one day of in-service training annually

Policy Center approached IPMBA with a request for assistance in developing a model policy for bicycle patrol. Each policy developed by the National Policy Center incorporates research findings, the input of leading subject experts and the professional judgment of advisory board members. Former IPMBA president Kathleen Vonk (Ann Arbor PD) has had primary responsibility for authoring the document, which has been reviewed and approved by the IPMBA Board of Directors. As this issue goes to print, the policy draft is under review by the National Policy Center Board. When it is completed, it will be disseminated to police chiefs around the world. The IACP’s endorsement of IPMBA’s policy recommendations should prove beneficial to bike units as they establish standards for equipment, personnel, operations, and, of course, training. The policy will recommend completion of a nationally recognized, minimum 32-hour training course and the inclusion of at least one day of in-service training annually, in addition to bicycle-specific firearms training.

The model policies are not yet available for distribution, but as soon as they are, IPMBA members will be able to obtain a copy and use them to write or improve their own standard operating procedures. In the meantime, keep on looking for the Holy Grail. It’s out there (or in here) somewhere!

Making a Case For Training

by **Andrew Ching**
Assistant City Attorney
City of Tempe

Ed’s Note: In October 2003, IPMBA was contacted by Andrew Ching, Assistant City Attorney for the City of Tempe. A bicycle officer was involved in a lawsuit stemming from an incident in which he grabbed the arm of a cycling suspect, resulting in a fall and subsequent injury. An expert witness for the plaintiff claimed that the IPMBA curriculum explicitly taught officers to not engage in physical contact with other cyclists. He claimed to have found this information on the IPMBA website. Mr. Ching contacted IPMBA, spoke with former president T.J. Richardson, and purchased the Complete Guide to Police Cycling. T.J. also spoke with the expert witness for the defendant. The details have been provided by Mr. Ching, who has graciously agreed to conduct a workshop on legal issues during the 15th Annual IPMBA Conference, April 21-23, 2005, in Scottsdale, Arizona.

On June 30, 2001, at approximately 9:57 p.m., Tempe police bicycle officer Sean Still, along with other bike officers, responded to an indecent exposure call at the intersection of 5th Street and Mill Avenue in Tempe, Arizona. Officer Still was wearing a Tempe Police Bike Officer uniform and hat, and was riding a bicycle that was marked with Tempe Police insignia. Mill Avenue was busy on this particular night, with heavy foot and vehicular traffic. Children

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IPMBA Welcomes a New President



My Fellow Members,

As I take on the role as president of IPMBA's Board of Directors, I first would like to thank everyone who attended the IPMBA

conference in San Antonio, Texas. I hope that you enjoyed the training opportunities at the conference and that you went home with loads of new information. The IPMBA conference is designed to provide you with tools you can use to operate your bicycle as safely and effectively as possible. Thanks also go out to the members of the San Antonio Police Department for putting on such a terrific

The International Police Mountain Bike Association belongs to you: its members. Each member ... has a stake in its future.

event, and to the many agencies which assisted – St. Mary's University PD, San Marcos PD, UTSA PD, San Antonio FD, Price Protective Service, San Antonio ISD PD, San Antonio Park Police, Cypress Creek EMS, and San Antonio Airport PD. Last, but certainly not least, special thanks to my predecessor, T.J. Richardson, for working so diligently to ensure that this year's conference was an overwhelming success.

The 14th annual IPMBA conference was a time for us to continue expanding IPMBA's boundaries internationally. The IPMBA Instructor Course graduated six instructors from the United Kingdom, one from Israel, and one from Canada. Each of these members will take the IPMBA curriculum back to their countries to train new bike patrols. Additionally, we had the honor of working closely with representatives from Monterrey, Mexico, and Cieba, Honduras, all of whom were very enthusiastic about the future of bike operations in their communities.

It's now the season for bike patrol. I ask you, "when was the last time you either conducted or attended a bicycle-oriented in-service?" Past IPMBA President Don Hudson used to say, "on-bike skills have a half-life. You either use them or you lose them." If you or the members of your organization are planning to use bicycles in the workplace and have not been on them for a while, I urge you to consider some form of basic skills review. A properly implemented in-service can significantly reduce work-related injuries. Even if your bike personnel ride full-time or nearly full-time, in-service training provides a great opportunity to expand their knowledge and skill base. The addition of new skills will help make your bike operations more successful – and more indispensable. You should plan to conduct an in-service training at least one time per year.

Speaking of planning, our organization is in need of a strategic plan, that is, a long-range plan that will help us set our priorities to address what is most important to us. The International Police Mountain Bike Association belongs to you: its members. Each member of IPMBA – instructor, full-time, or part-time cyclist; emergency medical services, private security, or law enforcement; in every country – has a stake in its future. As we develop this important strategy document for our group, I ask each of you to step up and help identify our strengths, our weaknesses, and our direction.

As an IPMBA member:

1. What do you see as IPMBA's strengths?
2. What do you see as IPMBA's weaknesses?
3. Where do you see IPMBA five years from now?

I respectfully ask each of you to take just a few moments, think about these questions and email your answers to montemay@earthlink.net.

Respectfully,

Monte L. May
IPMBA President

Become an IPMBA Instructor

Want to become an IPMBA-Certified Police Cyclist or EMS Cyclist Instructor? Call 410-744-2400 or email info@ipmba.org to obtain an instructor application packet. In the simplest of terms, to become an Instructor, you must meet the criteria outlined in the packet, apply to IPMBA headquarters, be approved, then attend one of the Instructor Courses listed below.

Indianapolis, Indiana
Aug 30 - Sep 3, 2004

Newport, Rhode Island
Aug 30 - Sep 3, 2004

Charleston, South Carolina
October 25 - 29, 2004

ipmba news

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INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION
583 Frederick Road, Suite 5B
Baltimore, MD 21228
PH: 410-744-2400 ~ FX: 410-744-5504
E-mail: info@ipmba.org
Web site: www.ipmba.org

Officer Monte L. May
IPMBA President
Maureen Becker
Executive Director; Managing Editor
Jennifer Horan
Design and Layout

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

Interested in submitting an article?
Interested in advertising in IPMBA News?
Call Maureen (410-744-2400) for information.

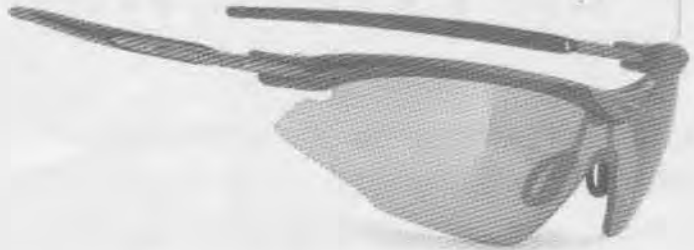
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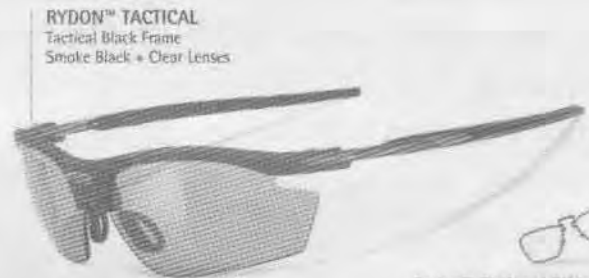
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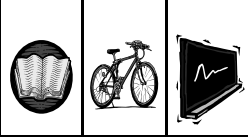
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In-service training offers participants continuous education while fine-tuning and updating essential skills; it is *crucial* to staying “tops on the job.” Students who rode out of their basic IPMBA training courses surprised by just how much they *didn't* know will experience the same surprise when they complete in-service training. Skills used every day are honed; knowledge is sharpened; and an all-around sense of preparedness is achieved. IPMBA presents “In-Service Training” as this issue’s focus. Pages 5 - 10.

Building Training from Lessons Learned

A Checklist to Successful Training

by Curtis J. Cope

One only needs to scan the headlines of newspapers or listen to the five o’clock news to find items that discuss some form of law enforcement issues. Many discuss the daily damage assessments of homicide scenes or traffic accident pile-ups, and move on to the next topic of the day. Law enforcement takes these 15 second sound bites as part of the job and shrugs them off with a comment like, “If they only knew the real facts.” What if these “facts” contained training issues that could be used to do a better job in the future? It would make good sense to identify these issues to make law enforcement more effective.

Law enforcement can take these real life situations and use them as valuable learning tools, as many of these daily incidents have significant lessons. These lessons need to be identified so that the methods used by experienced officers or investigators can be captured and passed on to the “new kids,” or used as a refresher for those on the job. The most difficult task is to identify skills or lessons, identify whether they are practiced by everyone in the department and, if not, develop a training program.

One of the first tasks will be to identify who within the organization will be tasked with determining what skills or lessons should be taught. A good method to use is a needs assessment to determine what skills are lacking. Another method is to conduct a survey of personnel who are involved in daily operations to find out what is important to them, or what skills or equipment are lacking. Another method is to develop a committee and task them with identifying the issues, or the tools needed to handle a tactical situation. Using field supervisors’ observations of incidents is another method of identifying training issues. For example, if a supervisor were to observe the successful stop of a high-risk vehicle and extraction of potential dangerous suspects, the tactics used could be shared with the other members of the organization. As another example, if your organization had a problem with arrests being thrown out in court because officers were not giving the Miranda warning before questioning suspects, this would be easily identified by the needs assessment. A Miranda warning course could be developed and administered to correct the deficiency.

The following steps will help an organization capture useful skills and pass them on to others within the law enforcement community:

(Continued on page 10)

The In-Service Holy Grail

Seeking the Elusive All-In-One Training Program

by Lt. Tom Woods, PCI #010T/EMSCI #117
Denton Police Department (TX)

Over the course of a year, I receive many calls from public safety cyclists who want information on in-service training. Most are looking for a basic format that can be approved by their training certification board, while others want full-blown lesson plans to conduct periodic, multi-day training sessions. Everyone seems to want a canned package that they’re sure IPMBA has sitting on a shelf, just waiting for distribution.

But is there really a secret IPMBA in-service training model? Well, just as I’ve told those who have called seeking this Holy Grail, the answer is both yes and no.

Yes, there are internationally recognized standards from which you can design a top-notch and relevant course of your own. No, as of yet — but forthcoming I hear — there does not exist an official set of “basic, in-service training standards” to which all should ascribe.

For the past few years, I have presented the *Continuous & In-Service Training* workshop at national conferences. I have sometimes come away with the feeling I’ve let down some attendees because I didn’t distribute handouts loaded with cone set-ups, course measurements, heart rate graphs, and human power-to-weight ratio charts, i.e., turnkey lesson plans.

I guess I could, but the effort would be redundant. The reason is that everyone who has graduated an IPMBA Instructor

Course already has the basis for a solid in-service curriculum. The basics of the basic course should be the basic drills in anyone’s basic in-service training: pretty basic, right?

And everyone who has attended an IPMBA conference already has at his or her disposal all the information necessary to create an intermediate or advanced in-service course; it’s called the IPMBA Conference handouts.

Just thumb through a conference notebook (you can order one for a small fee from the home office if you lost yours or didn’t attend the conference) you might be surprised at the types of information that might be useful in putting together a two-hour, a four-hour, or even an eight-hour training session for your bike unit.

While the possibilities may not be endless, they are certainly abundant.

(Continued on page 8)



Getting Back to Basics

Continuous and In-Service Training

by Mike Goetz, PCI #063T/EMSCI #003
Seattle Police Department

In-service training for bicycles should be as common as other in-service training, like firearms training, Emergency Vehicle Operations Course, legal updates, and defensive tactics. Yet many public safety bike units have no regularly scheduled training to ensure that riders maintain their skills.

It can be argued that each time you ride on duty, you are practicing the basics of the riding skills you've already learned. But is that enough? Not really. Periodic in-service training helps riders maintain the level of competence necessary to ensure a strong and effective bike unit. It will also help keep lesser-used skills sharp, and help satisfy liability issues.

Why is continuous training important?

Liability – You are liable for everything you do in the performance of your official duties. Your agency is liable for everything you do within the scope of your duties. If you are given an assignment for which you are not properly trained, the department is liable. Creating an in-service training program is like taking out an insurance policy for yourself and your department.

Skill Maintenance – There is truth in the saying “use it or lose it.” Remember, muscle memory requires the same action to be performed three to five thousand times to be automatic. In order to develop the ability to concentrate on the threats and opportunities in the landscape while your body handles the bike nearly unconsciously, you need to practice your learned skills on a daily basis.

Skill Evaluation - Periodic skills evaluations are important in all aspects of public safety training. A high percentage of injuries to public safety riders result from doing something incorrectly or lacking the necessary skill level to be effective. If riders' performance is evaluated on a regular basis, corrections can be made and skills improved before an accident occurs.

Skill Development – Every public safety cyclist can improve his or her skill level. Everyone should strive to be just a little better; that can only be achieved through continual practice. This can mean improving existing skills or it can mean learning something new. It can also mean an opportunity to put various skills together or training that allows the rider to experience something in a controlled environment (mock scenes) rather than on duty for the first time.

Mike Goetz can be reached at mgt1998@msn.com.

Designing a training program

To create a periodic in-service regimen, pick a set of basic standards for your riders that reflect their job responsibilities on the bike. Formalize them with a written lesson plan(s) and use them as a benchmark. You want to ensure that all riders can meet or exceed these standards by developing your riders, not lowering your standards.

Periodic training can be built into each work day or week, or whenever is most appropriate and effective for the unit. If possible, take advantage of departmental training days to incorporate bike work into the schedule. Contact neighboring agencies to include their riders into your sessions or vice-versa.

Finding topics for your in-service training is no harder than scanning the IPMBA conference manual. There are at least twenty different in-service training topics discussed in detail. This is also a selling point you can use with your administrators when seeking approval to attend all the national conferences. The training you bring back from a conference is extremely valuable to your in-service efforts.

Don't overlook community resources. Often, local cycling groups, bike shops, hospitals and universities, and specialized equipment manufacturers can offer valuable training opportunities in areas such as fitness, nutrition, maintenance and repair.

It is very important to have credible people teaching your in-service training. IPMBA resources can be found in most areas of the country. Tap them to help you provide high-quality training. Use the online IPMBA Instructor search at www.ipmba.org to locate instructors; even if you do not need a full-fledged certification course, you can still contact them for training ideas and assistance – that's why they're there.

If your department relies on you to facilitate and/or teach the in-service training and you are not a certified IPMBA Instructor, you or another member of your unit should seriously consider becoming one – for reasons of effectiveness, safety, and liability. The IPMBA Instructor Certification course is the benchmark training that has created the strongest, most skilled cadre of public safety cycling instructors in the world. Courses are offered 3-5 times per year around the country, including during the annual IPMBA Conference.

Train hard, train smart, train often...and have fun!

It is very important to have credible people teaching your in-service training. IPMBA resources can be found in most areas of the country.



Creating an Annual In-Service Training

Very Important Program for Police Cyclists

by Officer Jeff Shari, PCI#730/EMSCI #141
Cincinnati Police Division

A After being newly assigned as the bike coordinator for the Cincinnati Police Department, my first concern was to identify problems within the unit. I began riding with different members and started noticing cycling mistakes that are usually addressed in the basic cycling course. At first, it was simple mistakes such as improper gear ratios for hills and not using the power pedal position for curbs;

As I voiced my concern, one officer, an eight-year veteran on bikes, mentioned “well, we haven’t practiced some of this stuff since bike school.” Then it hit me; we need training!

but then I noticed tactical mistakes such as improper contact/cover. As

I voiced my concern, one officer, an eight-year veteran on bikes, mentioned “well, we haven’t practiced some of this stuff since bike school.” Then it hit me; we need training!

Training? Where to start? My first problem was the administration. How could I convince the administration to allow me to take 85 officers out of their assignments for additional bicycle training? The key phrase used by most police academies is “continuous training” or “continuous education.” All officers receive annual in-service training and firearms training. Special units such as SWAT, K-9, and Mounted Units are always training. Why do they get training? Liability! The chance of a suspect, civilian or an officer getting injured is higher if an officer is not trained properly. The last thing a city wants to hear from an attorney is “failure to train.” But after thinking it through and preparing for a battle, all it took was a written request. Your administration can’t think of everything. Sometimes you have to think for them and suggest ideas. What’s the worst that can happen? They’ll say “no,” and you will come up with another way to ask!

Now that I had the permission, I needed a program. First, I researched any additional training I could find. I think I can enter the IPMBA web site in my sleep now. Once my research was completed, I began my lesson plan. After it was written and scrutinized by the instructor cadre, and myself, we went over it again. We implemented the training in April, with great success.

DAY ONE: The first four hours were easy. I got with my range master and used normal basic firearms training: reviewing stance, trigger pull, and line of sight techniques. I was basically letting the students warm up and get familiar with their weapons. The only stipulation was that the officers had to be in their bike uniforms – I believe in training as if it were real. After the firearms familiarization, we introduced the bicycle. I tried to think of every scenario I have encountered or could possibly encounter on a bike. For example, officer needs assistance, a scenario in which you would ride hard for a short distance, dismount, and run a short way before encountering your target. As we practiced all these scenarios, my number one concern was safety. In any firearms training, even though you want it to seem as real as possible, you can never overlook safety.

DAY TWO: Now that tactics were taken care of, “basic skills” was my next obstacle. Like most instructors, I faced the problem of how to teach a basic skill without boring the students, most of whom are veteran bike officers. So I thought, “what does every cyclist want to do? Ride, of course!” I mapped out an 18-mile route and implemented all the basic skills within that route. I didn’t even do a classroom session; instead, I announced reminders at the top of each of the three hills that were implemented into the ride. This gave the students a chance to rest while I worked in my lesson. The ride included group riding techniques, gear ratios, road hazards, pedal retention, and even health and fitness. After a long lunch, I reviewed low speed skills, had a cone course competition, and finally, hosted a roundtable discussion.

Listening to the feedback during the roundtable was great. There were no complaints, and everyone enjoyed the training. But there has been more than just verbal feedback. I have noticed what seems to be a newly energized bike unit. Officers are becoming more active, supervisors have created task forces and the media has again become interested in the bike unit. I have found that continuous education for bike officers is essential for maintaining an active and effective bike unit.

In addition, one of my instructors and myself attended the IPMBA Intermediate Cyclist Course during the IPMBA conference, which gave us all kinds of new ideas for next years in-service training. I can’t wait to try them out!

Jeff Shari can be reached at jeffrey.shari@cincinnati.oh.gov.



Training and Practice – Why Bother?

by Sgt. Michael Wear, PCI #516/EMSCI #059
Metropolitan Police
Washington DC

W Why is it important to be proficient in firearms, report writing, defensive tactics, case law, scene control, vehicle skills, or bike riding? Apparently, the reason is not truly clear to all concerned (the public safety personnel, the client and the department); if it were, continuous/in-service training or re-qualification would not be resisted, and everyone would always show up for training.

Ask yourself a few questions:

- Do I take my own time to read current case law? Or do I just wait for roll call training?
- Do I dry fire, ever? Or do I just wait for re-qualification?
- Do I practice line of travel in a turn on my way to and from work every day? Or do I think that I am a great driver who doesn't need any practice?
- Do I ride off-road while wearing my ballistic vest or with panniers? Or do I just ride "civilian-style" in the latest cool stuff?

You won't be graded on your answers, but hopefully these questions made you think a minute. "Re-certification", "re-qualification" and "in-service training" all have different meanings and goals. We in public safety are familiar with the terms, but more than likely we each have our own interpretation of the meaning of each. They can be defined as follows:

Re-certification: *The requirement that a previously certified person complete the same or an updated certification process in order demonstrate that he or she continues to meet set standards, and to maintain current certification.*

Re-qualification: *The requirement that a person who previously met certain qualifications demonstrates that he or she still possesses the skills and/or qualities required to perform the job. Inability to do so typically results in additional training and practice or removal from the job.*

In-Service: *Job-related training provided by an employer to a current employee, during paid working hours. Such training is designed to keep the employee's skills and knowledge sharp and current. Employers and standard-setting bodies often mandate a certain number of in-service hours; failure to complete those hours may result in suspension or dismissal. This type of training usually builds on existing skills and knowledge.*

These are not absolute definitions, but they should gain the attention of public safety members and, in the context of bikes, highlight a common thread – the perishable nature of bike-riding skills. Departments are quick to lock down standards of training in areas like firearms, starting an IV line, or drawing blood, but many take riding a bike less seriously.

To establish a realistic training requirement, ask yourself a few more questions.

- What do we, as public safety cyclists, need?
- What does our department need?
- What do we need, and what are we likely to be given, in on-duty time to conduct the training?

So, what type of additional training should you and your department conduct? The answer lies in the above questions, at least when it comes to on-duty training. If you answered "yes" to the first of each pair of questions in the first set, you already understand the importance of training, even if you have to do it on your own. Off-duty training is your personal decision and a way to

set your own priorities. But if you are among those who rely on your department to provide the training and the skills necessary to do the jobs properly and to standard, you'd better hope that the person out there setting the standard knows what you need. Some skills require a pass or fail action and others the ability to explore and develop the skill. Establishing an improper criteria may ultimately hasten the demise of your bike program, while the opposite might spell success. When developing your training, keep your goals in mind.

As a sergeant in the training division for the Metropolitan Police in Washington, DC, I have a particular interest in training. I would like to analyze the training of bike personnel in terms of re-certification, re-qualification, and in-service training. Please email your experiences with incorporating additional training – successes and failures or otherwise – to sgtwear1@aol.com. I am attempting to get a collective outlook of what is currently being done. If enough information is submitted, I may be able to write a series of articles, such as: *Aspects of Re-Certification/Re-qualification* (what is currently being done; rules of the training, etc.); *Aspects of In-Service* (training goals, specific training areas and how they are chosen, training goals); and *Re-Cert/Re-Qual vs. In-Service* (why pass/fail; liability; outcome of training).

If you have read this far, you have the desire to seek out new and helpful information and to discover how to satisfy your training needs and those of your department. There are many ways to do it; I don't know who said, "it is a way, not the way," but I believe this is the greatest statement from a teacher to his or her students.

Mike can be reached at sgtwear1@aol.com.

Holy Grail

(Continued from page 5)

While the possibilities may not be endless, they are certainly abundant. As a bonus, the notebook lists the instructors who gave each conference presentation, so if you have questions you can contact them directly.

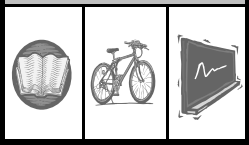
OK, so it's going to take a little effort to put the information into a POST-certified lesson plan, but the hard work has already been done by PCI/EMSCIs. The best public safety riders in the world have developed the information and skills you need to conduct a solid training session.

So choose your subject matter, pick the appropriate instructors for the material, e.g., a PCI/EMSCI for bike specific training or a

firearms instructor for a firearms related topic, and plan the course together. Remember to review the outline on PC/EMS Course Safety Considerations — yes, it's in the conference notebook!

There you have it: The in-service Holy Grail. The internationally recognized standards and drills are the basics of the PC/EMS Cyclist Course and your intermediate or advanced curriculum can be developed easily from the national conference workshops and notebook. It couldn't be easier if it were canned!

Now, you say you're looking for something different to go along with the basics; something a little different to quell the doldrums of cone drills...read on in this issue.



In-Service Training – With a Twist!

by Lt. Tom Woods, PCI #010T/EMSCI #117
Denton Police Department (TX)

While reviewing and performing the basic skills is always necessary in a good training session, cone drills and other routine work can sap enthusiasm if over-done or if they're all you ever do as your in-service workout. There are many on-bike activities that can bridge the gap between boredom and flat out training fun.

The first option that comes to mind is an off-road training ride. The saying goes, "you learn more in one mile off-road than in ten miles on the road" and it is true. I don't mean your local multi-use path that is flat and fairly smooth, where your biggest challenge is dodging in-line skaters. I'm talking about trails specifically designed for mountain bikes.

The number of braking, shifting, body position, and mental planning decisions you make riding a mountain bike trail is far greater when compared to riding the same distance on the road. The skills necessary to negotiate even a beginner level MTB trail can only enhance the abilities you already possess as a road rider. The more advanced the trail, the more skills and ability you'll need: it's called rider development.

Can't find a good off-road trail nearby? Try an urban assault ride! We do it follow-the-leader style, with everyone taking a turn at the front. The idea is to seek out and negotiate obstacles you might find riding the streets and alleys where you patrol. There are a lot of common obstacles to be found in almost any urban/suburban environment, like curbs, parking lot blocks, paved drainage creeks, stairs, narrow alleys, and hills.

Start out riding only a few blocks, then lengthen the ride. Ride slowly at

first; then pick up the pace. Consider designing a time trial course that includes various obstacles. The urban assault ride can be a "relaxed" way to practice the obstacles in your patrol area, or you can ratchet it up to be quite a workout.

Still too mundane? How about a friendly game of bike soccer? You won't need much in the way of specialized equipment, just a soccer ball with a little of the air let out. Choose up sides, make up your own rules (or not) and let the games begin! It's definitely not as easy as it sounds. I recommend a grass playing field, but it's not absolutely necessary.

What's the learning objective here? Balance, braking, sprinting, gear selection, and aerobic conditioning, for starters. You'll get a great workout sprinting and braking hard to work the ball across the field.

One in-service day during a rain delay, we played it with a golf ball in the covered sally port of the PD. Helmets were mandatory!

Here are some suggestions for bike handling maneuvers you can practice to develop skills beyond the basics.

- 🚲 Ride toward a wall or stationary object with enough speed to cause the bike to bounce backward after making contact. The drill is to control speed, maintain balance, and pedal off after the contact. The harder you hit, the more rebound you get.
- 🚲 Push an empty, fifty-gallon drum across a parking lot using this technique of hitting and pushing, bouncing back, then hitting it again. Is there a practical application for this technique? Maybe not, but it fine-tunes balance and bike control – and it's not cone drills.

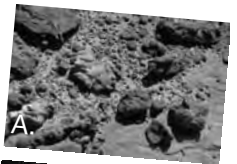
These are just a few "outside-the-box" techniques that we've tried at my agency, and I'm confident there are many more ideas out there waiting to be added to a basic training regimen to spice things up.

I can hear the risk managers screaming from here, so here come the disclaimers. Use common sense and adhere to your agency's safety guidelines in designing and implementing any bike-training curriculum. And always use qualified instructors for specialized topics.

Finally, don't engage your students in any activities that are beyond their skill levels. Always work up to skill levels beyond the basics.

Now, get out there and have some fun!

Which of the following can be used for in-service training?



F. All of the above

Answer: F. All of the above

Tom Woods can be reached at tom.woods@cityofdenton.com.



Building Training

(Continued from page 5)

Planning Stage

1. Identify the problem you are trying to correct. This is commonly referred to as a needs assessment.
2. Determine whether you can deal with the issue yourself or if you need to take it up the chain of command.
3. Determine whether you have the resources to make the corrections:
 - a. Staffing
 - b. Facilities
 - c. Instructors
 - d. Knowledge to get it done
 - e. Budget
 - f. Equipment
 - g. Time
 - h. Permission
4. Determine the best type of training (i.e. Practical Application, Scenario, Role Play, Re-enactment, etc.)
5. Identify and write Goals and Performance Objectives. (Make sure these objectives are measurable.)
6. Write lesson plans. Make sure that they include the who, what, where, why, when and how.
7. Decide what type of testing will be used to determine whether personnel have acquired the necessary skills. (Practical application, scenarios and hands-on types of training work best.)
8. Establish a record keeping system so you can demonstrate your identification of the problem, the corrective actions taken and the results after training took place. (Hopefully, you will be able to show improved knowledge/skill through the testing that you do.) This type of record could protect you and your agency from potential civil action.

Selection of Training Method

1. Determine what presentation method will best improve skills or correct a deficiency. There are a variety of methods and you need to select the one that will best suit your training needs. Some of the more effective are: scenarios, simulations, role-plays, case studies or re-enactments. These active training methods are usually known to give the student the maximum potential for learning.
2. Find an instructor (s) who has expertise in the specific area being addressed. If you do not have such a person within your organization, use your network of contacts. You will need to find out the individual's fee and availability.
3. If you are using an outside person, check their credentials with others who have used their services. Find out if that trainer made a difference for those organizations. An outside expert might look good on paper, but the true test lies in what happens inside the classroom. A good outside instructor should be happy to provide you with references.
4. Find out from the instructor how they would suggest the training be presented. The most effective means is to involve your students in active training sessions.

Presenting the Training

1. Select the best training environment possible. The site should provide ample room and lighting (or be capable of providing low or no lighting if your problem is a nighttime issue), provide comfort and safety, be away from outside distractions/interference, and provide an atmosphere for learning.
2. Make it possible for the students to succeed. While it is recognized that students sometimes learn better from their failures than their successes, you should always make sure there is an opportunity for them to try again after remediation.
3. Greet your students with enthusiasm. Give them the expectations for the training and hold them accountable for successful completion.
4. Be professional and expect nothing less from your instructor(s) and students.
5. Ask for feedback on the effectiveness of the training. The true test is whether the student can walk out the door and use the newly acquired skills in a real world setting.
6. Do not hesitate to revise or modify training as needed. You can expect a few bugs in the process; it is your job to look for them and eliminate them, if possible. It is also your responsibility to keep the training current.
7. Enjoy the training. If you have done your job up front, it will flow smoothly from beginning to end. More importantly, your students will enjoy it.

Revise the Training

In law enforcement, new trends develop, new technology comes on the market, and criminals invent new methods to commit crimes. Good training should attempt to keep abreast of these developments and revise training to meet those needs. It is the responsibility of a good trainer to look at existing material and make sure it is fresh and relevant. Handouts should always be new and not copies of copies. Exhibits need to be refreshed, repainted or repaired. The instructor should also have a backup plan in case something breaks down. The instructor or the organization should have a means of tracking students to determine if the training has accomplished the mission of providing new skills or eliminating a work deficiency.

#

Curtis J. (Jeff) Cope, a 29½-year veteran police officer, retired from active service in 1997 as a lieutenant in charge of General Investigation Bureau at the Huntington Beach, CA. Police Department. He is a court-recognized expert in use of force/police practices and an instructor in defense tactics/arrest and control techniques, force investigations. He is also a certified Master Instructor by the California Commission on Peace Officers Standards and Training (P.O.S.T.).

He is now a private consultant and the Program Administrator of the P.O.S.T. Robert Presley Institution of Criminal Investigation, Instructor Development Workshop course. He can be reached at curtisjcope@mindspring.com, www.curtisjcope.com or 714-962-1931.

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The 14th Annual IPMBA Conference Highlights

Many thanks to Chief Albert Ortiz and the San Antonio Police Department – especially the Downtown Foot & Bike Patrol – for hosting the 14th Annual IPMBA Conference. With the support of some neighboring agencies, including St. Mary’s University PD, Our Lady of the Lake University PD, Cypress Creek EMS, San Marcos PD, San Antonio Airport PD, San Antonio Park Police, UTSA PD, San Antonio ISD PD, San Antonio FD, Bexar County SO, and Comal County SO, they put together an outstanding event. The list of individuals who contributed their time and talents to the conference would fill the pages of this newsletter, but it is only fitting to mention the person who was responsible for it all – Officer T.J. Richardson. This two-time conference host demonstrated that without a doubt, his passion for IPMBA and bike patrol is “as big as Texas.”

Officers, medics, and security personnel from over 30 states and six countries descended upon the Adams Mark hotel for a 10-day training fiesta. Once again, the amount of experience and knowledge was staggering. Everyone went home from the conference with some additional tools to help them perform their jobs safely and effectively. The only things that they didn’t take home were the medals from the competition – rainstorms and obstacle courses are not a good combination!

Here are a few images to whet your appetite for the 15th Annual IPMBA Conference, April 21-23, 2005, in Scottsdale, Arizona. For more, visit www.ipmba.org.



The *Survival Tactics & Riding Skills Course* rolls up on pot smokers behind the Alamodome (photo by Kathleen Vonk).



Bicycle Rapid Response team defends the Alamo (photo courtesy Dan Ganzel).



North Yorkshire Inspector Nigel Tottie tests his teeter-totter skills (photo by T.J. Richardson).



San Antonio Police Department Color Guard calls the opening ceremonies to order (photo by Marianne Richardson).

Essential firearms training for bike officers (photo by Kathleen Vonk).



“Minimizing the Impact of Bicycle Crashes,” aka “How to Fall” (photo by Jeff Shari).



Bike medics Mike Campbell (Williamson Medical Center EMS, Franklin TN) and Scott Schuller (Indiana Borough PD, PA) come to the rescue of an epileptic (photo by Kathleen Vonk).

Now What Do I Do?

What do you do when you're the conference coordinator for the host city and the conference is over? Not a damn thing...if you can get away with it.

After three years of planning and ten days of madness, the 14th Annual Conference was over. Having not had a day off from the first of April through the 10th of May, I was ready for a break. I took 30 days vacation and looked forward to doing absolutely nothing for the next month. Wrong.

Months of neglecting my little spread south of San Antonio demanded that I get the tractor out, plow and cut the place back to shape and then get married there... again. To the same woman no less! She deserved it. She quit her job just to work full-time on the conference with me; without her, I would have been lost. Even worse, the hospitality room would have been stocked with peanut butter and jelly



TJ at the altar of the Shiner Bock Brewery.

and Kool-Aid. With her on the job, the great food never ran out and the beer tub never went dry. I took her for a few days to visit folks in Florida and then I hopped on my Harley and disappeared to destinations unknown. As I write this, I am somewhere in the Ozark Mountains. My chief is looking for me, so don't tell him where you heard from me.

The theme of plenty seemed to be repeated throughout the conference. Plenty to eat, plenty to drink, plenty to do...and plenty of people showed up to do it all. We even had some unexpected company; my chief came by to address the Opening Ceremonies, and the Secretary of Police for Monterrey, Mexico, dropped in to see what public safety cycling was all about.

My Chief said that he had not received any complaints about us in the five days of pre-conference training, which to him meant that were not having enough fun to cause trouble yet. He demanded we change that, so we did. By the time we were through, he was looking for me, but I had slipped out the door for vacation.

He did get a couple of good calls. The *Survival Tactics and Riding Skills* team was out in the downtown area, about to stop for lunch, when a civilian dropped onto the sidewalk in a seizure. Three bike medics were on him faster than three ducks fighting over the same June-bug. Later, the class spoiled the fun of a bunch of pot-smokers when they rolled unexpectedly into the Alamodome parking lot. A would-be shoplifter discovered that pulling a theft while IPMBA was in town was a fatal mistake, thanks to two Ohio medics and a Canadian police officer. It happens at every conference; IPMBA members saving the day. What a great feeling.

The one crisis that did occur was when our Texas-sized Competition & Barbecue turned into a Texas-sized Downpour. Lesson number one for Scottsdale, Dayton and Baton Rouge: have a rain plan. I didn't have one, but the Adams Mark Hotel did. They saved the barbecue and moved it into their grand hall where we ate the best, most authentic chuck-wagon barbecue, prepared by our best SAPD cooks, Marvin Cannon and Ruben Ramon. It was so good and plentiful that some went back for seconds, thirds and fourths.

Another benefit to come out of the rain was an unplanned charity auction for The Children's Shelter of San Antonio. Throughout the conference, we had been gathering donations and support for them. Three officers from the United Kingdom donated a shirt and two Bobbie helmets to be auctioned for charity auction. Together, the three items netted over \$600 for the shelter. When all was totaled a few days ago, IPMBA had raised \$3,000 for the shelter's operating fund. Talk about IPMBA members saving the day...again.

As I close this article from an undisclosed library in the Ozarks (I didn't know 'hillbillies' had libraries!), I must express my thanks to a few key players. My wife Marianne, for saving the hospitality room,

and the Volunteers in Policing (VIPs) for keeping it stocked, along with the all the other magnificent jobs the VIPs did. I thought all VIP's did was greet people and pass out cookies. Beth Hish and her staff of volunteers saved me time and time again. Those incredible people with their incredible talent made an incredible difference in the success of the conference.

The magnificent team of Deputy Dave and Sgt. Steph Padula; a husband and wife crime-fighting team that held the fort (Command Center) safe, running it like a well-oiled machine while I addressed a few thousand things elsewhere. Thanks go to Chief Paul Glowacki of St. Mary's University Police for hosting several of our international members; and to Officer Keith Kurtz of SAPD, the mountain of a man who moved mountains day in and day out whenever it was needed, every day, whether he was on duty or not. Thanks to my commander, Lt. Roy Waldhelm, for letting me do anything I wanted and making sure I had plenty of staff to do it. Thanks to Officer Steve Bazany (aka Capt. Insane-O) for taking over my job and pulling triple duty to make sure all the details of the conference were attended to.

Last but not least, thanks to all the members who were there. It's hell when you throw a party and no one comes, but y'all showed up and made the conference a huge success.

Was all the work worth it? Damn right it was. You future host coordinators should just keep telling yourself that. I will see you all down the road in the conferences to come. This time, I will sit back with a brew and watch it all happen. In the meantime, you will find me worshipping at the Shiner Bock brewing vats!

T.J. Richardson
Semi-retired Bike Officer
San Antonio Police Department

IPMBA. Doing it better, doing it first.

The Vision is Becoming a Reality

IPMBA's increase in international members is represented at the conference

Over ten years ago, the International Police Mountain Bike Association (IPMBA) was founded with a vision. That vision was that someday the organization would serve the training and resource needs of public safety cyclists around the globe. Today, that vision is slowly being realized. It is not easy for a small organization to serve a worldwide membership – language, culture, currency, economics, and ways of doing business vary greatly. However, assisted by the determination of several of its non-US members, IPMBA is well on its way.

England was once again well-represented at the IPMBA Conference. The IPMBA Instructor cadre in that nation more than doubled with the addition of six additional instructors. IPMBA congratulates **Charlie Irvine, Lewis Hastie, and Ian Kershaw** of London's Metropolitan Police Department; **Nigel Tottie** and **Steven Harvey** of the N. Yorkshire Police; and **Mark Inman** of the Tees, East, and North Yorkshire Ambulance Service on successfully completing the IPMBA Instructor Course. All the newly-minted Police Cyclist Instructors went on to complete the PCI to EMSCI Transition Course, qualifying them to teach the EMS Cyclist Course as well. **Mark Cockram** of the City-of-London Police apparently enjoyed his visit to the States last year, because he put in an appearance again this year. Hopefully first-timer **Steve Baxter** of the Hampshire Police will follow suit!

Representing Europe was **Roger Pfister**, from the Switzerland National Police Force. Roger has become a "regular" at the IPMBA Conference, having attended the 2000, 2001, and 2002 IPMBA Conferences. He missed 2003 due to family reasons, but is planning to join us again in Scottsdale, if his air marshal duties permit.

The attendee who traveled the farthest was another repeat customer – **Michael Satlow** from the Jerusalem Civil Guard. He is proud to have completed the IPMBA Instructor Course so that he can provide the other members of his volunteer bike squad with proper training. Because the regular police are frequently faced with acts of terrorism and other violence, the Civil Guard plays a crucial role in

performing many standard police functions and otherwise supplementing the full-time police force.

Back on the North American continent, IPMBA welcomed visitors from both north and south of the border. From Ontario hailed **Steve Forbes** and **Mike Caskenette**. Steve, who is with the University of Guelph, was certified as an IPMBA Instructor; Mike, from the University of Toronto Police, was able to attend the conference.

Several months before the conference, T.J. Richardson issued an invitation to officers from San Antonio's Sister City program to attend. Most were unable to send representatives; however, two cities graciously accepted the invitation.



As a result, **Porfirio Antonio Escobar Irias** and **Elvis Javier Cantarero Ventura**, both from Policia Nacional Honduras in Ceiba, Honduras, enrolled in the IPMBA Police Cyclist Course. The language barrier was overcome with the help of an interpreter from Our Lady of the Lake University and Officers John Serrano and Naipo Robertson of UT El Paso, both of whom put their fluent Spanish to good use.

It was a pleasant surprise to be joined by the Police Commissioner of Monterrey, Mexico, and two of his staff members. They were welcomed warmly and spent the rest of the day acquainting themselves with the concept of bike patrol as well as IPMBA.

Shortly after the conference, IPMBA representatives were busily preparing to

attend the second annual 999 Emergency Services Cycling seminar, which was held in conjunction with the CTC's York Rally, the largest gathering of cyclists in the UK, in York, England. Membership coordinator Chris Davala oversaw the launch of a UK branch of IPMBA, and a series of informational sessions about



Above — British "troops" at the Alamo (photo courtesy Nigel Tottie).

Left — Lewis Hastie, Charlie Irvine, Ian Kershaw of London's Metropolitan Police (photo courtesy Marianne Richardson).

Below — Roger Pfister, Switzerland National Police (photo courtesy Chris Hodges).



public safety cycling were conducted. The event also included a skills competition for police and EMS cyclists. Through its increasing presence around the globe, IPMBA continues to strive to meet its goals of promoting the use of bikes for public safety, providing resources and networking opportunities, and offering the best, most complete training for public safety cyclists.

These Aren't Your Ordinary Recent Grads — These are New IPMBA Instructors! Congratulations!

Instructor Course graduates, San Antonio Conference, 2004



Yorkshire Police Dept., York, England ; **Lewis Hastie**, Metropolitan Police Service, London, England; **Mike Hudspeth**, Guilford County EMS, Greensboro NC; **Mark Inman**, Tees East and North York Ambulance Service, York, England; **Charlie Irvine**, Metropolitan Police Service, London, England; **Kristie Johnson**, Cincinnati Police Division, Cincinnati OH; **Ian Kershaw**, Metropolitan Police Service, London, England; **Robert Knight**, DFW Airport Dept. of Public Safety, DFW Airport TX; **Matthew Lackner**, Pittsburgh Police Dept., Pittsburgh PA; **Michael LeVasseur**, New Orleans Police Dept., New Orleans LA; **Kelley MacBeth**, Cincinnati Police, Cincinnati OH; **Scott Magee**, Downers Grove Fire Dept., Downers Grove IL; **George Mastics, Jr.**, Palm Beach County SO, W Palm Beach FL; **Gary Moore**, Cardinal Criminal Justice Academy, Salem VA; **John Nichols**, Washington Township Fire Dept., Dublin OH; **Preston Nutwell**, United States Capitol Police, Washington DC; **Scott Parrott**, Baltimore City Fire Dept., Baltimore MD; **Heath Penwarden**, DeSoto Police Dept., DeSoto TX; **Rob Peterson**, Las Cruces Police Dept., Las Cruces NM; **Paul Pitts**, Coral Gables Police Dept., Coral Gables FL; **Joseph Raaymakers**, Clinton Police Dept., Clinton IA; **Webb Redmond**, Gwinnett County Police Dept., Lawrenceville GA; **Michael Satlow**, Jerusalem Civil Guard, Jerusalem, Israel; **Richard Schumaker**, Cardinal Criminal Justice Academy, Salem VA; **Dale Smith**, Downers Grove Fire Dept., Downers Grove IL; **Eric Struss**, LaPorte City Police Dept., LaPorte IN; **Rick Taylor**, Fayetteville Police Dept., Fayetteville AR; **Nigel Tottie**, North Yorkshire Police, N. Yorkshire, England; **Doug Young**, Oklahoma Univ. Police Dept., Norman OK; **Andrew Zelno**, US Capitol Police, Washington DC.

Steven Bazany, San Antonio Police Dept., San Antonio TX; **Jeff Bergeron**, Spokane County Sheriffs Office, Spokane WA; **Michael Coomes**, Gila River Police Dept., Sacaton AZ; **Brian Copeland**, Ouachita Parish Sheriffs Office, Monore LA; **Michael Creel**, Orange County Fire and Rescue, Winter Park FL; **Stephen Curry**, Sykesville Police Dept., Sykesville MD; **David Darter**, Yukon Police Dept., Yukon OK; **Wallace Downs**, Las Cruces Police Dept., Las Cruces NM; **Jeff Duncan**, Columbia Police Dept., Columbia TN; **Tracy Ferguson**, Texas Parks & Wildlife Police Dept., Denison TX; **James Fish**, Washington Township Fire Dept., Dublin OH; **Steve Forbes**, University of Guelph Police, Guelph, Ontario, Canada; **Bruce Fowler**, DFW Airport Dept. of Public Safety, DFW Airport TX; **Jesus Garcia**, Coral Gables Police Dept., Coral Gables FL; **Stephen Gardner**, United States Capitol Police, Washington DC; **Shawn Gilcrease**, Alvin Police Dept., Alvin TX; **Robert Gutierrez**, Univ. of Cincinnati Public Safety, Cincinnati OH; **Richard Harvey**, Franklin City Police Dept., Franklin VA; **Steven Harvey**, North

Thank You to the 2004 IPMBA Conference Instructors ...

Dominic Angiolillo, Ft. Lauderdale Police Dept., Ft. Lauderdale FL
Steve Bazany, San Antonio Police Dept., San Antonio TX
Kirby Beck, Coon Rapids Police Department, Coon Rapids MN
Neil Blackington, Boston EMS, Boston MA
Jim Bowell, Troy Fire Department, Troy OH
Jeff Brown, Dayton Police Department, Dayton OH
Ed Brown, Orange County Fire/Rescue, Winter Park FL
Ron Burkitt, City of Hilliard Police Department, Hilliard OH
Chris Davala, Maryland State Police, Berlin MD
Bob DeLaurentiis, Univ. of Penn. Police Dept., Philadelphia PA
Steve Denny, Williamson EMS, Franklin TN
Doug Dillon, Houston Police Dept., Houston TX
Rob Earick, Puyallup Police Dept., Puyallup WA
Kurt Feavel, University of Wisconsin @ Madison, Madison WI
Ashley Foster, MUSC Public Safety, Charleston SC
Dan Ganzel, Palm Beach County Sheriffs Office, W. Palm Beach FL
Nick Gatlin, Williamson Medical Center EMS, Franklin TN
Mike Goetz, Seattle Police Department, Seattle WA
Artie Gonzales, Topeka Police Department, Topeka KS
Lou Ann Hamblin, Van Buren Township Police Dept., Belleville MI
John Hanke, Joliet Police Dept., Joliet IL
David Hildebrand, Denton Police Department, Denton TX
Bernard Hogancamp, Homewood Police Department, Homewood IL

Mike Johnston, University of Utah Police, Salt Lake City UT
Ian MacAyeal, Aspen Police Department, Aspen CO
Monte May, Kansas City Police Department, Kansas City MO
Gary McLaughlin, Sacramento Police Department, Sacramento CA
Steve Noftz, Ohio University P.D., Athens OH
Phil Redford, Wheeling Police Department, Wheeling WV
Donald Reed, Denver Police Department, Denver CO
Robert Ricciardi, Palm Beach Cnty. Sheriffs Office, W. Palm Beach FL
T.J. Richardson, San Antonio Police Department, San Antonio TX
Jim Roy, Topeka Police Department, Topeka KS
Al Simpson, Pompano Beach P.D. (ret), Pompano Beach FL
Charlie Summers, Illinois State U. Police Dept., Normal IL
Tom Tanner, Ann Arbor Police Department, Ann Arbor MI
Michael Trout, Ohio University Police Department, Athens OH
Mitch Trujillo, Boulder Police Department, Boulder CO
Kathleen Vonk, Ann Arbor Police Department, Ann Arbor MI
John Washington, Univ. of Penn. Police Dept., Philadelphia PA
Mike Wear, Metropolitan Police Dept., Washington DC
James Whited, Oklahoma University Police Dept., Norman OK
Gene Williams, Jr., Cypress Creek EMS/Hempstead P.D., Houston TX
Tom Woods, Denton Police Department, Denton TX
Jeffrey Youngsma, Fremont Fire Dept., Fremont CA

... and Guest Presenters

Tim Baldwin, MassBike, Brookline MA; **Michael Breitenstein**, NIOSH, Cincinnati OH; **Paul Burke**, Nat'l Assn. for Search & Rescue, Carson City NV; **Kathleen Connell**, Yale Med School, Dept. of OB/GYN, New Haven CT; **Kenneth Gardner & Josh Green**, Tyler Police Dept., Tyler TX; **Marsha Guess**, Montefiore Medical Ctr, Dept of OB/GYN, Bronx NY; **Al Jones**, Tri-State RCPI, Cincinnati OH; **Rich Kendall**, Street Training Consulting Group, Wakefield MA; **Nancy Kolb**, IACP, Alexandria VA; **Jeff Noftz**, Medical College of Ohio Dept. of Orthopedics, Toledo OH; **Jason Ogle**, S.T.O.R.M. Mountain Bike Patrol Unit, San Antonio TX; **Michelle Price**, UT Health Science Center, San Antonio TX; **Dennis Rosenberry**, San Antonio Police Dept., San Antonio TX; **Michael Satlow**, Jerusalem District Police Dept., Jerusalem, Israel; **Ricky Schorlemer**, San Antonio Police Dept., San Antonio TX; **Steven Schrader**, NIOSH, Cincinnati OH; **Tim Schurr**, United Bicycle Institute, Ashland OR; **Dr. Bill Spelman**, Texas Inst. For Public Problem Solving, Austin TX; **Bill Strawn**, Texas DOT, Traffic Safety Section, Austin TX; **Nigel Tottie**, N. Yorkshire Police, York, England; **Chris Washburn**, WaveCrest Labs, Dulles VA

The Art of Marketing to Public Safety Cyclists On Exhibit at the 14th Annual IPMBA Conference

Conference Highlights

The 14th Annual IPMBA Conference once again attracted participants from around the U.S., and the world. These folks all gathered in San Antonio 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.

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 via drawings held in the Exhibit Hall. These prizes included locks, gear bags, fleece jackets, helmets, rack packs, cleaning kits, parts washers, saddles, uniforms, headsets, GPS units, light & siren sets, bike tools, training seminars, panniers, shoes, gloves, and even a bike frame.



Blue Racer "poster boy" Artie Gonzales pressing flesh at the Blue Racer booth.

Many thanks to all those who contributed prizes. 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.

We were pleased to welcome a few new exhibitors to the floor – **Blue Racer Headsets, BikeWorld, MarwiUSA/NightPro, Matrx Medical, Public Safety Logos, and Welch Allyn.** **Blue Racer** has emerged onto the scene with a new headset designed in consultation with the Topeka Police Bike Team, while **Marwi** is rolling out a set of lights made specially for public safety cycling. Both **Matrx Medical** and **Welch Allyn** feature lightweight AEDs sized perfectly for bike panniers and rack bags. **Public Safety Logos**, owned and operated by a retired Texas peace officer, specializes in custom-designed badges, patches, and jewelry. And **BikeWorld**, which has long served the San Antonio Bike Patrol, has opened its doors to the rest of country – and has already joined IPMBA's elite group of **Corporate Members.**

The conference tee-shirt was emblazoned with the logos of **BikeWorld, Bratwear, Chiba Sports, Cop Pedalers, Ergo the Seat, Golden West Communications, Olympic Uniforms, Southwest Training Associates, Texas Institute for Public Problem Solving, Tri-State Regional Community Policing Institute** and several local sponsors, including **ClearChannel, Home Depot, Red McCombs Toyota, Rio San Antonio, Sam's Embroidery, San Antonio City Employees Federal Credit Union, and Yellow Checker Cab.**

Speaking of shirts, both **Bratwear** and **Mocean** did much for the appearance of the conference. **Bratwear** once again provided bright red shirts for the Command Staff, while **Mocean** outdid itself by outfitting the conference instructors in high-performance, two-toned shirts, complete with reflective piping. They also awarded a \$1000 scholarship to Officer Stephen Curry of the

Sykesville (MD) Police Department, which made it possible for him to attend the IPMBA Instructor Course. We are also pleased to welcome **Mocean** to **Corporate Membership.** Goodie bags were filled with an array of items, including some favorites: Rite in the Rain notebooks from **J. L.**



Barbara Winstead (Cincinnati PD) checks out Bill Levitt's wares.

Darling, VooDew bike lube from **Muscle Products, Bicycling Street Smarts** books from **Rubel BikeMaps,** and several police and EMS magazines.

IPMBA has put the finishing touches on the Corporate Membership category, and we thank our charter members once again for their support. Nice job, **Alerte Systems, Patrol Cycles LLC, WaveCrest Laboratories, 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.

Visit the Industry & Resources page at www.ipmba.org to read product reviews and see a listing of Corporate Members and other suppliers.

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

Alerte Systems International, Inc.

Bill Stranathan
 Telephone: 800-728-1536; Fax: 800-635-1536
 Email: bill@alertesystems.com
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Joseph Zillmer
 Telephone: 800-845-3550; Fax: 800-533-4793
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 Product/Service: Access AED

Michael's of Oregon

Kurt DeNijs
 Telephone: 503-655-7964; Fax: 503-722-5701
 Email: info@unclemikes.com
 Website: www.unclemikes.com
 Product/Service: Sidekick professional holsters, belts, & accessories.

Atlantic Signal, LLC

Randall Hedrick
 Telephone: 866-481-4811; Fax: 785-582-5820
 Email: sales@blueracerheadsets.com
 Website: www.blueracerheadsets.com
 Product/Service: Blue Racer headsets for police cyclist use.

BikeWorld/BikeWorld.com

Michael Beatty
 Telephone: 800-928-5558; Fax: 800-828-3299
 Email: gravy@bikeworld.com
 Website: www.bikeworld.com
 Product/Service: Bicycles, supplies & service, GPS.



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.



Bratwear

Sally Swanson
 Telephone: 253-517-4000; Fax: 253-517-4004
 Email: sally@bratwear.com
 Website: www.bratwear.com
 Product/Service: High-performance bike uniforms.

Chiba Sports

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

Cycle Siren, LLC

Greg Bohning
 Telephone: 714-628-8935; Fax: 714-628-8935
 Email: sales@cyclesiren.com
 Website: www.cyclesiren.com
 Product/Service: Bike patrol siren for law enforcement.

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

Datamaxx Group

Marc Smith
 Telephone: 850-558-8018; Fax: 850-558-8218
 Email: marc.smith@datamaxx.com
 Website: www.datamaxx.com
 Product/Service: Datamaxx communications platforms, handheld to desktop.

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.

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) portable radio accessory.

Marwi USA/Nightpro

Jennifer Suarez
 Telephone: 626-401-1335; Fax: 626-401-1339
 Email: sales@marwiusa.com
 Website: www.marwiusa.com
 Product/Service: Lighting systems.

Trek Bicycle Corporation

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



United Uniform

Kami Zinati
 Telephone: 213-746-8000; Fax: 213-748-2010
 Email: kami@uunif.com
 Website: www.uunif.com
 Product/Service: High-quality bicycle uniforms.

Wavecrest Laboratories

Heather O'Donnell
 Telephone: 703-435-7102
 Fax: 703-435-7103
 Email: sales@tidalforce.com
 Website: www.tidalforce.com
 Product/Service: TIDALFORCE M-750 high-performance electric bicycle.



Welch-Allyn

Adrian Alvarez
 Telephone: 800-535-6663; Fax: 315-685-4091
 Email: bozekj@welchallyn.com
 Website: www.welchallyn.com
 Product/Service: Compact AEDs.

Other Supporters

Cop Pedalers

Website: www.coppedalers.com
 Product/Service: Bike patrol products & accessories.

EMS Magazine

Website: www.emsmagazine.com
 Product/Service: EMS magazine

Finish Line

Website: www.finishlineusa.com
 Product/Service: Bicycle care products.

J.L. Darling Corp.

Website: www.riteintherain.com
 Product/Service: All-weather writing papers & products.

JEMS Communications

Website: www.jems.com
 Product/Service: Journal of Emergency Medical Services.

John E. Reid & Associates

Website: www.reid.com
 Product/Service: Street Crimes seminars.

Kryptonite Corporation

Website: www.kryptonitelock.com
 Product/Service: Bicycle locks & security products.

Law & Order Magazine

Website: www.hendonpub.com
 Product/Service: Law & Order magazine.

Law Enforcement Product News

Website: www.law-enforcement.com
 Product/Service: LEPN magazine.

Muscle Products Corp.

Website: www.voodew.com
 Product/Service: Bike lube & gun cleaner.

Police Magazine

Website: www.policemag.com
 Product/Service: Police magazine.

R&B Fabrications

Website: www.rfab.com
 Product/Service: Bicycle panniers & rack bags; safety vests.

Rubel BikeMaps

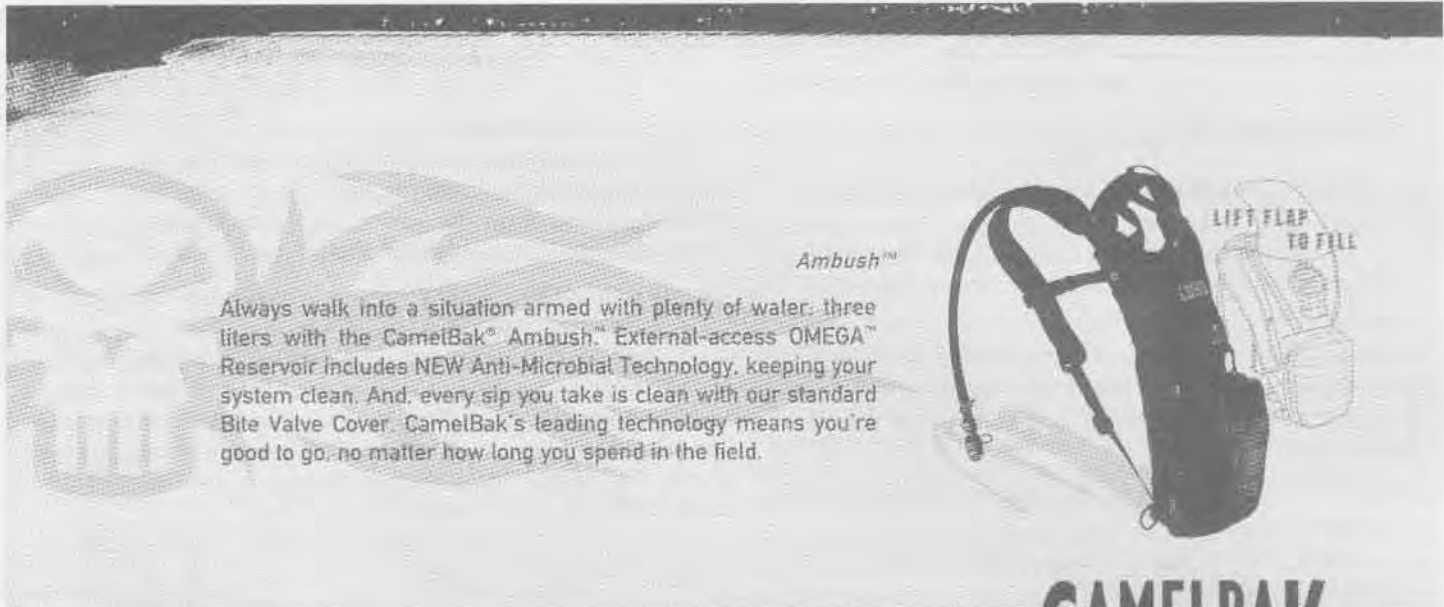
Website: www.bikemaps.com
 Product/Service: Bicycling Street Smarts

Southeast Training Associates

Website: www.southeasttrainingassociates.com
 Product/Service: Public safety bike training.

Terry Precision Cycling

Website: www.terrybicycles.com
 Product/Service: Bicycles, accessories, seats, apparel.



Ambush™

Always walk into a situation armed with plenty of water: three liters with the CamelBak® Ambush™ External-access OMEGA™ Reservoir includes NEW Anti-Microbial Technology, keeping your system clean. And, every sip you take is clean with our standard Bite Valve Cover. CamelBak's leading technology means you're good to go, no matter how long you spend in the field.



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20 MINUTES?
OR 20 HOURS?

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WWW.WINCAMELBAK.COM

Product Purchase Program

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

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

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

ABS SPORTS

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

ABS Sports
 683 Rt. 33, Hightstown, NJ 08520



ALERTE SYSTEMS INT'L.

Product: "Trail-Blazer" Bike Light Kit
Regular Cost: Contact for Product List
Cost to Members: 10% off 1-10 units; 15% off 11-20 units

Form of Payment: DC, MC, V
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: Art Germann, Sherri Smalley, Bill Stranathan
Phone: 800-728-1536
Fax: 800-635-1536
Website: www.alertesystems.com
Email: bill@alertesystems.com



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

ASLET: AMERICAN SOCIETY FOR LAW ENFORCEMENT TRAINING

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

ASLET: American Society for Law Enforcement Training

121 North Court St., Frederick, MD 21701

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

ABBREVIATIONS:

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

BIKE TRACK

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

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



BIKE WORLD

Product: Bicycles and bike accessories.
Regular Cost: Competitive Internet Sale Prices
Cost to Members: Wholesale + 35%

Form of Payment: AX, V, MC, D
Ordering Options: Phone, Fax, Website, Mail
Contact Name: Mike Beatty
Phone: 210-828-5558
Fax: 210-828-3299
Website: www.bikeworld.com
Email: 210-828-3299



Bike World
 5911 Broadway, San Antonio, TX 78209
Notes: Contact Mike Beatty at 1-800-928-5558

BRATWEAR

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

Bratwear
 5417 12th Street East, Suite 100, Fife, WA 98424

BRAVE SOLDIER

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

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

BUSHWHACKER USA

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

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

CANE CREEK CYCLING COMPONENTS

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

Cane Creek Cycling Components
 355 Cane Creek Rd., Fletcher, NC 28732

CASCADE DESIGN

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

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

CHRISTINI TECHNOLOGIES

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

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

Product Purchase Program

Industry

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

CYCLESIREN

Product: Cyclesiren Trooper, Patrol & EMS mini-sirens

Regular Cost: Visit www.cyclesiren.com.

Cost to Members: 10% off Retail

Form of Payment: MC, PO, V

Ordering Options: Phone, Fax, Email, Mail

Contact Name: Greg Bohning

Phone: 714-628-8935

Website: www.cyclesiren.com

Email: sales@cyclesiren.com

Cyclesiren

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

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

CYCLOPS BICYCLE & TACTICAL OPERATIONS EQUIPMENT & TRAINING

Product: Bicycle & Tactical Ops Equipment & Accessories

Regular Cost: Contact for Product List

Cost to Members: 10-30% off Retail

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

Ordering Options: Phone, E-Mail

Contact Name: Ashley Foster

Phone: 843-259-8368

Email: cyclopstact@hotmail.com

Cyclops Bicycle & Tactical Operations Equipment & Training

5003 Alpha Street, N. Charleston, SC 29405

DANALCO

Product: Sealskinz Waterproof Socks & Gloves

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

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

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

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

Contact Name: Sam Matthews

Phone: 800-868-2629

Fax: 800-216-9938

Website: www.danalco.com

Email: sam@danalco.com

Danalco

1020 Hamilton Rd., Duarte, CA 91010

DE SOTO SPORT

Product: Triathlon Clothing

Regular Cost: Contact for Product List

Cost to Members: 40% off Retail

Form of Payment: AX, MC, V

Ordering Options: Phone, Fax, Email, Web

Contact Name: Emilio De Soto II

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

Fax: 858-453-6783

Website: www.desotosport.com

Email: contact@desotosport.com

De Soto Sport

5260 Eastgate Mall, San Diego, CA 92121

DGB SERVICES (PEN-LINK DISTRIBUTOR)

Product: Mobile Intelligence Solution

Regular Cost: \$495

Cost to Members: Free 90-Day Trial

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

Ordering Options: Phone, Fax, Email

Contact Name: Charles Hamm

Phone: 805-258-2165

Fax: 402-421-9287

Website: www.penlink.com

Email: chuckhamm@verizon.net

DGB Services (Pen-Link Distributor)

3761 Ketch Avenue #D, Oxnard, CA 93035

DO WRAP PERFORMANCE HEADWEAR

Product: Under Helmet Headbands & Bandanas

Regular Cost: \$9.95-\$24.95

Cost to Members: 25% off Retail

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

Ordering Options: Phone, Fax, Email, Website

Contact Name: John Okon, April Brittain

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

Fax: 773-770-4201

Website: www.dowrap.com

Email: john@dowrap.com

Do Wrap Performance Headwear

1747 W. Grace Street, Chicago, IL 60613

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

EKO SPORT

Product: Power Grips, Air Suspension, Pumps

Regular Cost: Contact for Product List

Cost to Members: 20% off Retail

Form of Payment: CK, MC, V

Ordering Options: Phone, Fax, Email, Web

Contact Name: Jason Tillinghast

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

Fax: 970-241-3529

Website: www.ekosport.com

Email: jtillinghast@ekosport.com

Eko Sport

580 North Westgate Dr., Grand Junction, CO 81505

ELHN BADGE & EMBLEM DESIGN

Product: Custom Police Badges, Emblems, Pins, Coins

Regular Cost: Varies

Cost to Members: 10% off

Form of Payment: CH, DC

Ordering Options: Phone, Email, Mail

Contact Name: Erno Nandori

Phone: 203-364-8644

Fax: 860-693-9381

Email: elhnbadgedesign@aol.com

ELHN Badge & Emblem Design

615 Cherry Brook Road, Canton, CT 06019

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

ERGO, LLC

Product: "The Seat" Ergonomic Bike Seat

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

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

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

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

Contact Name: Thomas White

Phone: 425-333-6161

Fax: 425-333-6355

Website: www.ergotheseat.com

Email: 425-333-6355

Ergo, LLC

P. O. Box 659, Carnation, WA 98014

FUJI AMERICA

Product: Bikes & Accessories

Regular Cost: Contact for Product List

Cost to Members: Call for Special Prices on Selected Models

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

Ordering Options: Phone, Fax, Email, Mail

Contact Name: Kevin Moran

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

Fax: 201-337-1762

Website: www.fujibikes.com

Email: kevintheelder@yahoo.com

Fuji America

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

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

GITA SPORTING GOODS

Product: Patrol Bike Shoes, Giordana Apparel

Regular Cost: Varies

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

Form of Payment: MC, V

Ordering Options: Phone, Fax, Website

Contact Name: Nelson Frazier

Phone: 800-FON-GITA x 319

800-FON-GITA x 319

Fax: 704-588-4322

Website: www.gitabike.com

Email: info@gitabike.com

Gita Sporting Goods

12500 Steele Creek Rd, Charlotte, NC 28273

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

HECKLER & KOCH

Product: Officer Survival for the Mountain Bike Officer

Regular Cost: \$795

Cost to Members: \$745

Form of Payment: MC, PO, V

Ordering Options: Phone

Contact Name: Pat Rios

Phone: 703-450-1900 x 293

Fax: 703-405-7938

Website: www.hk-usa.com

Email: prios@hk-usa.com

Heckler & Koch

21480 Pacific Blvd., Sterling, VA 20166

Product Purchase Program

IMBA: INTERNATIONAL MOUNTAIN BICYCLING ASSOCIATION

Product: IMBA Membership
Regular Cost: \$25 Basic; \$45 Supporting
Cost to Members: \$10 Basic; \$18 Supporting
Form of Payment: C, CH, DC, MC, V
Ordering Options: Fax or Mail
Contact Name: Kevin Stein
Phone: 888-442-IMBA/303-545-9011 x 106
Fax: 303-545-9026
Website: www.imba.com
Email: info@imba.com

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

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

IOSSO PRODUCTS

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

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

LANE SUNGLASSES

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

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

LIFT & STORAGE SYSTEMS, INC.

Product: Automatic Bike Lift Storage Systems
Regular Cost: \$4,295 (30 bikes); \$6,590 (60 bikes)
Cost to Members: \$4,000 (30 bikes); \$6,590 (60 bikes)
Form of Payment: AX, C, DC, MC, PO, VI
Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Shawn Jones
Phone: 651-777-1554
Fax: 651-777-1535
Website: www.liftstore.com
Email: sjones@liftstore.com

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

LIGHTCYCLES

Product: Bicycle Parts & Accessories
Regular Cost: Contact for Product List
Cost to Members: 20-25% off Retail
Form of Payment: C, DC, CH, PO, USPS Money Order
Ordering Options: Phone, Email, Mail
Contact Name: Bob Light
Phone: 518-593-3361
Email: lighttrj@plattsburgh.edu
LightCycles
 PO Box 517, Morrisonville, NY 12962
Notes: Email for details/availability/shipping charges.

LOUKA LLC

Product: Video: Firearms & Training Issues
Regular Cost: \$19.99 + shipping
Cost to Members: \$18.99 + shipping
Form of Payment: CH, DC, PO
Ordering Options: Phone, Email, Mail
Contact Name: Lou Ann Hamblin
Phone: 734-697-6342
Email: louannblackwidow@aol.com
Louka LLC
 650 Light Tower Road, Suite 1, Belleville, MI 48111

MAKLITE

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

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

MARWI USA, INC.

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

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

MAXXIS TIRES

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

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



MOCEAN

Product: Bike Patrol Uniforms
Regular Cost: Contact for Product List
Cost to Members: 25% off Retail

Form of Payment: AX, C, CH, DC, MC, PO, V
Ordering Options: Fax

Contact Name: Bill Levitt
Phone: 949-646-1701/877-662-3680
Fax: 949-646-1590
Website: www.mocean.net
Email: moceanbl@aol.com



Mocean
 1635 Monrovia Avenue, Costa Mesa, CA 92627

OLYMPIC UNIFORMS/J. MARCEL

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

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

PARADIGM TACTICAL PRODUCTS

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

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

PATROL CYCLE LLC

Product: Patrol Cycle Shoe
Regular Cost: \$109.95/Web Direct \$79.95
Cost to Members: \$67.95
Form of Payment: C, CH, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: Barrie Gorton
Phone: ++ 886-4-2676-1611
Fax: ++ 886-4-2676-1611
Website: www.patrolcycle.com
Email: bgorton@patrolcycle.com

Patrol Cycle LLC
 3 Fl. No. 19, Shui Yuen Road, Lane 219, Tachia, Taichung County 437

PROGOLD LUBRICANTS

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

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

Product Purchase Program

Industry

PROMARK INT'L INC.

Product: Full Line Law Enforcement Equipment
Regular Cost: Contact for Product List
Cost to Members: 40% off Most Products
Form of Payment: CH, MC, V
Ordering Options: Phone, Fax

Contact Name: Kenneth Battcher
Phone: 800-645-4443/516-795-6543
Fax: 516-795-4259
Website: www.publicsafety mall.com
Email: promarkint@aol.com

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

PUBLIC SAFETY LOGOS

Product: Badges/Badge Cases/Jewelry/Patches/Etc.
Regular Cost: \$40-\$115
Cost to Members: 10% off + drop ship free on \$150 or more
Form of Payment: AX, C, CH, DC, MC, V
Ordering Options: Fax, Email, Website, Mail

Contact Name: Michael Carrizales
Phone: 281-251-0707
Fax: 281-251-4786
Website: www.publicsafetylogos.com
Email: sales@publicsafetylogos.com

Public Safety Logos
PO Box 11307, Spring, TX 77391-1307
Notes: Code: 20PMBA04 and IPMBA membership number must accompany order.

PYI INC. SPOKES WEAR

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

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

R & B FABRICATIONS, INC.

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

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

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

REDMAN TRAINING GEAR

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

Contact Name: Bob Brothers
Phone: 800-865-7840
Fax: 800-459-2598
Website: www.redmangeart.com
Email:

Redman Training Gear
10045 102nd Terrace, Sebastian, FL 32958

RUBEL BIKEMAPS

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

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

Rubel BikeMaps
P.O. Box 401035, Cambridge, MA 02140

Notes: Contact for free sample; see full text at www.bikemaps.com.

RUDY PROJECT

Product: Sunglasses, Sport Eyewear, Helmets, Goggles
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Form of Payment: MC, V
Ordering Options: Website, Mail

Contact Name: Jason Kinsey
Phone: 888-860-7597/303-333-9191
Fax: 303-333-9292
Website: www.rudyprojectusa.com
Email: jason@rudyprojectusa.com

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

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

SIGNAL MEASUREMENT CO.

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

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

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

SPORTWORKS

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

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

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

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

SWAGMAN

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

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

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

TERRY PRECISION CYCLING

Product: Bikes, Accessories, Seats, Apparel
Regular Cost: Contact for Product List
Cost to Members: Wholesale Prices
Form of Payment: C, CH, DC, MC, V
Ordering Options: Phone, Fax, Email, Web, Mail

Contact Name: Ginny Weisel
Phone: 800-289-8379 x 15
Fax: 315-986-2104
Website: www.terrybicycles.com
Email: ginyin@terrybicycles.com

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

TRACY LEIGH ENTERPRISES

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

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

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

WTB

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

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

WTB
475 Miller Ave., Mill Valley, CA 94941

ZOIC CLOTHING

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

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

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

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You get what you pay for

By Mark Stanish, PCI #697
Long Beach PD, NJ

Comfort, fit, reliability, and appearance. That's how I would answer someone who asked me what I need in a Bike Patrol uniform. Whether it's MOCEAN or one of our other uniform suppliers, we all have the need to strike a balance between functionality and outward appearance. But like they always say, "it's what is on the inside that counts".

This is where the Under Armour clothing and accessory company has concentrated their efforts. Under Armour was started in 1996 when a collegiate athlete grew tired of the discomfort provided by his cotton undershirt during competition. We have all shared that same frustration, from the shirt bunching up as you ride to it retaining every drop of sweat you pump out. We all agree that comfort is a major part of a successful Bike Patrol.

Convince yourself to give something from their extensive product line a try and then thank me at the 15th Annual IPMBA Conference in Arizona



your patrol you start to look forward to it being over rather than what you can accomplish during it. Or as Kirby Beck said in an earlier article, you'll be "less likely to ride, more likely to hide."

A box arrived at my house, thanks in part to the efforts of Membership Coordinator Chris Davala, which contained two items upon which

Under Armour has built their solid foundation – a Heat Gear full "T" and Heat Gear compression shorts. Both of these items feature Under Armour's Moisture Transport System, which is designed to pull sweat away from your body to the outside of the clothing, where it can run off or evaporate. This aids in maintaining comfortable body temperature while operating in warmer environments. I recently taught a Police Cyclist course here on the east coast of New Jersey and used this as the perfect time to put Under Armour to the test.

Under Armour claims that the Moisture Transport System keeps you cooler, lighter and drier during physical exertion than do other fabrics. They were right on every count. We were training on days when it was eighty degrees or more, with no clouds and high humidity, and the clothing was a pleasure to wear. Add to this the fact that these products are compression garments, which aid in the reduction of muscle fatigue during strenuous activity, and you have what would seem to be a perfect fit for Police and EMS on bikes and any recreational rider anywhere.

As an added test – and for the benefit of the officers in the class (and those around us) – I put these two items through the washer and dryer at the end of every day. They never lost any of their form-fitting ability or showed any wear and tear. Many of you may have passed on Under Armour, as I did, because you could not see paying \$25 for a "T-shirt". I'm a firm believer in the saying "you get what you pay for", but after using these products for that week, I think we are getting one over on the folks from Under Armour. Convince yourself to give something from their extensive product line a try and then thank me at the 15th Annual IPMBA Conference and Product Exhibition in Scottsdale, Arizona, in 2005. Who knows, you may be able to thank the people from Under Armour directly at the Conference. We would love to have them there!

Most of their products come in sizes small through triple-X, and in a variety of colors. They have a full line of tactical gear and an extensive network of law enforcement and military suppliers who carry their products. They recently added a line of women's wear.

Check out their stuff at www.underarmour.com and keep watch for a review of their line of Cold Gear products from IPMBA in the future.

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

Alerte Systems International

Bill Stranathan
800-728-1536
www.alertesystems.com
Bill@alertesystems.com



BikeWorld/BikeWorld.com

Michael Beatty
800-928-5558
gravy@bikeworld.com
www.bikeworld.com



Mocean

Bill Levitt
949-646-1701
moceanbl@aol.com
www.mocean.net



Patrol Cycles LLC

Murline Staley
713-472-0894
www.patrolcycles.com
sales@patrolcycles.com



Trek Bicycle Corporation

Jason Schumacher
800-313-8735 x 4911
www.trekbikes.com
police@trekbike.com



Wavcrest Laboratories

Heather
O'Donnell
703-435-7102
sales@tidalforce.com
www.tidalforce.com



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

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

Product Review: CatEye

Light systems for the layman

By Mitch Trujillo, PCI #244T
Boulder PD (CO)
IPMBA Industry Relations Committee

Imagine...It's dark and you're on bike patrol. You're a long way from the station, with no charge left on your bike light. All you have is your flashlight and no, you don't have duct tape. Chances are, if you don't get to the barn soon, you're just as much of a scofflaw as the last guy you contacted for not having a bike light.

Ok, so imagine that you can pack an extra front and rear back up light in case of times like those. Maybe even a sub-compact front and rear light that runs on the latest light technology and doesn't break the bank. Sound interesting?



HL-EL400 Main

I recently had the chance to trial run some commuter-level lights offered by CatEye, a leading manufacturer of lighting systems for the bike industry. The CatEye Research Center just so

happens to be here in my own backyard in Boulder, Co.

CatEye is employing the latest LED (Light Emitting Diode) technology, that is, the light source that is commonly used on backlit displays of watches, mobile phones, and computers. LED technology is currently being advanced in the development of emergency overhead light systems, flashlights, and monitors. This same technology is now being enhanced by mating it with CatEye's Opticube lens and reflector technology. In layman's terms, the proprietary bulb that operates at

relatively low heat and is protected by a crystal clear lens, is shining its light from a crystal-like reflector. This equates to longer run times, and better performance.

I tested the HL-EL400 Compact Opticube headlight and the "new" HL-EL120 Sport Opticube headlight in San Antonio during the annual IPMBA conference. I mounted the Sport on my helmet while the handlebar donned the Compact. They were extremely easy to operate. The strap mounts were easy to use and kept the lights from shifting. The light housings pivoted left-to-right in order to point the blue-hued light in the correct direction. The light beams produced by the two were only of use in extremely dark conditions. I accidentally dropped the Compact on concrete, with no functional side effects. I really liked the magnetic switch on the Compact, which allows the light to be waterproof to 50 ft. The Sport (80 grams) and Compact (76 grams) display 50+ and 90 candlepower respectively. I don't know if this equates to the IPMBA minimum standard of five watts ("Damnit Jim, I'm not a light engineer!"), but both certainly act well as back-up lights and are tiny enough to tote in your shirt pocket!

The other Opticube headlights I tested were the HL-EL200 and the HL-EL300. Both should be touted as good commuter lights. They mount via a handlebar quick release. During patrol duties in early May, the smaller 85 gram EL200 seemed slightly brighter than the Compact or Sport (probably due to its larger reflector and battery source). Despite the larger size, it fit neatly in a side pocket on my patrol bike bag. The even larger (127 gram), 5 LED, EL 300 model put out

enough light on the pavement that it exceeded 400 candlepower. Very bright for commuting indeed. The EL 300 barely fits inside a patrol bike bag side pocket.

The only rear light I tested was the inexpensive Compact Safety Light (model SL-LD100). This little ditty mounts to just about anything via its elastic cord. Because of its ingenious magnetic switch, it



SL-LD100

is waterproof to 50 ft. The light is as big as a lollipop and visible up to 1/2 mile! Of course it doesn't rate against the brightest rear light I know, the TL-LD 600, but it serves its purpose as a back-up.

I highly recommend the lights when your primary bike light goes kaput or when all else fails. CatEye LED lights offer the most brightness and safety in a compact size, and are available at a very reasonable price. The lights can be viewed on the CatEye website, www.cateye.com.

CatEye is not yet listed in the IPMBA Product Purchase Program.

Contact: CatEye, 1705 14th St., #115., Boulder, CO 80302; (303) 443-4595, (800) 5-CatEye; fax (303) 473-0006; website: www.cateye.com; email: service@cateye.com.

Mitch is an IPMBA Instructor Trainer, an IMBA National Mountain Bike Patroller, and has a penchant for singlespeeds. He can be reached at trujillom@ci.boulder.co.us.

Opticube Taillight

Description	LED's	Visibility	Mount	Battery	Run Time	Features	MSRP
SL-LD100 Compact Safety Light	2	1/2 mile	Universal Cord	2 CR2032	50 hrs. constant, 100 flashing, 150 alternating	Switch design allows water resistance	\$13.00

Compact Headlights

Description	LED's	Mount	Battery	Run Time	Features	MSRP
HL-EL200	3	Handlebar	4 AA	35 hrs. steady 220 flashing	Focused beam, steady/flash modes	\$25.00
HL-EL300	5	Handlebar	4 AA	30 hrs. steady	Focused beam, steady/flash modes	\$35.00
HL-EL400 Compact Opticube	3	Handlebar	3 AAA	15 hr steady, 160 flashing	Waterproof, focused beam	\$35.00
HL-EL120 Sport Opticube	1	Handlebar	2 AA	80 hr steady, 320 flashing	50+ candlepower, steady/flash modes	\$20.00

Counting the Coppers

Cycling police officers are good for cycling, good for the trade

by Dan Joyce
Bicycle Business Magazine (UK)
Reprinted with permission

Cycling police officers generate more column inches of positive press coverage than any other professional cyclists. Yet they don't enjoy the same relationship with the trade as that other class of professionals, racers. It's time they did.

To get an insight into the role of cycling police officers, and the opportunities for bobbies and bike trade to work together, BikeBiz interviewed Sergeant Monte May, US-based Industry Liaison Officer for the International Police Mountain Bike Association (IPMBA), Inspector Nigel Tottie from York, and PC Bob Kenney from Sheffield.

One of the most obvious benefits of bike cops to the trade is that they are good PR. It's their job to be visible – the purpose of patrolling being public reassurance and criminal deterrence. If the emergency services are using bikes, it follows that cycling is a sensible, swift and safe way of getting around. In itself, this might lead to another bike being bought. But bike cops aren't just in the public eye; they also have the public ear. Joe Potential-Punter can walk up and ask a policeman.

'Word-of-mouth advertising has the greatest long-term impact on behaviour, and bike cops interact with dozens of civilians each day,' said Sgt Monte May. 'Most of these face-to-face contacts are friendly. The conversation often turns to the officer's job and questions about the equipment. We get asked: "What type of bike is that? Is it a good one? I'm interested in getting a bike – do you think that brand is well-made? Where can I get a bike like that?" Sometimes the questions are about the accessories. I have pair of Topeak bar-end mirrors on my police bike. Civilian cyclists love them and frequently ask where to buy them.' The answer – ker-ching! – is your shop.

From the trade, bike cops need tough, ultra-reliable bikes and equipment. Both the UK and US bike trades have a bias towards sports and fitness cycling – on road and off – but it's top end 'utility bikes' that the bobbies need.

'We ride day in, day out, in all weather and conditions,' said Insp Nigel Tottie. 'In York we cover around 30 miles each day. Few other groups of people put in such consistent riding day after day. We also ride over all terrain, not just on roads.'

Sgt May agreed, adding: 'Police cyclists subject their bicycles to a degree of abuse that

is not common among recreational riders. For instance, an officer may have to rapidly dismount to effect an arrest or to take cover from gunfire, dropping the bike on its side onto concrete.'

This kind of rough treatment hammers components and can destroy vulnerable kit like cycle computers, which the police use to log mileage. Lights are another problem. Police need high-power lights but most rechargeables last less than four hours: half an eight-hour shift.

Some equipment is suitable for bike patrols. PC Bob Kenney's police bike features a Rohloff Speedhub, Grimeca disc brakes and



Specialized Crossroads EX tyres, and Sgt May advises that police bikes be equipped with nothing less than Shimano LX. Good kit isn't cheap, but Sgt May calculates that it's possible to fully outfit ten bike cops for the cost of a single police car.

In the USA, IPMBA has negotiated with various suppliers in the cycle trade to create a 'product purchase programme' (PPP) for its members. The idea is to enable bike cops to obtain cycling-specific equipment at reasonable – that is, slightly discounted – prices. The PPP is also something of a one-stop-shop for the items that bike patrols need.

Insp Tottie is keen to replicate this programme in the UK. 'I have already had some interest. Zyro are one of our team's major trade suppliers and seem keen to sign up to the PPP. I will be looking at getting other suppliers on board as I go along.'

The big expense in equipping bike cops is the bicycle itself. Sometimes these are purchased by the police authority. Increasingly, police in the USA and UK are finding that they can tap into federal or government funds that are available for local crime reduction schemes. Sometimes bikes are supplied through the sponsorship of a local shop or even a manufacturer: York's officers are supplied by Cycle Heaven, while the Metropolitan Police in London have just signed a contract with Trek.

'The first option that every department should consider is their local bike shop,' said Sgt May. Insp Tottie agreed. 'The main lesson we've learned is this: whatever the purchase arrangements, a local dealer needs to be involved in the servicing. Officers need to be able to just call in somewhere and have problems sorted. Cycle Heaven have been superb with us in this respect.'

The fact that the police are on bikes provides the potential to build bridges not only with the trade, but with the wider community – cyclists and non-cyclists alike. On the one hand, bike cops can educate drivers (and some cyclists) by talking to them and by demonstrating responsible cycling behaviour. On the other hand, they can enforce traffic law on cyclists – whether it's stopping someone from cycling in a pedestrian area or launching a winter 'light up' campaign – without igniting an 'embattled minority' response.

The bikes are particularly useful in relations with the kind of baggy-trousered teen who would never normally talk to a copper. 'The bike's what they want to talk about,' said PC Bob Kenney. 'That breaks the ice, and then you're talking about whatever their problem might be. First they're saying, "Oh, right, disc brakes, suspension forks." They're talking to a policeman before they realise it.'

'They start talking about the bikes, and all of a sudden they're talking about something else. "Did you know that there's kids coming down here doing this or that or nicking mobile phones?" And it's all started because they were talking about the shocks on your bike.'

Bike cops are growing in numbers because they're getting results. They have the accessibility of officers on foot patrol, but have a greater range and speed.

'Initially, other officers thought it was amusing and a gimmick,' said Insp Tottie. 'Now, two years on, they've seen the results we're getting – and there is never a problem recruiting new team members.' All they need now is stronger ties with the trade.

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Inspector Nigel Tottie
North Yorkshire Police

The 26th and 27th June this year saw the 2nd Annual Emergency Services Cycle Seminar at York Racecourse (watch out T.J., we’re catching up!) which was held at the same time as the Annual Cycle Touring Club Rally which sees around 20,000 cyclists descending on York Racecourse for a weekend of cycle-related activities and rides.

This year’s seminar was opened by Superintendent David Couatts of North Yorkshire Police, and was run as workshops and presentations on various cycle-patrol related themes such as how to set up, fund and market your bike team, the use of cycles as personal protective equipment and a discussion of equipment requirements and specifications for UK cycle teams.

The seminar also saw the launch of IPMBA UK – a UK branch of IPMBA which will hopefully soon have its own page on the IPMBA website and an organisational structure. IPMBA UK currently has a steering committee comprising several of the US Board Members — Chris Davala, Jim Bowell, Monte May and Maureen Becker, plus a number of UK officers and paramedics whose responsibilities are divided into three areas.

Training

Chaired by Mark Cockram (City of London Police)

Equipment

Chaired by Tom Lynch (London Ambulance Service)

Membership and Marketing

Chaired by Nigel Tottie (North Yorkshire Police)

IPMBA UK will continue to be a part of IPMBA and will be administered by Maureen and the staff in Baltimore, but will focus on addressing UK-specific issues and initiatives to take the organisation forward in the UK (and hopefully Europe).

This year also saw a pre-conference IPMBA PC/EMSC course take place in York between the 21st and 24th June. This was the first opportunity for Nigel, Steve and Mark to put their instructing skills to the test since passing the Instructor Course in May. The course was attended and successfully completed by 14 constables and paramedics representing a variety of agencies.

In all things are progressing well in the UK— we now have 12 IPMBA instructors, the majority in the South-East of England, but with the three in York we at least have more of a spread. It is hoped that IPMBA courses will become a regular feature in UK cycle patrols; around London and the Home Counties training seems to be in full swing, and it is intended to hold at least one course per season in York.

As the number of IPMBA members in the UK continues to increase (at the time of writing we have around 50 with more on the way) the presence of effective, professional cycle patrols is becoming an increasingly familiar sight on the city streets of the UK – a trend which we can only encourage as we develop and build on IPMBA UK.

Nigel can be reached at Nigel.tottie@ntlworld.com.



Photo courtesy www.ukemergency.f9.co.uk

Britain Came to San Antonio

For those of you who attended the 14th Annual IPMBA Conference in San Antonio, you might have noticed the group of strange-looking guys with strange accents wandering around the conference and pre-conference and thought ‘ah, it’s just those weird Instructor Trainers!’ In fact you would have been wrong! If you inquired a little more closely you will have discovered that those weird guys were in fact the bunch of Brits who were attending the conference and the Instructor Course.

IPMBA PC / EMSC Instructor’s Course

This year, six UK officers attended the pre-conference Instructor Course — Sergeants Charlie Irvine and Ian Kershaw and Constable Lewis Hastie from London’s Metropolitan Police, together with Inspector Nigel Tottie, Constable Steve Harvey and Paramedic Mark Inman, all from York in North Yorkshire. All of the UK officers made the journey to San Antonio with the backing of their departments, with the intention of increasing substantially the number of Police and Ambulance Officers able to deliver the IPMBA PC and EMSC course in the UK.

The course was excellent – hard work and quite intense, but very enjoyable, and all of the officers passed the course, much to the relief of their departments! A special thanks must go to all of the Instructor Trainers who tried in vain to understand our accents for the five days — at least the six of us knew what we were saying!

14th Annual IPMBA Conference

Following the course the officers were joined by two more of their colleagues from the UK – Inspector Steve Baxter from Hampshire and Constable Mark Cockram from the City of London (who many of you met at the 2003 Conference in Charleston). Steve and Mark currently have an interest in developing the use of cycle patrols in Public Order situations, so made the most of the conference workshops to gain knowledge and develop ideas in this area.

Again the officers found the conference very enjoyable and informative, taking from it a great many good ideas and shared experiences.

What the UK officers appreciated most was the friendly, helpful attitude of their US counterparts, which made their two weeks away from home much more enjoyable – and an experience they would definitely like to repeat.

It was good to see other officers from outside the US at the conference as well – with officers from Israel, Switzerland, Honduras, Mexico, and Canada also attending – the conference was truly international. The message that ‘Bike Patrols Work’ continues to spread around the world and the work that IPMBA are doing to promote their use can only help continue this exciting trend.

Special thanks must go to T.J. Richardson for organising and hosting the event – if organising these events make you lose so much weight I must have a go at next year’s! Thanks also to the IPMBA Board and Maureen for ensuring that we felt welcome and had all of our queries answered, and to the officers of the San Antonio Police Department for all their hard work at the Command Centre.

Hope to see you next year in Scottsdale!

UK Unit Profile: The Redland Police Bike Team

By Nick Pearce
Redland Police Station
Redland, Bristol

In April 2004 we launched our team working from Redland Police Station in Bristol, England. At the outset we numbered eight but have already risen to ten officers.

As a unit we are actually beat managers (community officers), each being responsible for an area of North Bristol. Bristol is the largest city in the West of the UK, and each officer's beat differs in character, ranging from the University to inner city streets. They face the usual crime and social issues, and although each officer has his own beat, we pull together as a team to combat particular problems as and when necessary.

Cycles are used exclusively and have already proved both effective, with several good arrests, and at the same time are popular with the public.

All officers are IPMBA-trained, having completed the course instructed by Mark Cockram from the City of London Police. Prior to the course, we all completed the UK police fitness test in order to evaluate how working on a bike team will help increase fitness (Bristol is a very hilly city). Our bikes are modified Marin Nail Trails supplied by a local shop who also provide a repair and maintenance service.

The first two months have seen 30 arrests by bike mounted officers, as well as 170 traffic process and 110 stop searches. In one incident, bike officers swooped on persons throwing drugs contained in a tennis ball over the wall of a prison. Three arrests were made.

Other districts are showing interest in our unit and hopefully other bike teams may follow.

Nick can be reached at pearcepearcy@aol.com.



Photo courtesy Nick Pearce



Photo courtesy Charlie Irvine

Newly certified instructors Ian Kershaw and Lewis Hastie of the Met convert the lock-to-lock from feet to metres.

The Battersea Bike Team have a 100% success rate in chasing suspects in cars. The attached photo shows the latest vehicle which was chased by bike officers and crashed into Battersea Police Station which made taking the prisoner into the Station very convenient. We really must encourage this attitude in felons and other villains as it is much more convenient for our hard working officers to walk them into the custody suite.



Photo courtesy Anthony Moore

Metropolitan Police Service cyclists learn the essential skill of negotiating wet stairs.



Photo courtesy Anthony Moore

IPMBA EMS Bike Team Start-Up Kit proves to be a good start ...but more help is needed.

The letters to the right were directed to Nick Gatlin of Williamson Medical Center EMS. He and Gene Williams have provided information to assist in the founding of the EMS bike unit, but obviously, more help is needed, especially in terms of equipment like panniers, helmets, etc. If you can provide any support, please contact Mr. Santos at frens_mindhunter@yahoo.com.

IGNORE THESE PHOTOS!

Subscribers to *Law & Order* magazine may have noticed that the June 2004 issue contained an excellent article written by IPMBA Instructor Ken King of the Lakewood, Co., Police Department. The article, entitled *Equipment and Uniforms for Bike Patrol*, does an excellent job of educating readers on the importance of outfitting bike officers with high-quality equipment and accessories. Unfortunately, due to technical difficulties, they were unable to access the photos that were provided to accompany the article. Regrettably, the photos selected from the *L&O* archives were sorely outdated and did not reflect the many points made by Ken. IPMBA hopes that *L&O* readers don't just look at the pictures! Despite the error that occurred with the photos, IPMBA congratulates Ken for a job well-done and thanks him for doing his part to ensure that all bike officers are outfitted with the tools they need to operate safely and effectively.

CORRECTION

The Spring 2004 issue of IPMBA News included a list of individuals who recently completed the NHTSA Community Bicycle Safety for Law Enforcement Instructor training. Officer **Clint Sandusky** of the Riverside Community College Police Department in Riverside, Ca., was inadvertently omitted from that list. IPMBA sincerely regrets the error.

Dear Sir/Madam:

Boy Scouts Greetings!

Sometime in 2002, I requested and received a start-up information packet from the International Police Mountain Bike Association. It has something to do with an EMS On Bikes Program I was trying to replicate then here in our locality.

Luckily, it was approved by the Board of Directors of our local Boy Scouts of which I am now serving as the Training and Personnel Coordinator. It is also in its second year now and have already produced numerous volunteer personnel.

In terms of human resources, we enlisted our senior high school and college-age Scouts to serve as our personnel and us as faculty respectively. Our basis for this was an issue of JEMS Magazine sent by them also that features successful program there at the States.

We were privileged also to have an Internist as our Medical Director. Not to mention, the local Mayor which serves as elected Chairman, and not just as in honorary capacity.

This coming Monday, 30 May I shall be sending a letter to our EMS-like office - our city's Disaster Coordinating Council - to inform them that our Scouts Emergency Service Unit (SESU) will start to operate come 12 June in time for our country's Independence Day.

SESU is the name of the above EMS on Bikes am referring to and it is a First Responder-level of EMS service. In terms of training, it utilizes the U.S. DOT First Responder National Standard Curriculum, using books sent by Jones and Bartlett Publishers, in addition to the existing to the training manuals of the Boy Scouts.

As I sent you this, I must say that everything is almost ready except that we do not have a pattern for a First Responder Report Form. I really have hard time trying to kinda customize the Pre-hospital Patient Care Report Form I used to fill-up last 2000 in a neighboring province of which I was once served as EMT-B.

With this, I earnestly request from your good end for a copy of your First Responder Report Form. Being a Scouter I must honestly tell you that our SESU's Program Manual are almost inspired by that of yours. (Ed's note: the request for a First Responder Form has already been met by Gene Williams of Cypress Creek EMS. Read on, however, to find out how you can further assist this bike team.)

Till here for the time being and hope to hear from you the soonest time possible.
Thank you.
MABUHAY!

Dear Mr. Gatlin,

Boy Scouts Greetings!

It helps to have previously read copies of the *Journal of Emergency Medical Services (JEMS) Magazine*. I had immediately understood your decision particularly on the way you have described your organization's First Responder Report Form, At any rate, I would like to express my personal thanks to you.

Lately, I was privileged to have received an *Emergency Medical Services (EMS) Recruitment and Retention Manual* from no less than the *Federal Emergency Management Agency (FEMA)*. As I was reading the early beginnings of your EMS I came to learn that it was not until 1990s that medical oversight was integrated into your system.

I must say that it may be a good historical basis for our program since recently our Department of Health (DOH) made sense in informing us that the field of emergency service does not fall under their jurisdiction. We also heard the same opinion to a number of government agencies they suggested for us to supposedly inquire upon.

However, the above said information does not mean to affect the way we would deliver emergency medical services in the field. Though we are obviously still on the seminal phase of our program I intend to implement it utilizing your existing standards there in the United States.

Unfortunately, even how hard I tried to make ends met we sometimes fell short in terms of certain training materials to actualize those in the textbooks. Note that it would be prohibitively costly for us to let other organization train our volunteer personnel lest the quality of instructions and competence.

In spite of this, we have so far never encountered problems concerning recruitment and retention of our now college-age Scouts. But, we are still dubious as to how to acquire panniers to be mounted to our presently refurbished mountain bikes. In fact, without help from a group of Filipino citizens at Papua New Guinea (PNG) the latter were not made possible.

In this essence, I would like to earnestly inquire if we could possibly seek help from your good end for our above felt needs. I asked, for back in 1999 during the time I served as *Emergency Medical Technician-Basic (EMT-B)* in a neighboring province, it makes me envy the numerous extrication collars and other materials they received from there at the States.

Cooperation prospers and brings every endeavor to fruition when hands are joined together for a common cause. It is in this light therefore that I am counting for your prompt and favorable response.

Thank you.

MABUHAY!

Truly,

EDMUND N. SANTOS, EMT-B
Training and Personnel Coordinator, Scouts Emergency Service Unit
Boy Scouts of the Philippines
LGU Complex, General Santos City 9500 PHILIPPINES
Telephone/Telefax: (63) (83) 552.2025

IPMBA expresses its deepest sympathies to the families and friends of Steven Martin and Charles Kiser. Steven Martin was certified as an IPMBA Police Cyclist by Kirby Beck in May 2001. He was an IPMBA member until 2002. Please take a moment to remember Sgts. Martin and Kiser; and to pray for the safety of all of our family and friends who are currently serving on active duty.

Show Your IPMBA Pride

IPMBA has recently authorized ELHN Badge & Emblem Designs, Inc., to offer custom IPMBA badges to IPMBA members and instructors. ELHN Badge & Emblem Designs is owned by IPMBA Instructor Erno Nandori of the Bridgeport Police Department in Connecticut. Erno, PCI #181, was approved as an IPMBA Instructor by Gene Miller in 1996. Erno is very proud of his affiliation IPMBA and is looking forward to supplying not just IPMBA badges, but also other custom badges for IPMBA members.

These high-quality badges are available in three finishes (gold, silver, or two-tone), two styles (pin-back or wallet clip), and three types (Police Cyclist, EMS Cyclist, and Security Cyclist).

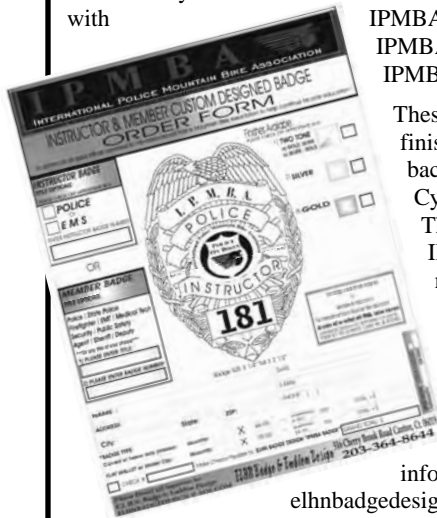
They can be customized in various ways, such as IPMBA instructor number, department badge number, and title. IPMBA membership status for all orders will be verified with IPMBA.

The cost of the badges is \$49 + \$6.50 shipping & handling; ELHN will donate a portion of all sales to IPMBA to assist in our efforts to provide resources and training for public safety cyclists. For more

information, please email

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forms are available on the IPMBA page at www.hiddengoldgifts.com.



Wisconsin police sergeant dies after Iraq attack

Associated Press

RHINELANDER, Wis. -- A Rhinelander police sergeant and Army reservist has died from wounds suffered in Iraq in an attack that killed another Wisconsin reservist, police said.

Staff Sgt. Steven G. Martin, 39, died Friday at Walter Reed Army Medical Center after life supports were discontinued, according to a press release from the Rhinelander Police Department. He had been flown to Washington, D.C., Wednesday from a medical facility in Germany.

Martin, a member of the Sheboygan-based Army Reserve 330th Military Police Detachment, suffered severe head and abdominal injuries when a truck bomb exploded June 24 near his checkpoint outside a U.S. military compound at Mosul.

Sgt. Charles Kiser, 37, of Cleveland, Wis., who also was with the 330th, was killed in the suicide attack. His funeral was held Thursday.

Martin, a New Jersey native, joined the Rhinelander police force in February 1996.

He spent most summers on the city's bicycle patrol and also worked in city schools. He and another officer conducted bicycle rodeos, instructing children how to ride bikes safely.

He previously served in the military and decided in January 2003 to join the Sheboygan-based 330th, Police Chief Glenn Parmeter said.

His unit was activated in December and arrived in Iraq a few months later.

Funeral arrangements were pending Friday evening, police said.

National Magazines Highlight Public Safety Cyclists

This spring and summer, bike cops and medics proved to be a popular issue for many national police and EMS publications. Feature articles appeared on a variety of topics, some of which were written by IPMBA members, and some of which quoted IPMBA members. If you haven't seen them already, be sure to check out the following:

- *Bike Cops*, by Dan Joyce, *Bicycle Business*, Issue 53 2004. The author interviews Monte May and Nigel Tottie about what the bike industry can do for emergency services cyclists.
- *The IPMBA Police Cyclist Course*, by Kathleen Vonk, *Law and Order*, April 2004. Kathy describes the IPMBA PC in excellent detail.
- *Equipment & Uniforms for Bike Patrol*, by Ken King, *Law and Order*, May 2004. Ken stresses the importance of having the right gear for bike patrol.
- *The IPMBA Instructor Course*, by Kirby Beck, *Law and Order*, June 2004. Kirby describes the intensity of the IPMBA IC.
- *Pedal Power: How to Start a Bicycle Patrol Unit*, Mark Kariya, *Police*, May 2004. The author offers resources for bike units, including the IPMBA Start-Up packet.
- *Resource Guide for EMS Bike Medics*, various authors, *EMS Magazine*, May 2004.
 - *Association Profile: IPMBA*, by Maureen Becker
 - *Preplanning for Special Events*, by Gene Williams, Jr. Gene describes planning as the roadmap to event coverage success.
 - *EMS Bike Deployment*, by Pat Donovan. Pat explains the importance of being prepared.
 - *EMS Bike Patrols – Night Operations*, an interview with Neil Blackington.
 - *Scene Safety for EMS Bike Patrols*, an interview with Ed Brown
 - *Preventing Bike Injury – A Primer*, by Kathryn Robyn. An interview with Dr. Jeffrey Noftz, conference presenter.
- *The Rookie*, by Dave Anderson, *Singletrack* magazine, Issue 14 2004. The author rides along with Nigel Tottie, Steve Harvey, and the rest of the N. Yorkshire team.



Above — *Superheroes Swooping In*, by Jeannine Heinecke, *Law Enforcement Technology*, July 2004. The author describes the “super-powers” of bicycle officers.

Special Bicycle Unit Reaping Big Benefits

by Rob Peterson, PCI #765
Las Cruces PD (NM)

In Las Cruces, New Mexico there is a new police bicycle unit and its name says it all. Targeting Neighborhood Threats (TNT) is a four-person unit responsible for just what they advertise, targeting neighborhood threats. The unit was formed in October 2003, and has far exceeded all expectations, even those of the team. Office space was donated by a local businesswoman and they are located in what is considered the downtown area, just in time for new revitalization efforts being made by the city.

Lt Tom England is the motivating figure behind the team and serves as both Swing Shift and TNT Supervisor. Officers Rob Peterson and Wallace Downs were members of the Neighborhood Policing Program, which was disbanded several years ago due to manpower constraints, and were the authors of the program and conceptual idea. Officers Irma Palos and Joseph Misquez are the new additions to a team whose members will be hand-picked for their special skills. The team has recently added an investigator, Detective Jaime Quezada, for felony prosecutions. Quezada also serves on the U.S. Marshall's Warrant Task Force, which serves perfectly for the team during slow periods, although they are few and far between.

In its first month of inception, TNT was responsible for taking three weapons off the street (all gang-related), including one felon in possession and another possible weapon used in a drive-by shooting. This was obviously an omen for how the team would continue to perform. TNT works for the Patrol Division, taking many of their cases from the information gathered by patrol officers. Once a neighborhood threat is identified. TNT takes over the coordination process, working closely with the officers who identified the problem. Using whatever resources the team

thinks they need (Codes Enforcement, Animal Control, Investigations, Border Patrol, Adult Probation, etc.) they devise a plan of action and work to terminate the threat. After the threat has been neutralized, the team then moves to the next identified problem area. TNT works the entire city and has taken the lead role in many high profile cases, most of which are gang- or drug-related. The team has now caught the eye of many local politicians and has been asked for by name. Although the team is considered a "trial unit", it is expected to become permanent, with the hopes of expanding the unit to eight or ten officers. This would fortify the unit, which is already becoming thin because of demands for their services.

Bicycles – specifically, Treks – are the main source of transportation for the unit. There are currently three Trek Fuels and one Trek Liquid Fuel on the team. Team members also have bicycle racks on their motor units; the

Targeting Neighborhood Threats (TNT) is a four-person unit responsible for just what they advertise, targeting neighborhood threats.

two vehicles complement each other perfectly to accomplish all their community policing needs. Outdoor Adventure Bike Shop provides superior service to the team and is always available for emergency service.

If you are interested in putting together a no-nonsense enforcement team such as TNT, feel free to contact Rob Peterson or Wallace Downs at their satellite office at (505) 524-8681. Did you catch that? (505) 524-TNT1. Either one of the guys would love to go through the planning and implementation process which ultimately turned out to be a two-year process. They are IPMBA members and were certified as instructors during the San Antonio Conference.

Rob can be reached at rpeterson@las-cruces.com.

IPMBA Instructor stars as “The Cookie Sheriff”

IPMBA Instructor Dan Ganzel (Palm Beach County SO, FL) moonlights as the cookie chairman for his daughters’ Girl Scout troop. Girl Scouts compete among each other for the distinction of being the one who sells the most cookies. Because the order forms are distributed at different times, Scouts are on their honor to refrain from taking orders prior to the officially designated start date. The following comic strip demonstrates what can happen when Girl Scouts go bad.



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PRESIDENT

Monte May ('07)
 Kansas City PD
 1200 E. Linwood Blvd.
 Kansas City MO 64109
 816-234-5510
 industry@ipmba.org

VICE PRESIDENT

Jim Bowell ('05)
 Troy FD
 19 E Race Street
 Troy OH 45373
 937-335-5678 ext. 22
 education@ipmba.org

SECRETARY

Loren Ryerson ('07)
 Aspen PD
 506 E Main St Ste 102
 Aspen CO 81611
 970-920-5404
 secretary@ipmba.org

CONFERENCE COORDINATOR

Artie L. Gonzales ('05)
 Topeka PD
 320 Kansas, Suite 100
 Topeka KS 66603-3640
 785-368-9075
 conferences@ipmba.org

TREASURER

Kurt Feavel ('07)
 UW Madison PD
 1429 Monroe St
 Madison WI 53711
 608-262-4520
 treasurer@ipmba.org

EDUCATION DIRECTOR

Donald Reed ('05)
 Denver PD
 1331 N Cherokee St
 Denver CO 80204
 303-475-4292
 education@ipmba.org

INDUSTRY LIAISON

Gary McLaughlin ('06)
 Sacramento PD
 2700 Front Street
 Sacramento, CA 95818
 916-264-8290
 secretary@ipmba.org

EMS COORDINATOR

Gene Williams ('07)
 Cypress Creek EMS
 16650 Sugar Pine
 Houston, TX 77050
 281-440-9650
 ems@ipmba.org

MEMBERSHIP COORDINATOR

Chris Davala ('05)
 Maryland State Police
 30581 Perry Road
 Princess Anne MD 21853
 410-651-3101
 membership@ipmba.org

(Continued from page 1)

were in the area. Mill Avenue was brightly illuminated. As Officer Still rode his police bike southbound on Mill Avenue, he witnessed three male persons (hereinafter "suspects"), all nude, racing their bicycles north on Mill Avenue approaching Fifth Street. The suspects' genitals were fully exposed to the public. Officer Still yelled at the suspects to stop. As they approached Officer Still and his partner, each of the suspects headed off into different directions. One of the suspects, Plaintiff John Long, tried to swerve past Officer Still. Officer Still managed to grab Plaintiff's right arm as Plaintiff rode past him. However, Officer Still lost his grip on Plaintiff's right arm, and Plaintiff lost control of his bicycle and fell to the ground, where he sustained a serious knee injury. Officer Still then placed handcuffs on Plaintiff, who was not cooperating. The commotion caused traffic to grind to a halt. A large crowd gathered around Officer Still and Plaintiff, who were both in the middle of Mill Avenue near Fifth Street. While being treated at the scene by the Tempe Fire Department, Plaintiff admitted to consuming three to four beers. Plaintiff was subsequently transported to Tempe St. Luke's Hospital, where he was issued a citation for disorderly conduct, indecent exposure, and delay and obstruct.

Plaintiff argued that Officer Still used excessive force to stop and arrest him, and through the testimony of his expert witness Mr. Ken Barnes stated that

Officer Still had other options, such as letting Plaintiff ride by and establish a perimeter, pursue him on bicycle, or dismount his bicycle and either attempt to block him with his bicycle or to grab the back of Plaintiff's bicycle and hold on until he stopped. The expert witness for Tempe and Officer Still, Commander Richard Groeneveld of the Phoenix Police Department, testified that Officer Still's use of force was reasonable under the circumstances. During closing arguments, Plaintiffs argued that Plaintiff had incurred over \$124,000 in medical expenses, including a full knee replacement, and that he would need 2-3 more total knee replacements in his lifetime. They asked for a total award of between \$750,000 and \$1.5 million for medical expenses and pain and suffering, to be reduced only slightly, if at all, by the comparative fault of the Plaintiff. Officer Still and Tempe argued that Plaintiff was wholly at fault, especially due to his consumption of alcohol, his decision to race his friends in a crowded downtown area while naked, and his decision to evade Officer Still. The jury deliberated for a little over an hour, and returned a full verdict in favor of Still and Tempe.

Thank you to IPMBA for your assistance during this trial, especially your publication *The Complete Guide to Police Cycling*, which was an invaluable resource throughout.

Andrew Ching, City of Tempe, can be reached at andrew_ching@tempe.gov.

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by Donald C. (Corky) Reed, PCI#195T/EMSCI #038
IPMBA Education Director

Greetings from your New Education Director

As the newly elected education director, the first thing I would like to do is introduce myself. My name is Donald C. (Corky) Reed. I have been a police officer in Denver, Co., for the past 18 years. I have been a certified IPMBA Police Cyclist since 1993 and an IPMBA instructor since 1996. In 1999, I was awarded the opportunity to teach the Police Cyclist class at the IPMBA Conference in Chicago, Illinois. Since that time, I have made it my goal to obtain every instructor status IPMBA offers for police officers. I am currently certified to teach both the Police and EMS Cyclist Courses, and I have earned the status of Instructor Trainer (IT). I was elected to the IPMBA Board at the conference in San Antonio, and have taken on the position of Education Director. Jim Bowell, the previous Education Director, has been elected to the position of Vice President.

Now that I have been thrown to the wolves, I have a deeper appreciation for what Board Members go through to make IPMBA the world-class organization that it is. My predecessor, Jim Bowell, spent countless hours maintaining and improving IPMBA's education programs. Now it is my turn to keep up the standards. I will need your help to succeed. Any time, day or night, that you would like to try to improve IPMBA through such means as making a suggestion, pointing out a better procedure, developing a conference workshop, or updating a course lecture, please just let me know. I can be reached at corkybike@msn.com or 303-475-4292.

Many IPMBA members wasted no time in helping me. The moment members found out I was selected as Education Director, the ideas started coming in. No group was shy about making suggestions. I received comments from Board members, Education Committee members, newly certified instructors, and regular members. The suggestions ranged from in-service training, the *Complete Guide to Police Cycling*, new conference workshops, and locations for instructor classes. These are some of the areas in which the Education Committee will be working.

Important Information ...

Writing Recommendations for Instructor Course Candidates

Many thanks to all IPMBA instructors for helping IPMBA fulfill its mission of offering the best, most complete training for public safety cyclists. You are the heart and soul of this organization. Each time you teach a class, you demonstrate – to both the students and their departments – that IPMBA requires instructors to have perfected their craft and to possess a high level of knowledge and skill. Because you know what it takes to be an IPMBA instructor, your opinion on a prospective instructor's potential is extremely important. For this reason, an Instructor Recommendation form is included in the IPMBA Instructor Application. Therefore, you are likely to be called upon to provide a recommendation for a prospective instructor. Please take this responsibility seriously and answer all the questions honestly and completely.

You do not have to – and nor should you – recommend anyone for the Instructor Course whom you do not feel would make a good instructor for IPMBA. You have completed the course and you know how much time and effort is needed to successfully pass it. Just because a person expresses an interest in teaching does not mean you have to provide a recommendation.

There are instructors, myself included, who have

You do not have to – and nor should you – recommend anyone for the Instructor Course whom you do not feel would make a good instructor for IPMBA.

declined to recommend a person for the Instructor Course either due to unfamiliarity with the person's qualifications or a feeling that the person is not qualified. Success in the Instructor Course is dependent upon three main factors: **knowledge** of the material, ability to **lecture/teach** and ability to **perform riding skills**.

If you find or feel a prospective instructor cannot meet these criteria, please either respectfully decline to fill out the recommendation form, or fill out the recommendation form honestly and submit it directly to the IPMBA office. Your comments are taken very seriously, and the suitability of the persons you recommend is a reflection on you. Students have failed and will fail this course, and you do not want to be the person who sets them up for failure.

Politically speaking, do not compromise your professional reputation for a friend or a department. Just respectfully decline to make the recommendation. If you ever have a question or situation you want to discuss, contact me at corkybike@msn.com or 303.475.4292.

Certification Eligibility

Please remember that while IPMBA membership is open to any public safety cyclist, administrator, or other person who has an interest in public safety cycling, certification is restricted to individuals who have successfully completed the IPMBA Police, EMS, or Security Cyclist Course. *Police Cyclist* certification is open to currently licensed ("sworn") law enforcement personnel only. *EMS Cyclist* certification is open to paid or volunteer emergency medical services personnel only. *Security Cyclist* certification is open to a wide array of patrol personnel, including corporate, campus, entertainment complex, hospital, mall, and other private security personnel; citizen patrols and parking enforcement; and other non-law enforcement security providers.

Education Committee Members Wanted!

It will take more than the Education Director to complete all the projects. The existing education committee is still mostly intact. Most of the current members, who were selected by Jim Howell, are still on the committee; however, there are two positions available. I am still accepting resumes for those positions. If you are interested, please email me your resume. You do not need to include a long cover letter or a list of references; however, a brief statement of what you can bring to the committee would be helpful. The Education Committee is comprised of all types of members – municipal police, EMS, and campus police representing all sizes and shapes of departments. The more variety, the better.

Things to think about before submitting a resume: You will be required to work on projects with deadlines that need to be met. You will need to defend your findings and recommendations, like a grad student defending his or her thesis. You will need to be able to accept constructive criticism. Your work will be subject to editing. You will help shape the future of IPMBA.

If this type of committee fits you, please send me your resume no later than August 15, 2004. You will be notified whether or not you have been selected to serve by August 30.

IPMBA Instructor Forms: *Now Interactive!*



Thanks to the efforts of IPMBA Instructor Sgt. Stephen Spear of the Webster Groves, Mo., Police Department, IPMBA's instructor forms are now available as interactive Word documents. These forms are designed to be completed directly on the computer, saving time and ensuring readability.

The following forms can be found on the CD that will be mailed out to all active instructors as part of the Membership Media Package: Course Record/Roster, Evaluation Form, Incident Report Form, Membership & Certification Application, and Query Sheet.

It is not possible to submit these forms electronically, as you are still required to send completed evaluation forms and waivers along with your course record/roster and incident report forms (if applicable). And, of course, membership & certification applications must be accompanied by payment.

CDs will be sent to all active instructors during the month of July. If you need the forms prior to that time, please email your request to info@ipmba.org. Please be sure to include your name and instructor number.

Good News from Indiana

IPMBA is pleased to announce that IPMBA has recently been approved as a Training Provider by the State of Indiana Law Enforcement Training Board. Indiana police officers who attend the IPMBA Police Cyclist Course will now be eligible for inservice training hours, even if the IPMBA Instructor is not a state board-certified instructor. For more information, including IPMBA's Provider Number, please contact Maureen at 410-744-2400 or maureen@ipmba.org. IPMBA thanks IPMBA Instructor Clarence White of the Indianapolis Police Department for overseeing the approval process.

Security Cyclist Course Lesson Plans Now Available!

The Security Cyclist Course (SCC) lesson plans are available from the IPMBA office for a nominal fee of \$25, including shipping. This 24-hour class is designed to meet the needs of a wide range of non-law enforcement patrol personnel.

Answers to some frequently asked questions are as follows:

- Only IPMBA Police Cyclist Instructors (PCIs) are eligible to offer the SCC.
- At this time, security personnel are not eligible for the IPMBA Instructor Course.
- Retroactive SC certification will be offered to security personnel who successfully completed the full IPMBA Police Cyclist Course (PCC), taught by an active PCI, between June 2002 and June 2004. Membership & certification applications from these students must be accompanied by a letter from the PCI attesting that the student met or exceeded all the requirements for the PCC. The course records must be on file with the IPMBA office.
- Security personnel who successfully complete the IPMBA PCC after June 2004 will be eligible for SC certification. PCIs who teach mixed classes **must submit separate course records**, one for police and one for security personnel.
- Security personnel who successfully complete the IPMBA PCC and then become licensed police officers are thereby eligible for IPMBA PC certification.
- Security personnel who successfully complete the IPMBA SCC and then become licensed police officers may obtain IPMBA PC certification by completing the 16-hour PC Bridge Course conducted by an IPMBA PCI.
- The SCC is considered an "approved" course and can be used to meet the teaching requirement for maintaining active instructor status.

The IPMBA SCC lesson plans may be ordered by phone, fax, email, or mail. Forms of payment accepted are: Mastercard/Visa, check/money order, or department purchase order. Contact the IPMBA office at 410-744-2400 (phone) or 410-744-5504 (fax), or mail to IPMBA, 583 Frederick Road, Suite 5B, Baltimore MD 21228. Be sure to provide your name, instructor number, your shipping address, and indicate that you would like to order the SCC lesson

Cool News

IPMBA Debuts Membership Media Package!

Thanks to the generous support of **WaveCrest Laboratories**, manufacturer of the **M-750 TIDALFORCE** electric-assist bicycle, IPMBA Instructors will be able to answer the question, "Why IPMBA?" more easily.

The IPMBA Membership Media package comprises two excellent tools designed to help you communicate the value of IPMBA membership more effectively – a video and a PowerPoint presentation. The video, approximately nine minutes long, features interviews with IPMBA members and exciting footage of bike personnel in training and in action. The PowerPoint presentation explains who we are and what we do in a clear, concise, and consistent way. These tools can be used at various points throughout the course – as an introduction, as part of the "Why IPMBA" section, or at the conclusion of the course when you hand out your Membership & Certification applications. They can also be used to educate your administration about the importance of IPMBA training.

Videos and CD's will be mailed to all active instructors during the month of July. Watch for it!

Have an Idea for a Conference Workshop? IPMBA is actively seeking new and exciting workshops for the 15th Annual IPMBA Conference in Scottsdale, Arizona! 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 can be 1.25 hours, 2.75 hours, or 4.25 hours in length. *It's easy – just follow these steps!*

STEP ONE: Contact IPMBA HQ at Maureen@ipmba.org or 410-744-2400. 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 15, 2004. If you would also like to be considered for the pre-conference and/or as a full conference instructor, be sure to include a cover letter and resume as indicated in the "Call for Instructors."

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.

The 15th Annual IPMBA Conference will be held April 21-23, 2005, in Scottsdale, Arizona. The IPMBA Instructor, Survival Tactics & Riding Skills (formerly PC Advanced), Police Cyclist Intermediate, and Maintenance Officer Courses will be held April 16-20; the IPMBA Police & EMS Cyclist Courses will be held April 17-20; and the IPMBA Security Cyclist and Bicycle Rapid Response Team Courses will be held April 18-20.

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, including a list of workshops for which you have been lead or co-instructor. Also include the number of PC/EMSC classes you have conducted and/or the number of PC/EMSC students you have instructed.

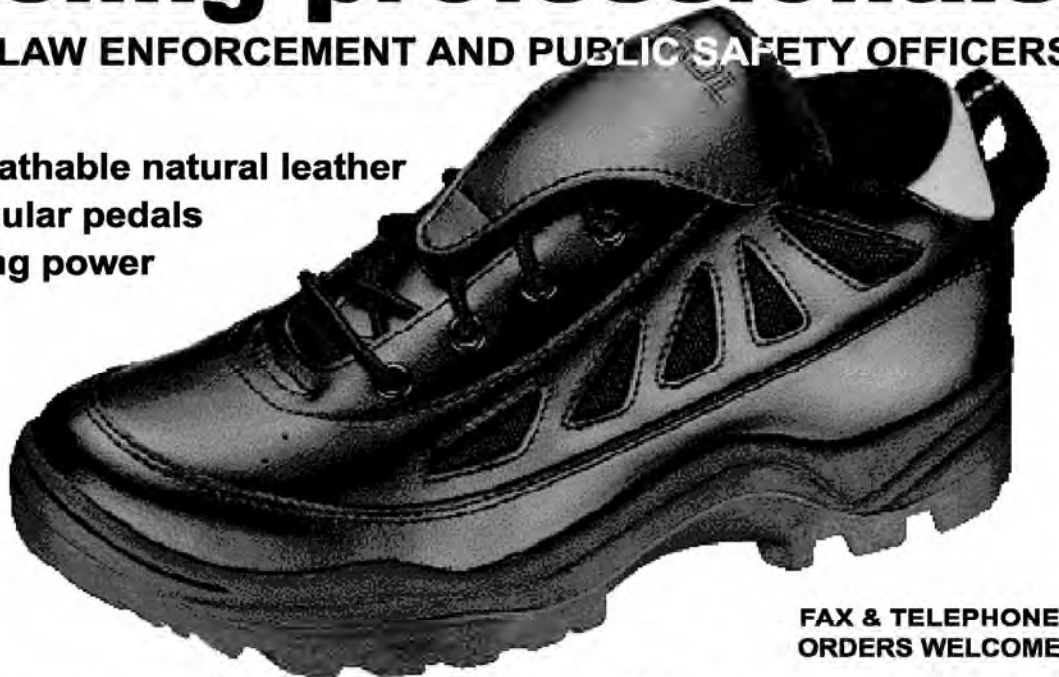
Instructors will be selected for the pre-conference training courses as well as the core conference workshops. Be sure to indicate which course you would like to teach and/or the workshops you would like to present. (Refer to last year's conference registration issue for a list of typical workshops.) 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 and education@ipmba.org, fax to 410-744-5504, or mail to 583 Frederick Road, Suite 5B, Baltimore MD 21228. Deadline: August 15, 2004.

If you wish to teach at the conference or pre-conference you must submit a resume, even if you have done so in the past. Even Kirby Beck, PCI #002T, still submits a letter and resume!

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Emergency Stops: Move Back and Stay Back

by Kirby Beck PCI #002T/EMSCI #017
Coon Rapids Police Department (MN)

Many of you may have seen the infamous crash video that was shot at the 1993 conference by a member of Denton, Tx., PD. The conference was in Fort Lauderdale, and I was teaching a workshop on basic skills. The class included emergency braking. As the video shows, a rider from Daytona Beach PD approaches the “braking box” and applies both the front and rear brakes. His back wheel lifts off the ground. He is vaulted over the handlebars and hurtles toward the ground. He crashes to the pavement in the blink of an eye. As a result, he fractures his left wrist, smashes the top of his helmet on the asphalt and breaks his Raleigh Police Special Technium bike frame.

Having a student sustain an injury in a training session is nearly as traumatic for the instructor as it is for the student. As a result of that event, I have been developing a better and safer way to teach emergency braking to basic course students. Although much of it is reflected in the Instructor Manual’s Basic Skills Drills section, the information in this article is not. This method has evolved from watching students try to learn this skill. Having taught literally hundreds of basic students, and nearly as many instructor candidates, I can confidently say that this variation of the technique seems to make this critical skill safer to teach and perform. I have been teaching this way for about three years, and to date I have not had a single student crash while using it as instructed.

In order to stop quickly, a cyclist must use the front brake. As Allan Howard (PCI #001T) once told me, the front brake handle can work “kinda like an ‘eject’ button.” Many students know that, and as result are quite apprehensive about using it at all. The skill is best taught – and learned – in small steps, an approach which helps build confidence. This approach also enhances safety because the maximum braking drill cannot be effectively spotted. Things happen much too quickly for spotters to react.

There are several common mistakes associated with performing or teaching the maximum braking exercise, or emergency stop:

- Failure to move the weight (center of balance) back far enough;
- Failure to come to a complete stop at the conclusion of the drill;
- Failure to use toe clips, or using toe clips that are cinched too tightly;
- Releasing or increasing the brake while moving forward over the saddle;
- Failing to train students to establish a stable base by putting a foot down at the conclusion of the drill;
- Using a saddle that is too wide, or a bike frame that is too large, to allow the rider to get far enough back on the bike; and
- Failing to recognize rear wheel skid or load lightening, and adjusting front brake pressure accordingly.

This skill is part of the training because it enables a cyclist to stop quickly and avoid striking vehicles, pedestrians, or any other object that suddenly blocks the path. Allowing students to ride off after doing a brief track stand is not sufficient, and does not teach the whole drill. There will be times when they will have to stop and stay stopped. That means putting at least one foot on the ground, and instructors must require their students do it!

The dynamics of braking a vehicle, using its front brake, is such that the weight shifts toward the front. On a light vehicle like a bike, this may actually cause the rear wheel to lift completely off of the ground. Cyclists counter this action by moving their weight back over the rear wheel and then controlling the amount of front brake pressure used if the rear wheel starts to skid. Skidding is an indication that the weight on the rear wheel is reduced, or beginning to lift. If the rear wheel skids, it is necessary to reduce pressure on the front brake lever.

For several years, I have been using the mnemonic “PEDALS, BUTT, BRAKES” to help students remember critical skills. Since physics won’t allow them to succeed in any other order, this phrase is worth remembering.

“PEDALS” means the pedals are placed in a horizontal, or 3:00 and 9:00, position. Besides providing a balanced and squared base, this allows for maximum leg extension to move the weight back on the bike. This is more important than it seems. If you fail to achieve this pedal position *before* moving your weight back, it probably won’t happen.

“BUTT” reminds you to move your buttocks completely off and behind your saddle, and over the rear hub. Public safety cyclists usually have some sort of rear rack pack behind their saddle. That means your weight will be positioned over the rack pack. *If your butt isn’t back there when the brakes are applied, it won’t be moving there any time soon!* Once you apply the brakes it will take nearly double



the rearward movement to overcome the inertia on the lightened back end. Just ask the rider in the previously described video (and pictured above).

Sometimes that is easier said than done. Baggy shorts can catch on the saddle, preventing the rider from moving back and forth as necessary. Sometimes the saddle is too wide; for this reason, students should use mountain bike saddles, which are narrow enough to allow for this back-and-forth movement. Students don’t need extra wide, “tractor seats,” or add-on gel cushions that tie over the saddle. One brand of add-on I particularly remember was called “Comfy Buns.” It was comfy all right, until the rider crashed because of it. Even some of the noseless saddles promoted at our conferences can make moving back and forth over the saddle more difficult. Whether they work to prevent impotence or not is up to the researchers at NIOSH

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Emergency Stops: Move Back and Stay Back

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to determine. I only know that their extra width may cause handling and control problems. A frame that is too big for the rider can also make it difficult to move far enough back to get over the rear hub.

This is a safety issue; cyclists really should be using properly fitted bikes.

“BRAKES” means that your pedals and butt are in the proper position and it is therefore safe to apply both brakes. The *Effective Cycling* video and text tell us the front brake should be applied 2-3 times harder than the rear one. It is essential, however, to be prepared to release some pressure to reduce rear tire skid, if necessary.

Now comes the part for inspired the title of this article: *once you move back, stay back*. I’ve seen many things happen when

sitting on the rack bag. I’m not trying to give the impression that the rider should actually sit on the rack or bag, especially when the bike is still moving. Racks are not designed to handle the full weight of the rider.

IPMBA teaches two types braking techniques: planned and emergency. In an emergency, the rider needs to come to complete and controlled stop as quickly as possible. That is made easier by establishing what I’ll call a three-point stance. That preferably means two tires and one foot touch the ground. I have seen it done with two feet and one front tire, but that was ugly, as well as painful!

In the *Effective Cycling* video, a female cyclist demonstrates the maximum braking technique. It properly shows the elements of PEDALS, BUTT, BRAKES.

She demonstrates the braking technique but is placed in *freeze frame*, and the technique is not shown to completion.

We don’t see her deal with her toe clips or the effects of inertia. If students aren’t required to come to a complete, *foot down* stop, they won’t learn to deal with it either!

The natural tendency of most cyclists is to move their weight to the front of their saddle again before coming to a complete stop. That’s what we do when we make

routine, planned stops. If their body is moving forward at a rate slightly different than the rate at which the bike is slowing, inertia will catch up to them. They are still at risk of doing a dreaded “endo” or smashing their crotch into the stem. In order to put a foot down, they have to release their pedal retention. That means that while they are moving their body *forward*, they have to move their foot *backwards*, to get it out of the toe clip. These counter-directional movements tend to exaggerate the problems with inertia, especially for beginners.

When the rider stays behind the saddle, both problems are reduced. They aren’t tempting inertia and associated problems. They pull their foot out of the toe clip in the same direction as their body. They can quickly pull their foot out of their retention device and put it on the ground, thus establishing a stable three-point position. Staying back isn’t used every time you stop; it is saved only for those rare emergencies. It may not be pretty, but it works. Most importantly, it seems to be safe.

Once a person has improved their skills and gained confidence with toe clips, moving to the front of the saddle may become something they do naturally. But they really don’t have to. In an *emergency* stop, once they move back, they can stay back. It works just fine.

Kirby can be reached at kirbyp42@aol.com.

As Allan Howard (PCI #001T) once told me, the front brake handle can work “kinda like an ‘eject’ button.” Many students know that, and as result are quite apprehensive about using it at all.

people are learning this skill. After mastering PEDALS, BUTT, BRAKES, problems arise primarily in two areas: pedal retention and inertia. Staying back behind the saddle reduces or eliminates both problems. Though the cyclist should move their butt off and behind the saddle, *it is only when they put their foot down and stop* that they may end up somewhat



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2004 - 2005 IPMBA GOVERNING BOARD

Monte L. May, Kansas City PD, Kansas City, Missouri

Police Cyclist Instructor #262T; Emergency Medical Services Cyclist Instructor #009T

Board Position: President

Number of Years in Law Enforcement: 11

Number of Years on Bike Duty: 7

IPMBA Member/IPMBA Instructor since: 1997/1998

My PCI was: Dawn Layman, Lenexa, KS PD

Conferences Attended: 7

First Bike: Raleigh Technium Pro Road Bike

#1 Priority for IPMBA: A road map for our future

Jim Bowell, Troy FD, Troy, Ohio

Police Cyclist Instructor #567T; Emergency Medical Services Cyclist Instructor #001T

Board Position: Vice President

Number of Years in EMS: 22

Number of Years on Bike Duty: 11

IPMBA Member/IPMBA Instructor since: 1995/1998

My PCI was: Allan Howard

Conferences Attended: Nashville, Tacoma, Chicago, Tucson, Cincinnati, Ogden, Charleston, San Antonio

First Bike: I can't remember. All I can remember is that I wrecked a lot.

#1 Priority for IPMBA: Provide the best, most current, and relevant training for all public safety cyclists, and be the #1 resource for bike personnel around the world.

Loren H Ryerson, Aspen PD, Aspen, Colorado

Police Cyclist Instructor #413; Emergency Medical Services Cyclist Instructor #140

Board Position: Secretary

Number of Years in Law Enforcement: 19

Number of Years on Bike Duty: 15

IPMBA Member/IPMBA Instructor since: 1990/2000

My PCI was: Kirk Beck, Tom Woods

Conferences Attended: Tucson, Nashville, Tucson, Cincinnati, Charleston, San Antonio

First Bike: Raleigh Record

#1 Priority for IPMBA: A Strategic Plan

Kurt Feavel, University of Wisconsin@Madison PD, Madison, Wisconsin

Police Cyclist Instructor #529

Board Position: Treasurer

Number of Years in Law Enforcement: 20

Number of Years on Bike Duty: 12

IPMBA Member/IPMBA Instructor since: Both in 2001

My PCI/EMSCI was: Kirby Beck

Conferences Attended: 2001, 2002, 2003, 2004

First Bike: My first "real" bike was my 1996 Trek 9000 full suspension, aka: "The Inch Worm". I still have it.

#1 Priority for IPMBA: Keep our members our #1 priority and provide them with the resources and the finest training available.

Donald C. Reed, Denver PD, Denver, Colorado

Police Cyclist Instructor #195T; Emergency Medical Services Cyclist Instructor #038

Board Position: Education Director

Number of Years in Law Enforcement: 18

Number of Years on Bike Duty: 11

IPMBA Member/IPMBA Instructor since: 1993/1996

My PCI was: Steve McCauley

Conferences Attended: 5

First Bike: Bianchi Volpe

#1 Priority for IPMBA: Continuing education standards and developing new bike courses.

Artie Gonzales, Topeka PD, Topeka, Kansas

Police Cyclist Instructor #141

Board Position: Conference Coordinator

Number of Years in Law Enforcement: 34

Number of Years on Bike Duty: 11

IPMBA Member/IPMBA Instructor since: 1994/1995

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

Gary McLaughlin, Sacramento PD, Sacramento, California

Police Cyclist Instructor #005T

Board Position: Industry Liaison

Number of Years in Law Enforcement: 26

Number of Years on Bike Duty: 15

IPMBA Member/IPMBA Instructor since: Day one

Conferences Attended: All

First Bike: My first bike I stole and it didn't have a chain, unknown make; I was 4 years old

#1 priority of IPMBA: Teaching and education, followed by growing the current excellent Product Purchase Program to obtain even *more* deals for IPMBA members!

Gene Williams Jr., Cypress Creek EMS, Houston, Texas

Police Cyclist Instructor #597; Emergency Medical Services Cyclist Instructor #072

Board Position: EMS Coordinator

Number of Years in Law Enforcement/EMS: 19/22

Number of Years on Bike Duty: 4

IPMBA Member/IPMBA Instructor since: 2000/2002

My PCI/EMSCI was: T.J. Richardson/Nick Gatlin

Conferences Attended: Ogden; San Antonio

First Bike: Cannondale F400

#1 Priority for IPMBA: Expand the training provided to EMS Cyclists at the conference level. Increase the role of EMS in the organization, on an international level.

Christopher Davala, Maryland State Police, Berlin, Maryland

Police Cyclist Instructor #490; Emergency Medical Services Cyclist Instructor #056

Board Position: Membership Coordinator

Number of Years in Law Enforcement/EMS: 6/8

Number of Years on Bike Duty: 5

IPMBA Member/IPMBA Instructor since: 1999/2000

My PCI/EMSCI was: Ofc. Brett Case, Ocean City Police Dept. (MD)

Conferences Attended: Tucson (2000), Cincinnati (2001), Ogden (2002), Charleston (2003), San Antonio (2004)

First Bike: A salvaged and unclaimed "BMX" freestyle from the Nashua Police impound lot, spray painted silver and given a "personal" touch of pin striping (paint drips).

#1 Priority for IPMBA: Unify a world wide organization so as to promote education, provide resources, and offer the best most complete training for public safety cyclists.

www.ipmba.org

Put yourself here



Come to Scottsdale, Arizona for the
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