

Summer 2009

ipmba



news

Newsletter of the International Police Mountain Bike Association

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

Vol. 18, No. 3

That's How We Roll

by Maureen Becker
Executive Director

"That's how we roll." This phrase, uttered on more than one occasion by Albuquerque Police Department Officer Anthony Martinez, was quickly adopted as the unofficial slogan of the 19th Annual IPMBA Conference.

It was used in so many different contexts that the meaning often had to be discerned from the tone, inflection, and attitude of the speaker. A quick check of the online "urban dictionary" confirmed that mostly it is a way of commenting on one's own style; a way of saying, "that's just how I do things."

The APD rolled with confidence, professionalism, and pride. They rolled with the attitude that no matter what was needed, they would be able to get it done. Literally and figuratively, they rolled over any obstacles in their path. They expended

the necessary blood, sweat, tears, and long hours to ensure that their guests had a safe, effective, and enjoyable training experience.

So how does IPMBA roll? Much like the APD, with confidence, professionalism, and pride. The IPMBA conference is the premier training event for public safety cyclists, celebrating 20 years in 2010. IPMBA's

... some public safety personnel still fail to recognize that formal training is the key to safe and effective bike operations ...

courses are widely recognized, approved, and emulated. The website offers an abundance of information and resources.

IPMBA is proud of its members, its programs, and the standards it has set. However, some public safety personnel still fail to recognize that formal training is the key to safe and effective bike operations. Some do not grasp the importance of proper uniforms and equipment. Some put their own lives at risk by failing to wear appropriate personal protective equipment while on duty. That's *not* how IPMBA rolls.

IPMBA president David Hildebrand stated that one of his priorities for IPMBA is "to offer the best, most accessible, public safety cycling course in the world, so I will never see another newspaper photo of bike officers riding without helmets." David – don't turn to page 24.

IPMBA promotes the use of bikes for public safety cycling, provides resources and networking opportunities, and offers the best, most complete training for public safety cyclists.

That's how we roll.

THE IPMBA COURSE IS A "SMOKER"

How to Prepare More and Hurt Less

by Richard Hecht
Pierce County (WA) Sheriff's Department

I consider myself to be in pretty decent shape. I'm 44, eat decently, run about three days a week, try to lift three days a week, and walk the dog 3-4 miles at least a couple days a week. I used to ride regularly as cross-training for my running, but haven't ridden much for the past two years. When I signed up for the IPMBA Police Cyclist Course hosted by the Tacoma Police Department, April 28-May 1, 2009, I began riding several times a month prior to the class, so I thought I was prepared.

The class was a smoker, period. Every single person in the class, no matter how fit they were, was hurting at some point. There was an officer from Woodinville (KCSO) who had some very, very good riding skills and even he was grumbling about things hurting.

Here's my short list of things that hurt: Bump next to left eye from hitting a metal guardrail while riding downstairs. Strained right shoulder (twice) from aggressive bar handling. Lower back pain from twisting around when I went through the bike, over the bars, into the abovementioned guardrail. Bruise on left thigh and

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Christmas in April



“It’s just like Christmas”

While I have always felt a variety of emotions when conference time rolls around, this year I heard the conference described in a way I never considered. One of the instructors during the Pre-Conference commented that the

conference is just like Christmas at home. You get to see family members that you haven’t seen in a while and catch up with what’s been happening. This struck me as an apt way to describe IPMBA.

IPMBA is FAMILY and the Conference is like Christmas in the middle of the year. All the usual interactions are there: the laughing, the joking, the gifting, and even some of the arguing, but at the end of the day, you’re still family. There is the mainstay, but there are also new faces each year — people who may be new, but are welcome for what they bring to the family unit.

I got a special kick out of watching Kirby Beck gathering signatures on a copy of the *Complete Guide, 2nd Edition*, to send to Joe Martin (Hayward PD, California), who did a large portion of the work



IPMBA IS
FAMILY
and the
Conference is
like Christmas
in the middle of
the year.

on the original version. He did this not only as a retirement gift, but also to say “thanks” for previous contributions.

This year’s conference held a special note for me both because it was my 10th anniversary and because it was in Albuquerque, where I started my law enforcement career 19 years ago. Not only did I get to see the folks I look forward to seeing each year at the conference, but I also was able to visit people with whom I had gone through the Academy and worked the street, side-by-side. Both of these groups have provided me the opportunity to experience blood, sweat, and tears throughout my career.

So the 19th Annual IPMBA Conference in Albuquerque will always hold a special place in my heart. I want to say a special **THANK YOU** to the folks of the Albuquerque Police Department, their volunteers, and the other agencies that worked so hard to ensure that their IPMBA family enjoyed the best “Christmas” possible. To Maureen, the instructors, and other Board members, I also wish to say “Thank You” for your efforts and your support during the conference and throughout the year.

IPMBA INSTRUCTOR

Want to become one?

Join the ranks of over a thousand of your fellow public safety bicyclists by becoming an IPMBA 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 register for and attend one of the Instructor Courses. The next dates are August 17-21, 2009, in Rochester, NY, and May 1-5, 2010, in St. Louis, MO.

Check out www.ipmba.org for Instructor Course information!

ipmba news

Newsletter of the
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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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Setting New Standards - Fuji Police Bikes

The bikes that have been long anticipated are now available for immediate shipment, ranging in size from 15" to 22" Frames complete with Fuji's state-of-the-art Altair frame technology.

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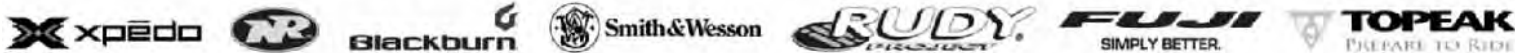
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cygnus

FACING CHALLENGES?

EMTs rush to 2-car crash

UNITED PRESS

Local EMTs and rescue personnel responded to a vehicle crash that left two victims seriously injured. The department's chief credits quick arrival and advanced techniques learned at EMS EXPO for making a difference in critical 911 calls. EMS EXPO's conference sessions and exhibits provided the skills and equipment that allowed back to the department and later used while out in the field. The chief added, "Attending EMS EXPO each year is an investment we make to benefit our department and community."



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Atlanta, GA

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The 19th Annual IPMBA Conference

2009

New Mexico is known as the Land of Enchantment. IPMBA Conference participants had ample opportunity to sample the flavorful cuisine, immerse themselves in the spectacular landscape, and experience the intriguing blend of cultures that infuse the region with many enchanting qualities. The true enchantment of the IPMBA Conference, however, is the knowledge, experience, skills, and information shared amongst public safety cyclists from around the world. Whether or not they soared above the city in a hot air balloon, IPMBA conference attendees certainly did "Rise Above the Rest!" Pages 5 - 11.



Photo by Maureen Becker

Albuquerque from the basket of a balloon.

The IPMBA board, staff, members, and conference attendees would like to extend their sincere thanks to the Albuquerque Police Department (APD) for hosting the 19th Annual IPMBA Conference. We are grateful to Albuquerque Police Chief Raymond Schulz and to Albuquerque Mayor Chavez for providing us with the many resources necessary to ensure a valuable and enjoyable conference experience.

The members of the conference team are to be commended for their professionalism. They worked long hours and coordinated a great many logistics to ensure that their colleagues experienced the very best that Albuquerque has to offer, and their efforts are truly appreciated. Conference attendees from around the US and beyond its borders had the opportunity to participate in excellent training sessions, enjoy the vibrant Albuquerque downtown, and experience fantastic off-road riding in the foothills. They will no doubt long remember the training they received, the excitement of the competition, and the unique experience of a balloon glow at the International Balloon Museum.

IPMBA would like to recognize the Command Staff, especially conference committee chairman Officer Pat Hernandez, Crime Prevention Specialists Laura Kuehn and Yvette Garcia, Sergeant Rob Drager, Detective Jason Westbrook, and Officers Connor Rice, Michael Benavidez,

Anthony Martinez, Patrick Smith, Gary Okino, Andy Montoya, and Jake Gassel. Our thanks also to all the bike officers who served as ride guides and support staff, including Officers Leah Kelly, Shane Bailey, Josh Rogers, Matt Hannum, Chermaine Carter, Mario Verbeck, Max Miranda, Geoff Stone, and John Stott.

We appreciate the participation of Sgt. Jimmy Collins and the members of the mounted unit who assisted with the crowd management workshop; Officer Dwayne Clark; Range Officer Art Martinez; the members of the APD Honor Guard; Sgt. Kevin Rowe; and Chaplain Brianne Dennison.

We are grateful for the support of members from APD's partnering agencies, especially Officer Ray Olesky of the University of New Mexico Police Department, Lt. Karl Overmyer and Officer William Lucero of the Albuquerque Public Schools Police Department; Chief Greg Perez and the firefighters from the Village of Los Ranchos de Albuquerque Fire Department; Chuck Malagodi of the Department of Parks and Recreation; and the many fine volunteers from the Albuquerque Convention and Visitors Association. We could not have had a successful event without all of them.

Although the challenging economic times resulted in a smaller-than-average attendance, those who were able to participate had an excellent training experience.



Photo by Kyle Callihan

Stay Ahead of the Curve: Attend the 20th Annual IPMBA Conference, May 6-8, 2010, in Chesterfield-St. Louis, Missouri.

Positive Impact

There are many ways in which an IPMBA conference impacts the community in which it is held. Some of the more obvious ways are economic; hotels, restaurants, bars, souvenir shops and attractions are eager to attract revenue that trickles through the local economy. Others are less expected, like the times a crime is perpetrated and an IPMBA member helps foil it, or someone suffers a medical emergency and an IPMBA member springs into action. Some are very subtle, like the vague sense residents might get that there are more than the usual number of cops on the streets.

It is always IPMBA's hope that the conference have a positive effect on the community. IPMBA is proud to report that this was the case in Albuquerque.

Slipping into a Familiar Role

Dan Ballou of the Albuquerque Convention & Visitors Bureau, who worked closely with Pat Hernandez to bring the IPMBA Conference to Albuquerque, shared this brief anecdote:

As he was returning to his office downtown one day, he noticed a large group of elementary school students – 50 or so – outside on a field trip. Shepherded by teachers and chaperones, they were attempting to cross a wide, busy street. They were young children whose short legs could not carry them very quickly, and as often happens with children, their line had become rather straggly.

Some of the kids had made it across but it was evident that the light was about to change. Suddenly, two bike officers swooped in, positioned their bikes, and without missing a beat, kept traffic at a halt. They were not wearing APD uniforms, but they slipped right into a familiar role. They saw a need and did their part to keep the kids safe from harm.

As the last child finished crossing, the bike officers jumped back onto their bikes and resumed their ride.

Ms. Maureen Becker
Executive Director
IPMBA
583 Frederick Road
Baltimore, MD 21228

Dear Ms. Becker:

I am in receipt of your kind letter of commendation concerning the Albuquerque Police Department Officers for their assistance in the success of your recent conference.

It is always a pleasure to hear from organizations such as yours, who take the time to commend the efforts of my staff for their professionalism and worth-while efforts. I am extremely pleased that the dedication and hard work of the Albuquerque Police Department has been so successful in reducing crime in our city, and that we are able to share that experience around the country.

A copy of your letter has been forwarded to their personnel files.

Sincerely,



RAYMOND D. SCHULTZ
Chief of Police



The Nicest Thing

Date: April 25, 2009

To: All the members of the International Police Mountain Bike Association Conference

From: Betty Lovering
Volunteer, Albuquerque
Convention & Visitors' Bureau

My friend and I volunteered Friday and Saturday afternoons, checking the bikes and riders in and out. We want you all to know what a wonderful group you are. We enjoyed meeting many of you and hearing about your own areas of the country. You were all so friendly and we are proud to have you taking care of our malls, schools, and open space areas, wherever you serve.

I especially want to thank one young man in particular. On the way out with his bike he asked if he could bring anything back. I jokingly said, "A chocolate soda would be nice." Ten minutes later he returned and said he couldn't find a chocolate soda but he hoped this would do. It was a can of soda with a chocolate ice cream bar on top! Anyone that innovative and thoughtful will go far, and it was one of the nicest things a stranger has ever done for me.

Good luck to you all!

Hot Competition at High Altitude

by **Bernie Hogancamp, PCI #498**
Homewood (IL) Police Department
IPMBA Treasurer

The high desert mesa altitude (at 5,280 feet, a truly mile-high city) of Albuquerque, NM, seemingly had no impact on the level of competition or the blistering times of the competitors at the 2009 IPMBA Conference Competition. Our friends at Albuquerque PD, our host agency, created a high energy, high speed and very challenging course for this year's participants.

fastest overall time, Jon Pesesko at 1:23.00, who scored first place in the Male 40-49 age group. The *Flying Dutchmen's* top rider Lex ven den Muysenberg – just one second back – took third overall with a time of 1:24:00 and earned second place in the Male 30-39 age group.

Jon Thompson of *Wheels of Fury* claimed second place in the Male 40-49 age group, less than two seconds behind Jon Pesesko, with a time of 1:24.97. The Male under 30 age group was dominated by the *Dezert Ratz*, with Michael Clifton scoring first (1:36.00), followed by Kenneth Coburn (1:59.82).

The top female competitor, Nicole Jagers of *Force 4*, gave the guys some serious competition, with an impressive time of 1:57.00. The Open Category promised to be a fierce duel between the two high speed *Team Volcanic* competitors, but after a rough endo on the pump track, Eric Kackley had to settle for a painful second place to Mike McKernan's first place time of 1:32.83. Just to prove that only his feelings were hurt by the fall, Eric made a second—but unofficial—run at a blistering 1:22.27 pace.

Rounding out the individual age groups was a first place for the forever young Jim Roy of *Bayou Boys* in the Male over 50 group with a truly impressive time of 1:31.03, less than eleven seconds behind the fastest competitor!

The top three EMS riders hammered home with third place honors in the Team category. Team *Force 4* was comprised of Matt Lane at 1:30.09, Mike Hudspeth at 1:33.19, Nicole Jagers at 1:57.72, and the "token cop", Mike Grinstead, at 1:30:42, for a cumulative time of 6:32.22.

They did not lag far behind Team *We're Not from Here* (6:24.56) – Scott Elliott, Tommy



Pat Hernandez takes Shaums' bike for a ride.

Photo by Maureen Becker

Hamelink, Matt Foots, and Darren Conradi – and the *Bayou Boys'* Don Coppola, Kyle Callihan, Mike Gauthier, and Jim Roy (6:32.32).

The final rider on the track was riding the same bike as the first rider on the track. While not officially permitted to compete, Pat Hernandez of Albuquerque PD could not resist Shaums March's offer to take his bike for a spin. A mere 1:18.63 later, he was crossing the finish line. Like Jason Schiffer, Pat is moving to the next age bracket for 2010 – will top honors move with them? Be among the first to know...join IPMBA in Chesterfield-St. Louis, Missouri, May 6-8, 2010!

Congratulations to each of the fifty riders who gave it their all in the 2009 IPMBA Competition. You gave us a spectacular show and your competitive spirit in the thin, high desert air made IPMBA proud!

Results on the next page!



Photo by Maureen Becker

Keeping cool ... and spotting the water hazard.

Designed to maximize the existing facilities at the Albuquerque Civic Plaza, the course started atop the main stage with a descent down a long flight of stairs, almost immediately into a cone course comprising a three-stage, BMX-inspired pump-track and a tight serpentine. This led to a ramp up and a bridge crossing a section of the massive Civic Plaza Fountain. It then moved on to a stair-carry and a long serpentine before heading down two offset flights of stairs and over two teeter-totters before ending in an all-out sprint to the finish.

To kick off the event with a bang, world class professional mountain biker and coach Shaums March scorched the course with an impressive 1:15.00 even after briefly losing his chain just before the teeter-totters!

Jason Schiffer of *Team Bethlehem* moved up from 2nd overall last year to a fastest overall time in 2009 at 1:19.61 and took first place in the Male 30-39 age group. *Team Bethlehem* also claimed the 2nd



Photo by Kyle Callihan

Jim Roy in great form on the pump track.

RESULTS

2009 IPMBA Competition

— INDIVIDUAL COMPETITION —

Male under 30

Michael Clifton — 1:36.00

Las Cruces (NM) Police Department (Team Dezert Ratz)

Kenneth Coburn — 1:59.82

Las Cruces (NM) Police Department (Team Dezert Ratz)

Male 30-39

Jason Schiffer — 1:19.61

** 1st overall **

Bethlehem (PA) Police Department (Team Bethlehem)

Lex VanDen Muysenberg — 1:24.00

** 3rd overall **

*Police Training Centre Mijkenbroek, The Netherlands
(Team Flying Dutchmen)*

Female 30-39

Nicole Jagers — 1:57.72

East Baton Rouge (LA) EMS (Team Force 4)

Male 40-49

Jon Pesesko — 1:23.00

** 2nd overall **

Bethlehem (PA) Police Department (Team Bethlehem)

Jon Thompson — 1:24.97

*Dallas-Fort Worth (TX) Airport Police Department
(Team Wheels of Fury)*

Male 50+

Jim Roy — 1:31.03

Topeka (KS) Police Department (retired) (Team Bayou Boys)

— TEAM COMPETITION —

TEAM WE'RE NOT FROM HERE — 6:24.56

Scott Elliott, *Niagara Regional Police Service*

Ontario, Canada — 1:39.87

Tommy Hamelink, *Politie Haaglanden*

The Netherlands — 1:32.29

Matt Foots, *Queensland Police Service*

Brisbane, Australia — 1:43.60

Darren Conradi, *Queensland Police Service*

Brisbane, Australia — 1:28.00

TEAM BAYOU BOYS — 6:27.70

Don Coppola, *Baton Rouge (LA) Police Department — 1:39.87*

Kyle Callihan, *Baton Rouge (LA) Police Department — 1:33.70*

Mike Gauthier, *Baton Rouge (LA) Sheriff's Office — 1:42.30*

Jim Roy, *Topeka (KS) Police Department, retired — 1:31.03*

TEAM FORCE 4 — 6:32.22

Matt Lane, *Guilford County (NC) EMS — 1:30.09*

Mike Hudspeth, *Guilford County (NC) EMS — 1:33.19*

Nicole Jagers, *E. Baton Rouge (LA) EMS — 1:57.22*

Mark Grinstead, *Seattle (WA) Police Department — 1:30.42*

— OPEN CATEGORY —

Mike McKernan — 1:32.83

Team Volcanic Bicycles

Eric Kackley — 3:12.68/1:22.27

Team Volcanic Bicycles

Bethlehem Lt. Jason Schiffer tops on bike

by Pamela Lehman
The Morning Call

As Bethlehem police Lt. Jason Schiffer patrolled the South Side on his mountain bike Friday morning, a passing motorist called out asking for directions to the new casino. It was a question he heard at least a dozen times that morning, and Schiffer didn't seem to mind.

He's a man who wears many hats — award-winning bicycle officer, part-time lawyer and father. He might as well add tour guide to the list.

Schiffer, 39, and his fellow Bethlehem officers again ranked in the tops among hundreds of bike police officers from 40 states around the United States and nine countries at the International Police Mountain Bike Association Conference.

Schiffer placed first in the obstacle course and first in his age category at the competition held May 1 in New Mexico. Bethlehem police officer Jon Pesesko also placed first in his age category and was second overall for the obstacle course.

The top spot in the competition is a familiar one for Schiffer. Since he began competing in 2001, he has scored a first-place spot six times in various categories.

Schiffer is also the only Bethlehem police officer to have graduated from law school and passed the bar exam. He works full time as a police officer and part time as a labor and employment attorney at Hahalis & Kounoupis in Bethlehem.

And if that's not enough, he's the father of a nearly 2-year-old daughter and he and his wife, Kathy, are expecting a son this summer.

"Yeah, it makes for some long days sometimes," Schiffer said. "But my wife and I decided we would forgo immediate fun for a better future."

Bike riding is in Schiffer's blood. He began racing BMX bikes when he was 12 and moved to mountain bike races at 20. When he heard about Bethlehem's police bike unit, Schiffer knew it was a perfect fit. He joined in 1998, four years after the unit was introduced.

Schiffer and the bike patrol unit not only can get into areas where a patrol car can't, but officers on bicycles are more approachable and a great outreach in the community, said Bethlehem police Deputy Commissioner Stuart Bedics.

"[Schiffer] is an excellent resource for us," Bedics said. "If you give him a task, he'll complete it no matter what."

Schiffer said he was driven to pursue a law degree because he wanted another career choice once his days as a police officer are over.

He described himself as "missing in action" during the four years he worked full time as a police officer and spent four nights a week driving to Philadelphia for night classes to finish his law degree.

"There were some days where it was 20 hours nonstop," Schiffer said. He credits his wife with the support that allowed him to pursue his dream.

"There's no doubt it's been equally as hard on her as it has been on me," Schiffer said.

This article appeared in the May 26, 2009, edition of the Allentown Morning Call, Allentown, Pennsylvania.



Photo by Kyle Callihan

Bernie Hogancamp presents Jason Schiffer with yet another medal for his collection.

Newest Instructors

Congratulations 2009 IPMBA Conference Instructor Course Graduates!

Thomas Blackwell, Carrollton Police Department, Carrollton TX;
Chris Borchowiec, Longmont Police Department, Longmont CO;
Russell Burris, Howard County Police Department, Ellicott City MD;
Rodney Davis, Keller Police Department, Keller TX;
Herb Drummond, York Regional Police, Newmarket ON, Canada;
Greg Escarra, Estero Fire Rescue, Estero FL; **Matthew Foots**, Brisbane Central District Bike Squad, Brisbane QLD, Australia; **Troy Gielish**, Irvine Police Department, Irvine CA;
Ralph Guerra, San Antonio Fire Department, San Antonio TX;
Emmett Guzman, San Antonio Fire Department, San Antonio TX;



Photo by Ken LaMulle

Geoffrey Helstrom, Univ of Northern Texas Police Department, Denton TX; **Matthew LaBree**, Estero Fire Rescue, Estero FL;
Kenneth LaMulle, St. Tammany Parish Sheriff's Office, Covington LA; **Vicente Martinez**, Texas Tech Police Department, Lubbock TX; **Martin A. Martinez**, Albuquerque Public Schools Police Department, Albuquerque NM; **Shaunn McClellan**, Federal Protective Service/DHS, Federal Way WA; **Randy McCreadie**, Fairfield Fire Department, Fairfield OH; **Danny McCullough**, Three Rivers Park District Police, Maple Plain MN; **Scott Parr**, Chandler Police Department, Chandler AZ; **Rick Parsley**, Owasso Police Department, Owasso OK; **Jeremy Ross**, Washington Township Fire Department, Dublin OH; **Jeremiah Smith**, Bellingham Police Department, Bellingham WA; **Robert Turner**, Emporia Police Department, Emporia KS; **Rick Watt**, Glassboro Police Department, Glassboro NJ; **Sara Weaver**, Univ of Northern Texas Police Department, Denton TX; **Sean Winzar**, York Regional Police, Newmarket ON, Canada; **Matthew Young**, Colorado State Patrol, Denver CO.

P.I.G. TALES by Monte L. May





A



B



J



C



D



E



I



F



G



H

- A. Awards ceremony balloon glow. *Photo by Ranceford Okada.*
- B. Practicing offensive & defensive measures. *Photo by Kyle Callihan.*
- C. Kyle Callihan shoots the group photo from atop the aerial ladder. *Photo by Maureen Becker.*
- D. Robert Garza, Maintenance Officer in Training. *Photo by Kyle Callihan.*
- E. Do 29er's measure up? *Photo by Kyle Callihan.*
- F. A kiss will make it all better. *Photo by Tommy Hamelink.*
- G. Here comes the cavalry! *Photo by Kyle Callihan.*
- H. Defensive techniques for EMS cyclists. *Photo by Kyle Callihan.*
- I. Team Bethlehem. *Photo by Kirby Beck.*
- J. Arrest techniques for crowd control. *Photo by Kyle Callihan.*

Thank You, 2009 IPMBA Conference Instructors and Presenters

Without a cadre of excellent instructors, the IPMBA Conference would not be known as the premier training event for public safety cyclists. These individuals give generously of their time, knowledge and expertise, both in preparing for and teaching at the conference. IPMBA is grateful to its instructors and guest presenters for their contributions to the conference.

Certified IPMBA Instructors

Jason Bain, St. Paul PD, St. Paul MN
Leon Baker, U.S. Border Patrol, El Paso TX
Kirby Beck, Coon Rapids PD (retired), Coon Rapids MN
Neil Blackington, Boston EMS, Boston MA
Sjef Brouwers, Police Training Centre Mijkenbroek, Breda, Netherlands
Jeff Brown, Dayton PD, Dayton OH
Paul Brown, College Station PD, College Station TX
Ron Burkitt, City of Hilliard PD, Hilliard OH
Kyle Callihan, Baton Rouge PD, Baton Rouge LA
Mike Campbell, Williamson Medical Center, Franklin TN
Kristopher Conwill, Wooster PD, Wooster OH
Don Coppola, Baton Rouge PD, Baton Rouge LA
Ed Croissant, Tampa PD, Tampa FL
Andrew DeBerry, Denton PD, Denton TX
Doug Dillon, Houston PD, Houston TX
Dwight Edwards, Cabell County EMS, Huntington WV
Scott Elliott, Niagara Regional Police Serv., St. Catharines ON, Canada
James Englert, Arapahoe County Sheriffs Office, Centennial CO
Kurt Feavel, Univ. of Wisconsin @ Madison, Madison WI
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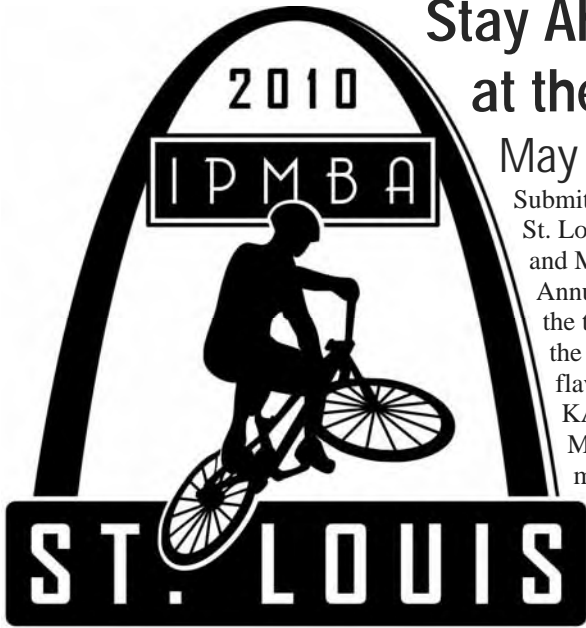
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Stay Ahead of the Curve at the 20th Annual IPMBA Conference

May 1-8, 2010 ~ Chesterfield-St. Louis, Missouri

Submit your training request **now** to attend the 2010 IPMBA Conference in Chesterfield-St. Louis, Missouri! From the 630-foot Gateway Arch to the confluence of the Missouri and Mississippi Rivers in the Chesterfield Valley, St. Louis is ready to host the 20th Annual IPMBA Conference. When you are not honing your bike skills, you can watch the ten-time World Champion St. Louis Cardinals, visit the majestic Clydesdales and the Anheuser-Busch brewery, test your luck at a casino, and sample the area's many flavors. Cycling opportunities abound, from the bike trails along the levees to the KATY train, to the 1779-acre Castlewood State Park. IPMBA has invited Shaums March to once again share his stupendous mountain bike skills on the park's 17 miles of trails, which range from flat bottomland along the Meremac River to steep hill climbs along the creek valley, challenging ridge-to-ridge trails, and hilly, technical twisters, like the aptly named "roller coaster".

*Pre-conference courses: May 1-5, 2010 ~ Conference: May 6-8, 2010.
Registration materials will be available online in early fall.*

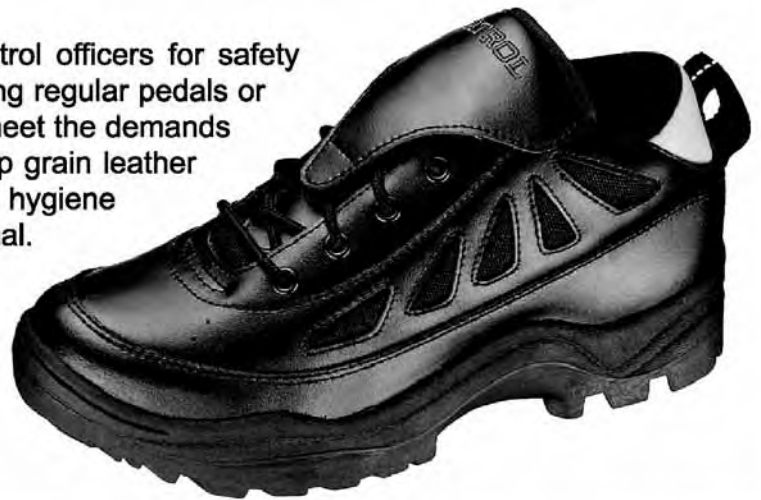


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Product Purchase Program

In an effort to save paper, printing and postage, and to ensure the most current information is always available, the entire PPP will no longer appear in *IPMBA News*. Full listings will be maintained on the web at www.ipmba.org/ppp; only new and updated listings will appear in *IPMBA News*.

Those listings are increasing by the month. In the past 12 years, the number of participating companies has increased from four to over eighty, and the range of products has become much broader. The amazing thing about the PPP is how underutilized it is. Could it be that you have not purchased any new equipment for personal or on-duty use? That is hard to imagine! Perhaps you just forgot to mention your IPMBA membership and paid full price.

The IPMBA Product Purchase Program can really save you money, and in this economy, every dollar counts! Many companies offer “Pro-Deals”, which represent savings of up to 40% off retail. You can save on bicycles, lights, sirens, eyewear, uniforms, footwear, gloves, panniers, maintenance supplies, tires, panniers, safety vests, and more.

LISTING UPDATE:

TERRY PRECISION CYCLING

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Notes: Contact Abbie via email for pro deal form.

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

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Product Review: Galeforce Siren by Bike Tac

Industry

by Tom Harris, EMSCI #030T/ PCI #861T
East Baton Rouge Parish (LA) EMS

I was quite surprised last November when Charlie Summers called on me to test the Bike Tac Galeforce Police/EMS siren. With a PC course about to begin in Beaumont, Texas, and the Mardi Gras parade season fast approaching, I thought, “this is a great time to test it.” Now mind you, I am not a big “gadget” person but I thought, “hey, why not.” I soon received two Galeforce sirens from Shelley Gale of Bike Tac Designs. One was a handlebar-mount and the other was a rear rack-mount which I eagerly volunteered Wren Nealy of Cypress Creek EMS to test.

I mounted the handlebar-mount on my bike and discovered that I like the way the siren attached to my trusty ol’ steed (Cannondale F 400). I mounted the battery box to the back of the siren using the Velcro included with the mounting hardware. The mounting kit included the handlebar bracket and plenty of zip ties and Velcro to mount it just about any way imaginable. The separate buttons for the wail and horn functions were also very easy to install and use. After getting everything mounted, I tested (played with) the siren in my office, where my counterparts in the adjoining offices were quick to let me know the siren was plenty loud.

So with my Cajun ingenuity I managed to mount the siren to the handlebar clamp ...

I headed to Beaumont to teach the class and test my new toy. I was quickly the envy of the gadget geeks of the class. They loved the sound from the siren and could not believe it was powered with only a 9-volt battery. On the third day of class we experienced four inches of snow and needless to say town and country tires and a boy from South Louisiana do not mix well with snow. I took my usual class fall and the siren broke where the handlebar bracket meets the siren body and the wires pulled loose. After one very short email to Lt. Gale of

BikeTac, I promptly received a new siren in the mail with a note stating the mounting bracket had been changed and a new, stronger silicone was used to seal the wires to the siren. Also included was a new bracket for the broken siren. Now, that is great customer service!

I decided to mount the new siren to another bike (Cannondale F5), but the oversized handlebars were too big for the mounting bracket, even using the longer screw provided for that purpose. So with my Cajun ingenuity I managed to mount the siren to the handlebar clamp on the riser utilizing one of the screws on the clamp (see attached picture). I used the siren extensively during the Mardi Gras parades and while teaching several



Photo courtesy Tom Harris

classes and have had only one problem with the battery coming loose from the contacts inside the box, even with the filler foam in place. The siren is still going strong and for the price (around \$50) is a good buy.

If I could make any changes, I would recommend a toggle switch or somehow mark which button does what. I would also like to see the battery connections be free floating, so to speak, with some slack in the wires to connect the battery and then place the battery and wires into the box. I believe this would remedy the problem of the battery coming loose while riding in some rough terrain. The mounting bracket should be large enough to go around oversized handle bars; even with the longer screw, the bracket itself did not have enough diameter to go around the handlebar. Overall with a few minor adjustments/changes, this is a very good product and well worth the price.

Bike Tac participates in the IPMBA Product Purchase Program. Contact Shelley Gale at 541-892-5344 or lt.gale@biketac.com, and visit their website at www.biketac.com.

Tom has been a paramedic since 1984, is the Special Operations Supervisor of the 26 member team for East Baton Rouge Parish EMS, and a Deputy Sheriff for Livingston Parish LA. He has been on bikes since 1996 and became an instructor in 1999 at the IPMBA Conference in Chicago. Tom earned his IPMBA IT status at the 2009 IPMBA Conference in Albuquerque. He can be reached at tharris@brgov.com.



Matt Langridge, PCI # 869
Thames Valley Police (UK)

Hello again from here in the UK!

As I write this article, planning for the Public Safety Cycling (PSC) 2009 seminar continues. The event will take place on the weekend of 26th and 27th September with the London contingent again stepping up and shouldering responsibility. I haven't gotten details yet of the workshops that will be offered, but I do know that the event will

include the now compulsory Friday Night tour for those who arrive early, the Sunday morning "Tour de London", including the Changing of the Guard at Buckingham Palace and, hopefully, the Downing Street photo opportunity as experienced by Maureen, Chris, and others in previous years and the obstacle course competition to finish the event. It goes without saying that Charlie Irvine will guide us all on a culinary expedition on the Saturday evening to ensure we are well-fuelled for Sunday's exertions. Watch this space for a write up of the event.

PSC are also receiving invitations to participate in other shows and exhibitions. We have been offered space at the annual Emergency Services Show, a trade show where emergency services equipment suppliers and manufacturers show their wares and solicit input from end users. Also we will be in attendance at the National Association of Police Fleet Managers conference.

This is the professional body for those who purchase, maintain and run vehicle fleets for police forces across the UK. It also attracts

Ambulance and Fire Brigade interest. In addition, we have agreed to exhibit at the Association of Chief Police Officers (ACPO) annual conference and exhibition. ACPO is the professional body for our bosses.

All these invitations and opportunities mean we get the chance to push Cycle Patrol further into the eye of the holders of the purse strings and those who decide how we do our jobs.

What has been happening in the news? The following articles have caught my eye recently.

The *South Wales Echo* ran an article about a challenge between a journalist in a car and two officers on bikes that is well worth repeating.

There can be few things more annoying than a policeman's smile – especially when he's standing by the side of the road having won what the Echo is not allowed to call a race. To keep happy the frowning top-brass police officer who walked past Cardiff Central police station when your reporter was lining up in a 1.4-litre Vauxhall Corsa against two mountain bikes powered by nothing but legs, it was not a race. It was a test. A test to see whether a bicycle can really get across the centre of Cardiff faster than a car as the police claim. Nothing like a race.

Actually that's true. In racing you go as fast as you can. When you're up against a police officer, you know that any hint of the speedometer topping 30mph will see you pulled over faster than Homer Simpson can scoff a doughnut while your opponent cycles serenely to glory. So the Echo set off from

Cathays Park for Callaghan Square knowing that not only was the route for a car a tortuous meander through Riverside and Grangetown thanks to the city council's reworking of the city centre, but it was also going to be done at snail's pace. While your reporter sat in queues of traffic listening to BBC Wales presenter Jason Mohammed argue the finer points of the poll tax with an embittered 76-year-old on the midday phone-in, Sergeant Paul Edwards and PC Emma Spearing were pedalling happily in the sunshine.

Sgt Edwards did at least have the decency to admit he was "absolutely knackered" when the Echo pulled up sheepishly nearly a full minute after the officers. But he couldn't wipe the grin from his face.

It made your intrepid Newshound from the UK smile too!

Again in Wales, a story from *News Wales* about a mountain bike centre being targeted by thieves:

Cops get on their bikes to chase thieves

Cymmer Neighbourhood Policing Team in South Wales is on track to keep thieves at bay this summer. Officers have been fully kitted out to patrol the Afan Valley on mountain bikes as the tourist season gets into full swing. The area is attracting hundreds of thousands of visitors each year from all over the world.

**There can be few things more
annoying than a policeman's smile...**

Cymmer Neighbourhood Sergeant Cheryl Griffiths said: "The Glynccorwg Ponds Mountain Bike

Centre is renowned for having some of the most challenging mountain bike trails in the world.

There are visitors coming from all over the world to use the wonderful facilities. Unfortunately, we have had incidents of mountain bikes being left unattended and unsecured, and stolen. Although the number of thefts is low in comparison to the number of visitors, we want to stamp out the problem completely by carrying out patrols in the area and educating visitors to take care of their possessions."

Some folk have all the luck. Imagine getting paid to do cycle patrol at a mountain bike centre!

Finally, our very own Tom Lynch MBE has made it into the pages of one of our larger cycling magazines. The July edition of *Cycling Plus* contained an article entitled 'Unsung Heroes'. Four cyclists were featured: Jessica Anderson, a London mum who established a group to promote the use of bikes instead of cars for errands; John Grimshaw who founded Sustrans, a charity that sets up and maintains a national network of cycle routes; John Franklin, the author of *Cyclecraft*, the definitive work on cycling often used in court cases relating to motorist-cyclist conflicts; and Tom Lynch, who was featured in recognition of his work in setting up and promoting Cycle Response Units in London Ambulance Service and being the catalyst for their development elsewhere in the UK. Well done, Tom.

Stay upright. If you can't, make sure it's a soft landing!

Until next time,

Matt Langridge

This year, the National Police Mountain Bike Patrol Study Day will be held in Amsterdam on **Friday 18 September 2009**.

For one day, the city will be “painted blue” by a parade of police bikers from all over the Netherlands and beyond. They will demonstrate many of the aspects involved in police work by mountain bike.

Fellow police bikers are invited to join us for the day. We are offering an active programme to be held in part at the Police Training Centre at Overamstel and in part in the city. Participants must be certified police cyclists in order to participate.

The theme for the day will be the exchange of Knowledge, Experience, Techniques, and Tactics.

All in the city center of Amsterdam!

In addition, you can network, experience a sporty day and get to know the city.



2008 Bike Patrol Study Day

Afterwards, the Amsterdam-Amstelland police force will offer an opportunity to chat about the day while enjoying dinner, a drink and music.

Find all the information on <http://www.politiebikedag2009.nl/> (click on English), or contact Tommy Hamelink at Info@bikepatrol.nl.

Bike Training in Bonaire

by **Sjef Brouwers**

Police Training Centre Mijkenbroek, the Netherlands

The Dutch island of Bonaire is located off the coast of Venezuela. Wout Hoeks and I were asked to come travel to the island to train and educate their first police bike team. There is a lot going on on the island, as there was the death of Marlies van der Kouwen, a 24-year-old Dutch woman who was abducted while riding her bicycle home from a party.

Partly as a result of this incident, Bonaire is working hard to make the streets safer. Our police department is working closely together with the Police of Bonaire on all police work to take it to a higher level.

In the first week of March, four officers came to the Netherlands to observe how our police bikers work “in the field”. We gave them a first training here also. Then, we traveled to Bonaire for two weeks (March 24-April 3), and gave them a special eight-day training to enable them to work on this beautiful island. The starting level was different than we were used to, so it was a very nice project to work on, for them, and for us, all six of us learning a lot from each other. They all passed their exams.

And of course they learned all about police-biking: learning by doing! The Dutch way!

The photo is of the four police officers together with Wout and me, in front of their police-station in Kralendijk (left to right: Sjef, Edwin, Chippie, Lionel, Jimmy and Wout).

For Wout and me, it was a nice experience in the heat of 30°C (86°F)! We came from 5°C (41°F) in the Netherlands...

Sjef attended the IPMBA Police Cyclist Course in 2006 and the IPMBA Instructor Course in Southampton, UK, also in 2006. He conducted workshops at the 2007 and 2009 IPMBA Conferences and hopes to return in 2011. He can be reached at sjef.brouwers@mw-brabant.politie.nl.



Photo courtesy Sjef Brouwers

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EMS Cyclists Go the Distance

IPMBA members as far apart as Los Angeles and London report tremendous success in providing medical support for marathons.

The London Marathon was held on Sunday, April 26. According to Ashley Sweetland of St. John Ambulance (SJA), this was the largest deployment of bike medics for event support to date. Twenty-two SJA bike medics, including a mobile cycle



Courtesy Ashley Sweetland

mechanic, worked in partnership with 12 London Ambulance Service (LAS) cyclists. All riders had received training through IPMBA and/or PSC. Ashley was the SJA officer responsible for cycle response unit (CRU) operation, working in conjunction with Mark Scott from LAS. The 34 EMS cyclists worked the entire 26.2 mile route and the surrounding area, providing care to runners and the public. There were 50 ambulances and 53

treatment centers. In total, 1500 St John Ambulance members attended to 6038 runners and took 68 to hospital, an increase from the 4068 runners treated in 2008. 128 members of the public also needed treatment.



Photo by Tom J. Wood (tjwood.co.uk)

The Los Angeles Marathon was held on Monday, May 25. Joe Couce of the Los Angeles Fire Department (LAFD) reports that the members of the LAFD Bike Team were out in force. Nine bike teams and three Gators worked the event, which drew more than 20,000 participants, for a 12-hour period. The LAFD team was supplemented with nine riders from the Pasadena Fire Department in exchange for the support provided to Pasadena for the Rose Bowl Parade and game. The medic worked in teams of three: two from LFD and one from Pasadena. Joe's team worked the first four miles of the Marathon, the 5K Run, and then followed the Marathon route to Mile 22, where they provided support for the runners who "hit the wall." His team alone handled ten runners. The bike teams ran 54 calls, the Gators ran 20, with no full cardiac arrests. It was a perfect day for a marathon, resulting in few weather-related medical situations.



Photo by Tom J. Wood (tjwood.co.uk)

Crowds gather as St John Ambulance Cycle Responders treat celebrity runner Katie Price at the London Marathon 2009. She and husband Peter Andre were being filmed during their race for their reality TV show.



Photo courtesy Rick McClure

Scottsdale Police Department

Bike Unit Has Local Impact

by Craig Malley, PCI #732
Scottsdale (AZ) Police Department

Ed.'s Note: This article was posted on the IPMBA member listserv in response to a query about best practices in deploying police bicycles in downtown/entertainment districts.

I was on our bike unit for more than ten years, and as many people saw during the 2005 IPMBA Conference, we have quite the busy nightlife and downtown. On any given weekend, 15-20,000 people frequent the many bars and restaurants. At one point, there were more than 150 liquor licenses in the downtown area alone. This included everything from bars and clubs to the baseball stadium and restaurants. Needless to say, bikes were the best patrol method for the area because of the pedestrian and vehicular traffic and for several other reasons.

The downtown was basically enforced with two squads of bikes. When fully staffed, each squad had five officers and one sergeant. One squad would work Tuesday through Friday and the other Wednesday through Saturday. The first couple of days would be day shifts, depending on the season or event, and the weekends (Thursday, Friday, and Saturday) were nights. We would work about 1-1.5 hours past bar closing time to deal with the fights and other issues. Bars close at 0200 hours, so for us, the shift was 1700-0300 hours. The day shifts keep the merchants happy because they would see us downtown, and because we would swing by to discuss any issues they were having. The day shifts also allowed us to patrol the bike paths and the parks, and provided time for administrative and maintenance duties. This shift would be in effect for a month and then the squads would switch. This gave everyone weekends off every other month but still provided full coverage. This schedule also helped keep senior bike officers, like Ron Gorski, around for a long time without getting burned out.

That said, the schedule wasn't necessarily always set in stone. Our city has many special events where bikes are needed. The FBR Open is one such event; so are smaller events like Cinco de Mayo. Throughout the year, the bars hold events during which they close off streets for parties, like Halloween, New Years, St. Paddy's Day, or whatever "holidays" they invented, like Pimp and Ho Night, Adam

and Eve, etc. You get the picture. Good times too. We would flex our schedule during the week or work some OT to accommodate these events. We also had a reserve bike officer list from which we could pull more bodies. These officers were all IPMBA-trained and had to complete an annual refresher, basically a one-day condensed version of the IPMBA course.

In addition to daily patrol, our squad was involved with local issues, like reviewing/approving liquor licenses, valets, taxi cabs, bike taxis, and towing. Each officer had a good working knowledge of these issues, but one officer would be the main contact and be responsible for his area of enforcement. Eventually, because of all the follow-up, the bike unit created its own liquor detective position, which also has a different schedule. Basically, we took responsibility for everything related to the bars and downtown. The bike team developed positive relationships with state agencies such as the Arizona Department of Liquor Licenses and Control (ADLLC) and the Arizona Department of Public Safety Gang Immigration Intelligence Team Enforcement Mission (GIITEM).

The bike unit also created a bicycle registration program. People could register their bikes through the city via a contact on the bike unit. Their bike information would get entered into a secure data base and the citizen



Photo by Mickey Veitch
2005 IPMBA Conference in Scottsdale.

would be sent a letter and registration sticker to be placed on the bike. Finally, our bike unit was also in charge of all bike education including rodeos, citizen and teen academies, and presentations.

The Scottsdale Bike Unit was created in 1991. It's reputation as an IPMBA training center has been firmly established by IPMBA Instructors throughout the years, including Ron Gorski, James Taylor, Patrick Connor, Craig Malley, John Miller, Jason Kibsey, and Mark Johnson. Many Scottsdale PD Bike School students have gone on to become instructors for other agencies. The SPD hosted the IPMBA Conference in 2005. Craig can be reached at cmalley@scottsdaleaz.gov.

When You Least Expect It

From www.neumannfoundation.org
Parsippany, New Jersey
May 20, 2009

Anonymous Donor helps Neumann Foundation make a "101-derful" gift to 90 Police Departments

They say the best things in life happen when you least expect it. For the Neumann Foundation and 90 police departments, truer words have never been spoken. On May 20, 2009, in front of a packed auditorium of 300 police officers, the Neumann Foundation gave away 101 Police Mountain bikes in support of community bike patrols.

The Neumann Foundation, based in Pine Beach, NJ, is a non-profit 501(c)(3) organization established, by the Neumann family, in memory of Essex County Police Officer Keith Neumann, who was accidentally shot and killed during a pre-dawn drug raid on August 3, 1989. Keith was just 24 years old at the time and had been married for only six weeks.

One of the Foundation's missions is to provide support to Police Departments and their communities through a bike grant program. "Our objective is to offer assistance to community bike patrols in their attempt to reduce crime in parks, town centers, schools and other recreational areas. We feel this program is vital in reacquainting the community with a highly visible and approachable police force," said Steve Toal, President of the Foundation and Neumann's brother-in-law.

Patrolman Keith E. Neumann

Essex County Police Department
End of Watch: Thursday, August 3, 1989

BIOGRAPHICAL INFO

Age: 24

Tour of Duty: 3 years

Badge Number: 101

INCIDENT DETAILS

Cause of Death: Gunfire (Accidental)

Date of Incident: Thursday, August 3, 1989

Weapon Used: Officer's shotgun



The Foundation completed the mission of police bikes on August 3, 2007, after achieving a targeted milestone of 101 bikes. "101 is a very significant number to the Neumann family as it was Keith's badge number," Toal said. "The family decided that after 18 years, we would

alter our course and close the book on this remarkable achievement knowing we honored Keith in a special way," he added.

Then the phone call came from someone inquiring about making a contribution for the bike program. "I explained to them that we no longer do the bikes and conveyed how important the number 101 is to our family and that any other number of bikes wouldn't mean as much to us. He understood, so I thanked him for his interest and we hung up."

A week later the phone rang again and to Toal's surprise it was the same person. The caller said, "I explained to my family about the whole 101 concept and they thought it was great...so we would like to give you money to purchase another 101 bikes!" "This is where I slid out of my chair," Toal said. A week later the donor, who wishes to remain anonymous, was in his office handing him a check for \$153,000.

"The Neumann family was humbled yet overjoyed with the prospect of continuing

this program with an unprecedented one-time 101 bike give-away," said Toal.

In 1996, the Foundation switched its focus from scholarships for Seton Hall students majoring in criminal justice to community police bike units. With the help of

a long time partner, Parsippany NJ based Cycle Craft, the Foundation has received expert advice and guidance in selecting appropriate bikes and equipment to be used by the officers while on patrol. "We are thrilled to be part of the Neumann family and involved with this historical

gift," said Brendan Poh, general manager of Cycle Craft. "We provide many of the bikes for area Police Departments and are pleased to see so many more communities benefiting from this gift."



Photo courtesy Alexandra Pals, New Jersey Local News Service

"We have been blessed with a tremendous working relationship with Cycle Craft over the years and could not have accomplished any of this without them," Toal said. The presentation took place on May 20th at 1:00pm, at the Police Athletic League Complex in Parsippany, NJ. Eighty nine New Jersey Police Departments and one from Philadelphia were on hand to receive their fully equipped 2009 Cannondale Police Mountain Bikes.

As for the anonymous donor, "I thank God everyday that there are people out there still willing to make great personal sacrifices for the betterment of our communities. Their family, and all our donors, will forever be considered part of the Neumann family."

Joe Martin

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

Many of you “old timers” may remember Sgt. Joe Martin of the Hayward, CA, Police Department. Joe was one of the ten Police Cyclist Instructors who taught the first PC Course in 1993. He was an early IPMBA Board member and was the person who originally conceived the idea of *The Complete Guide to Police Cycling*. Joe was also the primary editor of the first edition. To say he worked his butt off on it is an understatement. That book helped put IPMBA on the map in the police world. The fact that it was published by Calibre Press for a time says something of its quality. It was usually one of CP’s top five best sellers!



Joe at the 1997 IPMBA Conference, Nashville TN

Joe retired from the Police Department on his 50th birthday, May 28, 2009. For a retirement gift, I sent him a copy of the second edition of the book, now titled *The Complete Guide to Public Safety Cycling*. That change, in and of itself, shows how far we have come since our beginning in 1992. I brought the book to the conference and had many of the contributors sign it for him.

The fact that many of the newer members don’t know Joe’s name isn’t important. The fact that IPMBA exists, thrives, has sensational and relevant programs is a testament to Joe’s early contributions.

Congratulations and thanks, Joe.

Thanks

Kirby,

Yesterday I received the autographed copy of the *Complete Guide to Public Safety Cycling*, Second Edition. My first reaction was, “Cool!” I first read your kind words, and leafed through it, thinking how much progress IPMBA has made, and how vibrant an organization it has remained over the years. Today I picked it up and leafed through it again, and it was only then that I noticed the autographs at the start of chapters – old timers like TJ and Kathy Vonk, as well as the newer folks whom I don’t know, but were nice enough to thank me for our earlier efforts.

Like a proud parent at college graduation, I take great pride in what IPMBA has accomplished over the years. It today remains a strong and relevant professional organization.

Please extend MY THANKS to all of those folks who over the years have built such a beautiful house on our foundation!

Most sincerely,

Joe Martin, PCI #006T
Hayward (CA) Police Department (retired)

Paul Melanson and Jeff Glaude

by Todd Myers, PCI #1118
West Hartford (CT) Police Department

The West Hartford Police (CT) bike squad would like to thank Capt. Paul Melanson (PCI #077) and Det. Jeff Glaude (PCI #047) for many years of dedicated service to the WHPD bike squad and public safety cycling throughout New England.

Jeff retired at the end of May after 22 years and nine months of service to the West Hartford PD. Jeff has moved on to be the Operations Manager for the Hartford Marathon foundation (<http://www.hartfordmarathon.com/foundationnew.htm>) and can be reached at jeff@hartfordmarathon.com. Paul leaves us after 19 years of service to begin his new career as Chief of the Farmington (CT) Police Dept. He can now be reached at melansonp@farmington-ct.org.



Jeff and Paul have been a major part of public safety cycling in Connecticut for years. Both were certified as IPMBA Police Cyclists in the early 1990’s, shortly after the program’s debut. They subsequently became instructors and attended the IPMBA Police Cyclist Instructor Development (PCID) Course at the 1996 IPMBA Conference in Rochester, New York. Jeff attended other conferences as both student and instructor, always returning with a wealth of knowledge which he passed on to make us all better and safer riders. As instructors, Jeff and Paul have taken a lead role in running our regional training classes, in which a large percentage of the bike cops in Connecticut have been certified. Members of one of the only full time squads in Connecticut, both Jeff and Paul laid the groundwork to take our squad to the next level. We are hoping we can occasionally pull Paul from his Chief duties to ride with us and teach a class. The WHPD bike squad wishes both Jeff and Paul the best of luck in their future endeavors. They will be missed.



Paul Melanson (L) and Jeff Glaude (R)

Photos courtesy Todd Myers.

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Maximizing the Effectiveness of Your ITK CD-ROM

by Mitch Trujillo, PCI #244T
Boulder PD (CO)
IPMBA Education Director

I would imagine by now that many of you have had an opportunity to put your ITK (Instructor ToolKit CD-ROM) into action. I recently taught a basic class and I came away impressed by what the diskette has to offer. The contents are a great means for integrating the course text in the classroom, and provide us with an impressive array of resources to help us to teach more effectively and efficiently. I hope you have, or will, come away with an appreciation for what it has to offer.

If you've used the ITK, you may have already discovered ways to make it effective. I, too, found a few ways to maximize its effectiveness, and I'd like to share my findings.

First, take the time to look over the CD's entire contents. This may seem obvious, yet it could be easy to miss that one piece of information you might really need to know. I found one exercise that helped me become more familiar with the teaching materials was to annotate the written test to the text, lesson outlines, slides, and skill stations. I did this and found the exercise invaluable. I was able to determine the specific source for the correct answers of each test question. This process may sound tedious (and I won't lie to you, it was), but it "forced" me to study the ITK in detail and become intimate with the entire curriculum. By completing a list of test questions

annotated to the answer source, I was also able to produce a ready-reference list in the event a test question was called into question by a student or colleague. *(Note: It may be interesting to note that the process for composing the above-mentioned list was discussed amongst the ITK CD-ROM*

Development Team. While we agreed that preparing an annotated list would be of value to the instructor, we would deny the instructor of the valuable experiential process of exploring the disc contents and integrating it with the required text. Thus, we elected not to produce the list, deciding instead to encourage instructors to go through the process and produce their own. BTW, I've been subjected to unattractive begging and attractive bribes, but won't share my list. After you've devised your own list, you won't want to share it, either. Consider it tough love amongst colleagues ☺.)

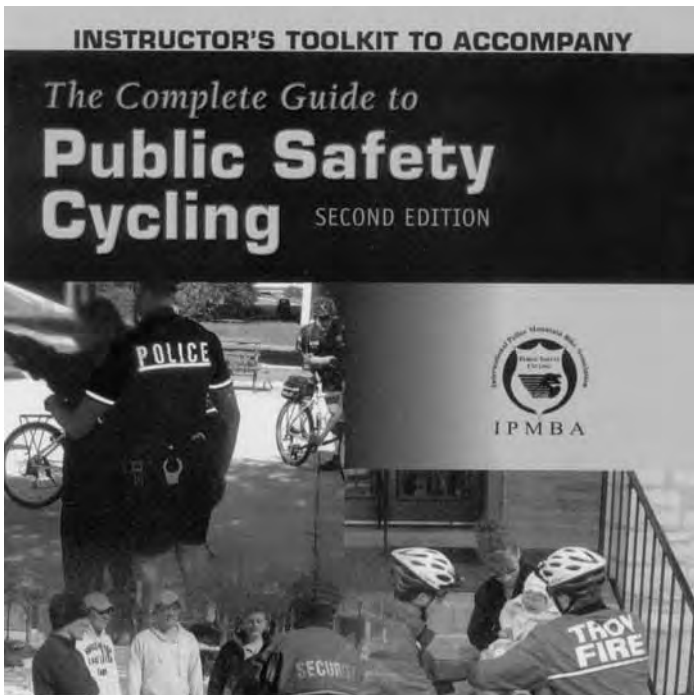
Next, you may want to produce a class confirmation letter and equipment list (I found it easy to tailor mine from the one in the ITK) and create a "master packet of student forms" to copy for each student. You may also wish to produce a personalized set of class expectations, rules and guidelines. Customize the *Release of Liability* form for your class. I produced a reading list for the student (this really helped the students understand and anticipate what was going to be taught), and mapped a list of locations in the training venue where the specific skills in the Practical Test would be taught and tested (that could be shared with the other class instructors). You may also wish to produce laminated scenario cards and schedule cards.

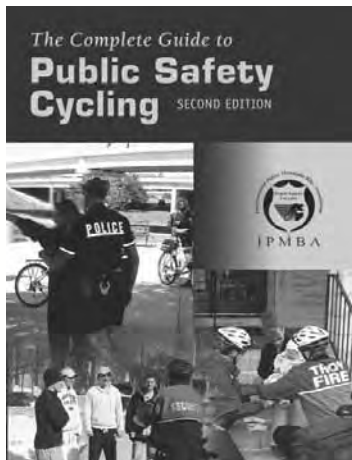
Print the tests on a high-quality printer so details in the diagrams contained within the test will not be impaired (photocopying can make them difficult to read). Tests printed in color are well worth the extra few cents. If you instruct the students not to write in the booklets, you should be able to use them for more than one class.

(Continued on page 24)

IMPORTANT MESSAGE

A small percentage of instructors have yet to purchase the IPMBA ITK. If you are among them, please contact the IPMBA office ASAP to order it. Any IPMBA instructor who has not ordered it by July 31, 2009, will be placed on inactive status and will be required to take the IPMBA Instructor Course as a recertification requirement. The ITK order form is available on the homepage at www.ipmba.org, under "What's New."





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Maximizing the Effectiveness of Your ITK CD-ROM

(Continued from page 23)

Practice your lectures so you can be polished in your presentations and meet the allotted times for each one. *(Ensure you rehearse with your slides in Slideshow mode, on the computer you'll use in class. The "custom animations" features might be affected if you implemented graphics and this rehearsal should reveal any problems.)* Given the time constraints in a 32-hour class format, practice will give you an idea of the pace required. I did some customizing of the PowerPoint files by incorporating additional graphics where necessary. *(Kirby Beck has some great advice. If you choose to modify the PowerPoint presentations after installing them on your computer, take care to avoid overwriting the original presentation by doing a "save as" prior to making changes, in case your CD is lost or damaged.)*

Although not specifically related to improving the effectiveness of the ITK (but discussed there), you may want to produce or gather implements, accoutrements, props, and examples that can help enhance the class and

presentations. You should solicit for shwag (giveaways, handouts), and obtain literature from our Product Purchase Program vendors for sharing with class participants and to encourage them to become members of our fine organization.

Practice your lectures so you can be polished in your presentations and meet the allotted times for each one ...

As time and experience allows, I'm sure we'll find and share more ways to maximize the effectiveness of our ITK and continue to improve our instruction methods. Please pass along your ideas on the Instructor

Listserve and feel free to contact your fellow instructors and me for more ideas. While there may be a multitude of things we can do to enhance our classes, we must always remember our professional obligation; the topics, concepts, and techniques in the ITK may not be altered in a manner that compromises the quality, integrity, and standardization of the courses. In this way, we as instructors can maximize the resources contained in the ITK and protect the investment and legitimacy of our profession.

Mitch is an IPMBA Instructor Trainer, serves as Education Director on your IPMBA Board, and has a penchant for singlespeeds. He can be reached at trujillom@bouldercolorado.gov.

What's Wrong With This Picture?



Photo by Karl Menton Ferron, Baltimore Sun

What essential PPE are these two Baltimore City bike officers missing?

- A. Gloves
- B. Eyewear
- C. Helmet
- D. All of the Above

Answer:
D. All of the Above

THE IPMBA COURSE IS A SMOKER

(Continued from page 1)

knee from hitting the abovementioned bike. Road rash on right leg from falling off the bike and down the stairs, for the second time. Cuts on left leg from hitting the bike while riding up stairs. Blackened big toenails from toe clips rubbing on them. Hands, wrists, arms, quads and knees hurting to one degree or another. Did I mention how badly my right shoulder hurts?

We spent at least a couple hours each day doing slow skills riding. I already knew some of the techniques, but I had never spent so much time working them. They are very useful skills, as most of our police riding will be just that. We went on a long ride each day. This is where your bike fitness skills come in. You simply cannot be prepared enough for this. Riding the Orting Trail with your kids won't cut it. You really must get out on the bike for a couple of hours, at least a couple days a week. This will help get your butt numb to the saddle, your legs used to pedaling, and familiarize you with correct shifting.

You should do a lot of hill riding as well; the Tacoma area has nothing *but* hills. Even if you do this, though, you will be riding with your armor and gear during

also a couple of smokers who made it through. I don't know if they got as much out of the class as I did, simply because they had to first concern themselves with overcoming their lack of fitness.

DAY BY DAY

Even though I am writing this the weekend after the class and have a class outline, I'm pretty sure that I'm mixing up some of the exact details, but regardless, this will give you a sense of the class.

Each day we rode from TPD HQ to a vacant parking lot near Tacoma Mall to work the slow skills. From there, we would split into smaller groups and ride to other locations. The first day we rode to downtown Tacoma, practiced some skills and rode back. On the second day, we rode first to Wright Park for some dismount drills and then to downtown Tacoma, where we spent most of the time riding (or falling) down the stairs around UW. This is a lot of fun and can be done safely, once you learn the correct technique. There are some fairly

easy requirements for the class; the more challenging stairs are optional. The only set of stairs I chose not to tackle were the ones on the north side of the federal courthouse, as there are several flights that turn back and forth. This was after smacking my head and having thoughts about being LEOFF 2. We then rode back to TPD HQ.

Day three was the slow skills test day, which was both fun and challenging. It involved lots of riding around in small circles and trying not to run

over any cones. From the mall, we had a good ride to Pt. Defiance Park. By this time in the class, things were feeling very sore and beat up. We rode Five Mile Drive, back to TPD via Ruston Way, and then through downtown. I tried to MapQuest the route, but my computer was not playing well, so I haven't figured the exact mileage for that ride. It was somewhere around 25 miles.

Day four, we went to the mall for some formation riding, after which our group rode to Freighthouse Square for lunch. After eating a LIGHT lunch, it was back to UW for more stairs, both up and down, before riding back to TPD for the written final.



The instructors in the class are all very experienced bike officers and were very helpful in teaching the techniques. There was no yelling or belittling; just some good-natured ribbing.

If you are going to attend this course, you *must* ride, ride, and ride some more!

RANDOM THOUGHTS ON GEAR, FOOD, AND FITNESS

If you are not comfortable with your level of fitness or riding skills, try to ride near the front of your group. It is easier to ride there than to play catch-up from the back.

Learn how to dress correctly *before* the class starts.

No cotton. Go buy some performance material t-shirts, socks and yes, underwear. Get one long-sleeved shirt. I'm a big fan of REI because they have lots of styles from which to choose.

Your bike jacket is nice for taking the chill out of the air in the morning, but you probably can do without it unless it is really raining. You will warm up quickly once you are on the bike.

Consider removing the zipper from your bike shirt and re-sewing the buttons on.

(Continued on page 26)



the class, which really changes a lot. However, the better riding shape you are in going into the class, the better you will be able to absorb the skills that are taught because you won't have to concern yourself as much with the pain and discomfort issues.

There were a number of people in the class who were obviously not in decent shape, but they still made it. There were

THE IPMBA COURSE IS A SMOKER

(Continued from page 25)

I am going to do this with mine, as it will help with ventilation. I may also have pit-zips added.

You will probably need to wash all of your clothing each night, if you don't have extras.



The author, at left, performing some necessary repairs.

Off-duty work: I know some of you are off-duty whores who work anytime, anywhere. Do not schedule any off-duty during the class period. You will truly pay for the lack of sleep during the class.

Water: Bring at least two, full water bottles for the day. Bring another bottle to drink on the way to class and a sports drink for late afternoon.

Food: Eat a hearty but easy-to-digest breakfast. If you don't normally eat, and just have coffee, you

consistently through the day, including lunch, and was still hungry when I got home.

I knew one guy in the class who works for PPD. He was in the Rangers with me and later made it through the selection process for Delta Force. He was really suffering after Day 2. I don't think he was eating enough during the day to keep his energy level where it should have been.

Stretching: Learn how to warm up and stretch both before riding and afterwards. I tried to keep moving around the house for a couple hours after I got home and before going to bed. This will help your muscles recover by speeding the removal of lactic acid, which causes the pain and stiffness.

Painkillers: These are your best buddies, as long as you do not overuse them. However, you should try to stay ahead of the pain.

Richard Hecht has been a deputy with the Pierce County (WA) Sheriff's Dept. since 1991. He currently serves under contract with the Pierce Transit Police, a bicycle patrol capable unit. Rich also serves as a firearms instructor and previously served eleven years with SWAT. He can be reached at rhecht@co.pierce.wa.us.

Photos courtesy Richard Hecht.

If you wear your department-issued bike shorts or pants, you can wear padded bike shorts as a next-to-skin, base layer. At REI, I found a pair of black, cycling cargo shorts with a built-in, padded gel cushion. These were the best things going. The receipt for them, along with the energy bars, will be going in my tax file for next year.

will pay for it later. I brought food for lunch and ate just enough to fuel me for the afternoon, then supplemented it later in the afternoon with the energy bars and fruit.

Buy a dozen or so energy bars and gels. Eat one bar mid-morning and another late afternoon. There is no break for dinner and you will need the energy. I ate

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2009-2010 IPMBA Board of Directors

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David Hildebrand

PCI #404T/EMSCI #118T

Denton PD

Denton, Texas

president@ipmba.org

Number of Years in Public Safety: 19

Number of Years on Bike Duty: 13

IPMBA Member Since: 1999

IPMBA Instructor Since: 2000

Number of Bikes Owned: 4

My Favorite Bike Is: My Giant NRS 2

I Most Enjoy Riding: Up on a dooper getting ready to snort

#1 Priority for IPMBA: To offer the best, most accessible, public safety cycling course in the world, so no public safety cyclist will be put out on duty without adequate training.

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vp@ipmba.org

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Dayton, Ohio

secretary@ipmba.org

Number of Years in Public Safety: 16

Number of Years on Bike Duty: 10

IPMBA Member Since: 1999

IPMBA Instructor Since: 2001

Number of Bikes Owned: 2

My Favorite Bike Is: My Trek mountain bike

I Most Enjoy Riding: Anywhere with my family

#1 Priority for IPMBA: To provide the best training opportunities available to public safety cyclists.

TREASURER

Bernie Hogancamp

PCI #498

Homewood PD

Homewood, Illinois

treasurer@ipmba.org

Number of Years in Public Safety: 29

Number of Years on Bike Duty: 16

IPMBA Member Since: 2001

IPMBA Instructor Since: 2001

Number of Bikes Owned: 3 now

My Favorite Bike Is: Trek 1100 road bike

I Most Enjoy Riding: Chicago Lakeshore

#1 Priority for IPMBA: Provide the best, most current training to public safety cyclists and never hesitate to evolve to meet the challenges of changing times and missions.

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Mitch Trujillo

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Boulder PD

Boulder, Colorado

education@ipmba.org

Number of Years in Public Safety: 17

Number of Years on Bike Duty: 14+

IPMBA Member Since: 1994

IPMBA Instructor Since: 1995

Number of Bikes Owned: 4 that are mine (the rest belong to family).

My Favorite Bike Is: All

I Most Enjoy Riding: Hard

#1 Priority for IPMBA: Continued development of instructors and teaching materials.

CONFERENCE COORDINATOR

Kurt Feavel

PCI #539

University of Wisconsin PD

Madison, Wisconsin

conferences@ipmba.org

Number of Years in Public Safety: 26

Number of Years on Bike Duty: 17

IPMBA Member Since: 2001

IPMBA Instructor Since: 2001

Number of Bikes Owned: 3

My Favorite Bike Is: My road bike

I Most Enjoy Riding: For leisure – no stress, no work, just to relax.

#1 Priority for IPMBA: Making sure that IPMBA continues to provide the highest level of quality and relevant training.

INDUSTRY LIAISON

Charlie Summers

PCI #512

Illinois State University PD

Normal, Illinois

industry@ipmba.org

Number of Years in Public Safety: 18

Number of Years on Bike Duty: 14

IPMBA Member Since: 1999

IPMBA Instructor Since: 2001

Number of Bikes Owned: 4

Favorite Bike to Ride: GT Sanction 1.0

I Most Enjoy Riding: Off-Road

#1 Priority for IPMBA: To continue to offer the best quality training to public safety cyclists.

EMS COORDINATOR

Marc Zingarelli

EMSCI #179/SCI #002

Circleville Fire Department

Circleville, Ohio

emsc@ipmba.org

Number of Years in Public Safety: 21

Number of Years on Bike Duty: 7

IPMBA Member Since: 2003

IPMBA Instructor Since: 2006

Number of Bikes Owned: 4 and making room for 3 more

My Favorite Bike Is: Giant OCR Touring Custom Build

I Most Enjoy Riding: Cross Country Touring

#1 Priority for IPMBA: To promote interagency operations within IPMBA and the agencies for whom we all ride.

MEMBERSHIP COORDINATOR

Robert Hatcher

PCI #629/EMSCI #103

Delaware PD

Delaware, Ohio

membership@ipmba.org

Number of Years in Public Safety: 12

Number of Years on Bike Duty: 9

IPMBA Member Since: 2000

IPMBA Instructor Since: 2002

Number of Bikes Owned: 3

My Favorite Bike Is: Trek Top Fuel 98

I Most Enjoy Riding: Road and off-road riding

#1 Priority for IPMBA: To provide the best and most complete training and resources for the public safety cyclist.

2009 Conference Highlights



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