



## IPMBA: Not Just an Association

by Chris Strong  
Interim Director

**A**s I step into the role of interim director with IPMBA, I’ve been reflecting on what makes this association truly exceptional. From the start, it has been clear that IPMBA is not just an organization – it is a vital lifeline for our members: law enforcement, fire/EMS, and security professionals. For 32 years, IPMBA has empowered its members through education, certification, and camaraderie, ensuring they are equipped to perform their duties with confidence and professionalism.

In this period of transition, I’ve been struck by the strength and resilience of the association. Despite the inevitable challenges that come with change, IPMBA’s mission remains steadfast: to provide the highest-quality training and support for public safety professionals on bikes. Our renowned conference and certification programs continue to set the standard, reflecting our unwavering commitment to maintaining a well-prepared and skilled membership.

**IPMBA is not just an organization – it is a vital lifeline for our members: law enforcement, fire/EMS, and security professionals.**

In September, I had the opportunity to represent IPMBA at the EMS World Expo in Las Vegas. That experience reaffirmed a key strength of our organization – the sense of community we’ve built. Many visitors to our booth spoke about how IPMBA fosters a culture of mutual support and shared expertise. We’re not just a professional association; we’re a network of colleagues and friends who learn from

and rely on each other. In a profession where demands extend well past any job description, this network is invaluable.

As you read this, we are in the midst of making plans for our 32<sup>nd</sup> Conference, June 2-7, 2025, at Washington University in Saint Louis, Missouri; please join us there for training and networking.

As we move forward, we remain focused on our core mission, but also recognize the opportunities which lie ahead. This transition offers us a chance to grow, innovate, and explore new ways to serve our unique membership. In the coming months, I look forward to working with our dedicated team, members, and board to continue IPMBA’s legacy of excellence. Together, we’ll uphold the high standards that have defined this association while finding new ways to expand our reach and strengthen our impact.

Thank you to everyone who has welcomed me during this transition. I look forward to partnering with you to ensure that IPMBA remains the invaluable resource it has always been, for the benefit of all who ride in service.

## The Unknown Can Be Better Than You Dreamed

by Allan Howard, PCI #001T  
Dayton (OH) Police Department (Retired)

**A**mere five months ago, I wrote about our Executive Director Maureen’s retirement from that position. The replacement selected didn’t work out and we now have an interim director, Chris Strong, running the show, while Maureen works with him part-time to aid the transition. I’ve learned a great deal that gives me confidence that we are still a successful organization that’s moving toward the future; more importantly, still serving the needs of our membership.

The first thing that gives me confidence is the fact that IPMBA was born from a grassroots movement in law enforcement. A movement that was so small, you had to travel great distances to meet others doing the same job as you on a bike.

*(Continued on page 39)*

### inside

Board of Directors.....	39
Corporate Members.....	14
Gears & Gadgets.....	22
Industry.....	15-20
Choosing the Right E-Bike.....	15
Kali Protectives.....	18
Product Purchase Program.....	19
Tasco Dawn Patrol.....	20
Instructor Corner.....	37-38
Issue Focus: Conference Highlights.....	5-13
Awards and Rewards.....	7
Instructors and Presenters.....	6
Partners and Supporters.....	13
Photo Montage.....	10-12
Should You Attend?.....	9
Member News.....	25-35
President’s Column.....	2

# An Evolution of Change



One of the first bicycles was developed by a German inventor named Karl von Drais. Some sources credit him with inventing a bicycle called the "Swiftwalker" in 1817. It had no pedals and a wooden beam that connected the two wheels, consisting of iron rims and leather covered tires.

This first creation of a bicycle was propelled by none other than human propulsion, much like Fred Flintstone riding in the very primitive automobile powered by his own feet. The "Flintmobile", as they called it, was seen in every episode of *The Flintstones*. One might ask, "Why not just walk?", but we all know that going downhill is really fun.

The next invention was the system of pedals and cranks. These items were added to the Swiftwalker frame to create the new "Velocipede". The velocipede sounds very prehistoric; however, it was a newer version of the bicycle invented in the 1860's in which the pedals were now formed to the cranks and mounted to the front axle. These bicycles were constructed of wood and iron and lacked any type of suspension, quickly earning them the nickname "boneshaker".



The velocipede enabled riders to utilize the bicycle over a greater range, rather than just coasting downhill and by human propulsion.

A few years later, in the 1880's, the most historically well-known bicycle was invented. This was the classic turn-of-the-century bicycles known as the "high-wheeler" or "penny-farthing". The rider was seated on top of an extremely large front wheel rather than over the rear wheel. Interestingly, the penny-farthing bicycle was called this due to the drastically different wheel sizes. The front wheel was like a British penny and the much smaller rear wheel was like a farthing, which was one-quarter the size of a penny.

The penny-farthing was a direct-drive or single-speed, as we know it, with the pedals still affixed to the front axle. The larger wheel created greater speeds and smoother rides, relative to their technology, than its predecessor, the velocipede. However, the risk of doing an "endo" or "face-plant" was high, and it took considerable skill – and courage – to ride. (\*Source: [en.wikipedia.org/wiki/Penny-farthing](http://en.wikipedia.org/wiki/Penny-farthing)).

New developments led to the rise of a bicycle called the "Rover Safety Bicycle". It was much safer and had a more modern look to it. Other new inventions allowed for broader use of the Rover Bicycle, such as a chain drive allowing for additional gear ratios and later, pneumatic tires allowing for a smoother ride with safer, smaller tires.

Over the past century, bicycle technology has continued to expand exponentially. Even during the time IPMBA has been around, we have seen numerous changes within the industry, including braking technology, suspension systems, wheel size (both height and width), frame size and geometry, gearing combinations, e-Bike technology, and more. Even the helmets look better now!

As we look back at the evolution of bicycle technology, some were successful and some were just a bridge to

the next great idea. IPMBA is much like the bicycle industry in that we are ever-changing. To be in the forefront of the market, you must change, or others will catch up and overtake you. In order to continue to be the best, most complete training organization, we must constantly develop new technology and ideas. This is our mission.



Our organization is currently going through a change the likes of which very few of our current members have experienced. Interim Director Chris Strong has taken the reins, bringing different energy and experience to IPMBA. The Board's foremost desire during this time is to embrace new ideas and new technologies. Some may work and some may not, but we are committed to evolve in ways that enable our organization to continue to be successful.

*David Miller*

Left photo: internet  
Above photo: Platt Bros., *A Perilous Ride* (1884), Library of Congress



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PURA PASSIONE DAL 1911



# IPMBA CONFERENCE 2024 | BENTONVILLE, ARKANSAS

**J**une 24-29, 2024: It was a long time coming, but IPMBA was finally able to enjoy bicycle-friendly Bentonville. Plans to bring IPMBA to Bentonville were first laid in 2019. What happened next needs no explanation. If there were any benefit caused by the delay, it was the building of additional bicycle facilities and the completion of the Thaden School. The Thaden School served as the hub of conference activities, which branched out to the Northwest Arkansas Community College, the Bentonville Fire Department, the newly constructed Bentonville Police Department Firing Range, Walmart's Home Office parking lots, and best of all, the Slaughter Pen skills park and trail system. Despite trail damage caused by tornados, IPMBA attendees were able to revel in a veritable bicycle playground while developing essential job-related skills.

More than 200 attendees, instructors, and industry partners converged upon Bentonville from as far away as Vancouver, British Columbia; Los Angeles, California; and Halifax, Nova Scotia, for a week of excellent training, camaraderie, and enjoyment. Here are some highlights! *Pages 5-13.*

## — IPMBA Bentonville 2024 —

**T**he 2024 IPMBA Conference in Bentonville, Arkansas, was a resounding success! Attendees both enhanced their public safety cycling skills and had a blast exploring the many trails of Bentonville.

We are grateful to the **Bentonville Police Department**, the **Bentonville Fire Department**, and **Visit Bentonville** for serving as co-hosts, and to the **Thaden School**, **Walmart Corporate Security**, **Northwest Arkansas Community College**, and the **Ride Series MTB** for their support and participation.

We would like to recognize our host agency personnel, who stopped at nothing to ensure that attendees received a warm welcome and experienced outstanding training. They worked long hours, moved a lot of cones, and earned their daily steps!

Special thanks to the following team members:

### **Bentonville Police Department**

Captain Glynn Bertrand, Lieutenant Danny Henry, Sergeants Nicholas Brown and Josh Holland, and Corporals Melissa Fox, Chris Gravley (PCI #1876), Sean Harding, Chris Isbell, J.D. Jordan, Charlie Katzakian,

John Loncarevic (PCI #1446-B), Kerry Pippin, Ryan Simmons, and Beau Sisson

### **Bentonville Fire Department**

Battalion Chief Matt Perkins (EMSCI #296), Gage Bright, Kyle MacDonald, Brook Popp, Hunter Smith, Maxwell Wester, and Kurt Williams

### **Visit Bentonville**

Kalene Griffith and Kim Krutsch

### **Walmart Corporate Security**

Jedidiah Abrams, Luke Bullard (SCI #044), and Jose Labatos

We also thank the **Thaden School** for their hospitality, allowing us to transform their teaching kitchen into a Command Center, the Bike Barn into a Bicycle Response Team Training scenario site, and their quad into an impromptu bike check. **Megan Steely**, **Rob Whorton**, **Chris Daly**, and **Jason Curtis** kept all systems running smoothly, and **Chef Michael** satisfied everyone's appetites.

We appreciate all of the volunteers, without whom events would be much more difficult. IPMBA Instructors

**Jeffrey Glaude** and **Tom Harris** were omnipresent at the check-in desk, except when Tom was preparing a pastalaya feast at the Barn for the night ride participants. **Eric Kackley** from **Volcanic Bikes** sweated it out keeping everyone's bicycles in running order.



Courtesy Visit Bentonville

None of this would have been possible without the unwavering support of Chiefs **Ray Shastid** (Bentonville Police Department) and **Justin Scantlin** (Bentonville Fire

Department), who not only provided the human and other resources, but also stopped by throughout the event and attended the awards dinner.

Too many other people were involved with ensuring the safety and success of the conference to list everyone, but we thank them all. And, of course, we thank our attendees, without whom all these efforts would have been in vain.

The 2025 IPMBA Conference will be held June 2-7, at Washington University in Saint Louis. We're looking forward to returning to the scene of IPMBA Conference 2018!

# 2024 Instructors & Presenters

IPMBA has a well-earned reputation as the premier training organization for public safety cyclists, and we have earned it because of our talented and experienced instructors. A solid training program is only as good as the people who deliver it, and we are grateful to the individuals who volunteer their time and talent to the benefit of their fellow public safety cyclists. With these high-caliber instructors and presenters, the wheels are always turning!

## IPMBA INSTRUCTORS

**Jon Almasy**, New Hanover County Sheriff's Office, Castle Hayne NC

**Alan Beadle**, Sylvania Police Division (Ret.), Sylvania OH

**Scott Bixby**, State University at Buffalo Police Department, Buffalo NY

**Elizabeth Bouchard**, University of Guelph Campus Safety Office, Guelph ON

**Greg Bowen**, Tarrant County College Police Department, Arlington TX

**Edward T. (Eddy) Croissant**, Tampa Police Department (Ret.), Tampa FL

**David Dager**, University of Pennsylvania Police Department (Ret.), Philadelphia PA

**Adam Gaby**, Five Rivers Metroparks Police Department, Dayton OH

**Ross Gaston**, Burleson Fire Department, Fort Worth TX

**Brian Gillman**, Apollo's Forge Event Medicine, Spring TX

**Jeffrey Glaude**, Farmington Police Department, Unionville CT

**Kevin Hamby**, Northeastern State University Police Department, Tahlequah OK

**Thomas Hansom**, Monroe County Sheriff's Office, Madisonville TN

**Kaitlyn Hart**, Mansfield Police Department, Mansfield TX

**George (Andrew) Humes**, College Station Police Department, College Station TX

**Albert Jackson**, Jackson PTT & TS, LLC, Marietta GA

**Wayne Lenihan**, Orange County Sheriff's Office, Orlando FL

**Jay Littlejohn**, Riverwind Public Safety, Norman OK

**Tristen Lopez**, College Station Police Department, College Station TX

**David Millican**, Denton Police Department (Ret.), Denton TX

**Cameron Newton**, Frisco Police Department, Frisco TX

**Ranceford Okada**, Westminster Police Department (Ret.), Westminster CO

**Steven Ray**, Klein/Spring Fire Departments, Spring TX

**Federico (Anthony) Ruiz**, US Capitol Police (Ret.), Washington DC

**Stanley Sedillo**, Port of Seattle Police Department, Seattle WA

**Bobby Sellers**, Montgomery County Constables Office Precinct 3, The Woodlands TX

**Rose Steagall**, Franklin Police Department (Ret.), Franklin TN

**Mitch Trujillo**, Boulder Police Department, Boulder CO

**Scott Verdun**, Kenner Police Department, Kenner LA

**Joseph Young**, York University Security Services, Toronto ON

**Thomas Zermeno**, Norman Police Department, Norman OK

## GUEST INSTRUCTORS

**Rich Drew**, The Ride Series MTB

**Rob Drew**, The Ride Series MTB

**Ben Glenn**, NWACC Bicycle Assembly & Repair Technician Program

**Nathan Keenan**, Volcanic Bikes

**Trent Kenreigh-Tomas**, NWACC Bicycle Assembly & Repair Technician Program

**Andy Lai**, The Ride Series MTB

**Chris Leis**, The Ride Series MTB

**Roni Ramos**, NWACC Bicycle Assembly & Repair Technician Program

**Adam Stansfield**, NWACC Bicycle Assembly & Repair Technician Program

**Thank you, IPMBA Conference Instructors and Presenters!**

# Awards and Rewards

CONFERENCE 2024

by Maureen Becker

On Friday, June 28, 2024, the Great Hall at the Thaden School was transformed into a festive setting for the closing event and awards dinner.

As attendees arrived, they were greeted by the sounds of local rock band Handshake Saints, the flavors of the “Taste of Arkansas” buffet, and the fun of corn hole. Symbolic of their service to the members, the IPMBA board dished out the buffet to the hungry participants until the official program got underway.



Courtesy Craig Lepkowski

Master of Ceremonies **Bobby Sellers** began with a moment of silence to honor **Neil Blackington**, **Al Simpson**, and **John Washington**, all of whom served IPMBA for decades in various roles, including instructors, Instructor-Trainers, committee members, and board members. He also paused to remember **Christopher Fitzgerald** (Temple University PA Police), **Brian Kozera** (Norristown PA Police), and all public safety personnel who have lost their lives in the line of duty.

As small tokens of IPMBA’s appreciation for hosting the conference, Bobby presented plaques to **Chief Ray Shastid** (Bentonville Police Department), **Chief Justin Scantlin** (Bentonville Fire Department), and host agency co-chairs **Captain Glynn Bertrand** (Bentonville Police) and **Battalion Chief Matt Perkins** (Bentonville Fire).

The host agencies in turn presented their thank you gift to **Kalene Griffith** and **Kim Krutsch** of Visit Bentonville. Bobby then recognized former board member **Brian Gillman** for his nine years of service on the board and his continued involvement with the conference logistics.

A round of applause was called for all IPMBA 2024 command staff, liaisons, ride guides, support personnel, and local volunteers, as well as the IPMBA instructors who volunteered their time to teach at the conference. Also recognized were the members of each of the graduating classes.

Congratulations were bestowed upon **Jon Almasy**, **Elizabeth Bouchard**, **Andrew Humes**, **Wayne Lenihan**, and **Jay Littlejohn**, for having achieved Instructor-Trainer (IT) status between July 2022 and May 2024.

The road to becoming an IT can be long and arduous, and each of them has earned the distinction.

**Andrew Humes** was also called out for his outstanding contribution to the redevelopment of the Bicycle Response Team Training, and later presented with two pounds of coffee from local roaster Onyx Coffee Labs.

Participating industry partners **Benelli**, **ISM Saddles**, and **Volcanic Bikes** were thanked for attending despite the cancellation of the Product Showcase. A special shout-out to **Volcanic** for helping teach the Maintenance Officer Course and fixing lots of bicycles.

Bobby then ceded the spotlight to **Allan Howard** (via Zoom) and **Jim Bowell** for the presentation of the 2024 Allan Howard Awards for Excellence. Unfortunately, neither recipient was able to attend, but due to the wonders of modern technology, **Ed Brown** and **Bob Hatcher** received their well-deserved recognitions from North Carolina and Delaware, respectively. See page 25 to learn why they were nominated and selected to receive IPMBA’s highest award.

Interspersed throughout the evening were “grab bag” raffle drawings, meaning winners were able to select from the items donated by IPMBA’s industry partners as their numbers

were called. The drawing culminated with the prize-specific drawings, a.k.a. the “red ticket” items. The winners were **Lisa Taube** (custom wooden flag hand-carved by **Greg Bowen**), **Ryan Parker** (Glock 48 donated by **Teeco**), **James Martin** (Code 3 bicycle donated by **Police Bike Store**, and **Kevin Jiannotti** (Volcanic RAW bicycle donated by **Volcanic Bikes**).

The last order of business was **Maureen Becker**’s send-off celebration. After 24 years at the helm of IPMBA, Maureen has shifted to a part-time support role as IPMBA enters the next phase of its life cycle. Heartfelt tributes were delivered by **Allan Howard**, **Jim Bowell**, **Mitch Trujillo**, **Thomas Zermeno**, and **David Millican**, all of whom have worked closely with Maureen in various roles throughout her tenure.

Although not one for public speaking, Maureen managed to express her gratitude for the many opportunities IPMBA provided, and for the opportunity to be of service to so many for so long. She ended by



playing a song written and recorded by former IPMBA Instructor Nick Gatlin, entitled, “The Wake We Leave,” which he sent upon hearing the news of her departure.

Much to her surprise and delight, she was presented with a custom Volcanic signature series bike dubbed “Lady Maureen”. A collaborative effort led by Thomas Zermeno and funded by contributions from IPMBA members, it was a fitting tribute, and an elegant steed on which to ride off into the sunset!





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# Should You Attend an IPMBA Conference? Absolutely!



by Tom Hansom, PCI #2209  
Monroe County (TN) Sheriff's Office  
IPMBA Board Member (Membership/Marketing)

**2**024. Bentonville, Arkansas. WOW! I've been an IPMBA member since 2015, but due to the lack of department support, have never been able to attend a conference. This year, as a serving board member, I found out what I've been missing... and it's a LOT!

So many classes, with so many varied agencies from, literally, coast-to-coast. All board members are assigned roles at the conference, some of which are as liaisons to each of the courses. This doesn't allow for time to attend classes, but liaisons in particular are in and out of them throughout each day. Information is flowing, bike rides and practice stations are in use, and anything and everything "Bike" and "Bike Patrol" is on the table.

I was assigned as liaison to the Bicycle Response Team Training, which as far as I am concerned, is one of the coolest assignments ever. After all, I got to learn some of the concepts, ride in formations, and participate actively in the BRTT scenario! This wasn't just any scenario; it was a series of short exercises culminating a "protest" involving water "cannons" and smoke grenades. The U.S. Capitol Police officers serving as role players loaned an air of authenticity to the proceedings with chants and antics learned from real protesters on Capitol Hill.

The initial observation I had was the sheer magnitude of the logistics involved with making an event like this happen. Bentonville Police and Fire Departments; IPMBA instructors, board members, volunteers and staff; Visit Bentonville; the Thaden School and NWACC; industry partners, and everyone else I've forgotten...all working together behind the scenes and in plain view to make this a seamless event for participants. IT WAS AWESOME!

Second observation. Bentonville may just be the most bike friendly town on the planet, at least, in my experience. The restaurants, coffee shops, streets and hotels are all geared to be bike-friendly (pun intended). Heck, even the traffic is bike friendly. Try saying that in your hometown! The ability of the venue and city to host so many public safety AND civilian cyclists at any given time is a testament to the commitment they have – and we all should have – to cycling.

Third observation. IPMBA is committed to providing top-tier education to public safety cyclists and agencies, thereby making them more efficient and effective. Read that again. Efficient and effective. Each of us knows that the goal of every shift is to protect our communities and then go



Courtesy Maureen Becker

home safely to our loved ones. The curriculum being taught is designed to do just that.

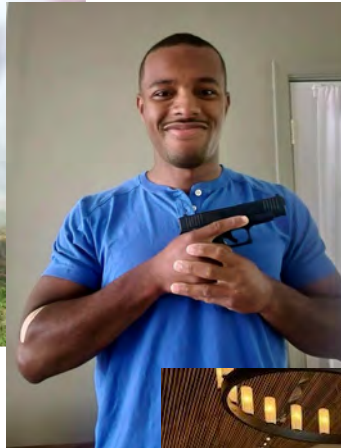
Finally, if you are a dues-paying member, I highly recommend attending the next conference. If you are not a current member, you should become one. If you are reading this, you have your hands (eyes) on an IPMBA publication full of pages and pages of articles, insights, education, and advertisements all specifically designed for public safety cyclists.

Take advantage of the opportunities when they come. You won't be disappointed in the results!

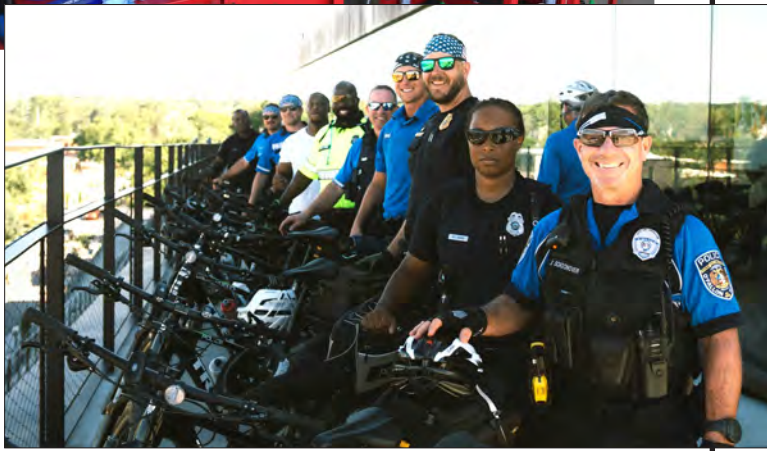
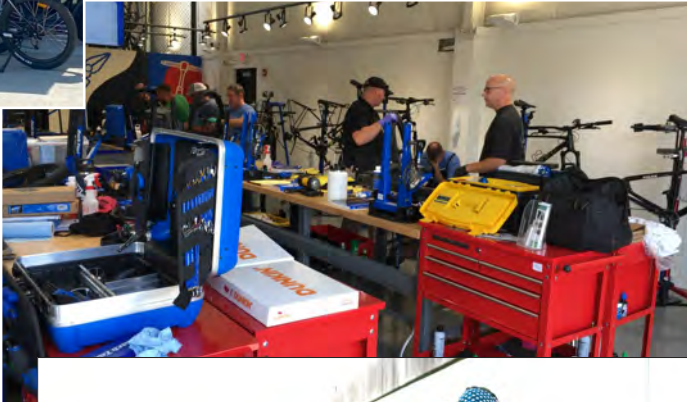
*Tom is currently a Deputy with the Monroe County Sheriff's Office in Madisonville, Tennessee. With 14 years in law enforcement as a Reserve Deputy for three agencies, Tom holds credentials as an ASP Tactical Weapons Instructor and IPMBA Police Cyclist Instructor (PCI #2209). His current full-time position is Business Development Manager for Reelcraft Industries. He was appointed to the IPMBA Board in 2023 and is currently serving in the membership/marketing position. He can be reached at [membership@ipmba.org](mailto:membership@ipmba.org).*



Courtesy Bentonville Fire Department



**Clockwise from top middle:**  
 Jumps & Pumps (*Maureen Becker*);  
 BRT Bikes Ready for Action (*Benelli*);  
 Lisa Taube, Flag Winner (*Lisa Taube*);  
 Ryan Parker, Glock 48 Winner (*Ryan Parker*);  
 Co-Chairs Matt Perkins & Glynn Bertrand (*Visit Bentonville*); Kevin Jiannotti, Volcanic Bike  
 Winner (*Kevin Jiannotti*); MOCC at NWACC  
 (*Maureen Becker*); ISM Saddles (*Laura Toll*);  
 Dan Westlund & Ed Ruhrup Tire Change Skill  
 Station (*Rance Okada*)



Clockwise from top left: Michael Ramos, Tire Change Skill Station (Rance Okada); The Ride Series MTB Clinic (Visit Bentonville); Ryan Clarke Stair Ascent Skill Station (Rance Okada); Benelli E-Bikes (Ron Toler); Donuts and Bike Tools (Maureen Becker); Wayne's World (Rance Okada); James Martin, Code 3 Bicycle Winner (James Martin); Night Ride Pastalaya (Tom Harris); IPMBA Night at the Ledger (Bentonville Fire Department)



Bicycle Response Team Training



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Security Cyclist II



E-Bike Training  
Module



Police-EMS-Security  
Cyclist Course



Maintenance Officer Course

Courtesy Bentonville Fire Department

# IPMBA Conference 2024 Partners & Supporters

CONFERENCE 2024

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**ISM Saddles:** [ismseat.com](http://ismseat.com)

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**Police Bike Store:** [policebikestore.com](http://policebikestore.com)

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**Sound Uniform Solutions:** [sounduniforms.com](http://sounduniforms.com)

**Volcanic Bicycles:** [volcanicbikes.com](http://volcanicbikes.com)



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**Patrol Bike Systems:** [patrolbike.com](http://patrolbike.com)

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**Power Grips:** [powergrips.com](http://powergrips.com)

**Skratch Labs:** [skratchlabs.com](http://skratchlabs.com)

**Street Crimes:** [streetcrimes.com](http://streetcrimes.com)

## PARTNERING AGENCIES

**Bentonville Fire Department:** [bentonvillear.com/1693/Fire-Department](http://bentonvillear.com/1693/Fire-Department)

**Bentonville Police Department:** [bentonvillear.com/1690/Police-Department](http://bentonvillear.com/1690/Police-Department)

**Visit Bentonville:** [visitbentonville.com](http://visitbentonville.com)



## LOCAL SUPPORTERS

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**NWACC Bicycle Repair & Assembly**

**Technician Program:** [nwacc.edu/  
academicdivisions/trailstrades/bicycletechnician](http://nwacc.edu/academicdivisions/trailstrades/bicycletechnician)

**Teeco Safety:** [teecosafetyinc.com](http://teecosafetyinc.com)

**The Ride Series MTB:** [therideseriesmtb.com](http://therideseriesmtb.com)

**The Bike Inn Bentonville:** [thebikeinn.com](http://thebikeinn.com)

**Wal-Mart:** [walmart.com](http://walmart.com)



IPMBA thanks **Benelli, Cera Products, Police Bike Store, and Volcanic Bikes** for their continued participation in the IPMBA Corporate Member Program.

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Phone: 973-366-5868  
Website: [www.policebikestore.com](http://www.policebikestore.com)

**RECON**

Product: Law Enforcement E-Bikes  
Phone: 888-485-2589  
Website: [www.policepowerbikes.com](http://www.policepowerbikes.com)

**R & B Fabrications**

Product: Panniers, Duty Bags & Safety Vests  
Phone: 800-553-1911  
Website: [www.rbfab.com](http://www.rbfab.com)

**Setina**

Product/Service: Vehicle Safety Equipment  
Phone: 800-426-2627  
Website: <https://setina.com>

**Sound Uniform Solutions**

Product/Service: Bratwear and Olympic Uniforms  
Phone: 253-625-7420  
Website: [www.sounduniforms.com](http://www.sounduniforms.com)

**Volcanic Bicycles**

Product: Patrol Bicycles for First Responders  
Phone: 509-427-8623  
Website: [www.volcanicbikes.com](http://www.volcanicbikes.com)

## New to the Product Purchase Program!

### ExecDefense USA

Product: Bullet-Resistant Vests, Ballistic Helmets | Discount/Cost to Members: 20% off body armor  
Contact Name: Chris Sfed | Phone: 215-235-4301  
Email: [info@ExecDefense.com](mailto:info@ExecDefense.com) | Website: [www.ExecDefense.com](http://www.ExecDefense.com)  
Notes: Email [info@ExecDefense.com](mailto:info@ExecDefense.com) for instructions.

### Pandana Headwear & Sun Protection

Product: Neck Gaiters, Low-Profile Under-Helmet Beanies, Sun Protection Sleeves, Socks  
Discount/Cost to Members: 30% off retail; free shipping  
Contact Name: Henrik Nejezchleb | Phone: 720-226-5440  
Email: [mail@pandanausa.com](mailto:mail@pandanausa.com) | Website: [www.pandanausa.com](http://www.pandanausa.com)  
Notes: Enter IPMBA30 as the coupon code on the website.

# BECOME AN IPMBA INSTRUCTOR

Join the ranks of more than 2,000 of your fellow public safety bicyclists by becoming an IPMBA Instructor.

Call 410-744-2400, email [info@ipmba.org](mailto:info@ipmba.org), or visit [www.ipmba.org](http://www.ipmba.org) for an instructor application packet. In simple 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.

## Upcoming Courses:

June 2-6, 2025 - Saint Louis MO  
August 4-8, 2025 - Buffalo NY  
October 13-17, 2025 - Washington DC

# Choosing the Right E-Bike for Duty: A Guide for First Responders

by Alan Beadle, PCI: #484/ EMSCI: #076  
Sylvania (OH) Police Department (Ret.)/Aegis Bike Training  
IPMBA Treasurer

The rise of electric bikes (e-Bikes) has revolutionized how law enforcement, emergency services, and security personnel approach bike patrol duties. For first responders, the right e-Bike can significantly enhance mobility, efficiency, and response time, especially in urban and off-road environments. This guide, tailored for first responders, examines the key factors to consider when choosing a duty e-Bike, offering insights into performance, safety, and suitability for various operational needs.

## Demands of Public Safety Cycling

Before diving into technical specifications, it is crucial to assess the specific demands of your patrol environment. E-Bikes can serve a variety of purposes for law enforcement, EMS providers, and security personnel:

- *Urban Patrol:* Navigating through crowded streets, parks, and bike paths.
- *Rural/Off-Road Patrol:* Covering challenging terrains like hills, forests, or beaches.
- *Rapid Response:* Quick and agile maneuverability in emergency situations.

For each of these scenarios, different e-Bike features will matter. Evaluating your patrol environment and the nature of your responsibilities will guide your choice in selecting the best bike for the job.

## E-Bike Classes and Legal Regulations in the United States

Before purchasing an e-Bike, it is important to learn the different classifications of e-Bikes. The classes indicate the bike's capabilities and limitations, which are often dictated by local laws.

- *Class 1:* Pedal-assist only, with no throttle. The motor assists while pedaling up to 20 mph (32 kph).
- *Class 2:* Throttle-assist; can reach speeds up to 20 mph (32 kph) without pedaling.
- *Class 3:* Pedal-assist only but with assistance up to 28 mph (45 kph). Some also have throttles, but throttles are not allowed on Class 3 e-Bikes in many areas.

For public safety purposes, choosing the right class will depend on the jurisdiction's regulations and the operational needs of the department. Class 1 and Class 3 bikes are the most common for patrol due to their controlled speeds and reliance on pedaling, which helps balance fitness with operational efficiency. Always check local laws before deciding which model to purchase.

## Motor Power and Range

E-Bikes come equipped with motors that vary in power, typically measured in watts. The motor's strength directly affects the bike's speed and ability to tackle hills or rough terrain.

*Motor Power:* Most patrol e-Bikes feature motors between 250W and 750W. For urban settings, 250W to 500W might suffice, providing ample power for flat, paved streets. For off-road or hilly areas, a 750W motor is more appropriate, as it will offer better torque and climbing ability.

*Range:* Patrol shifts can last hours, so the e-Bike's battery range is crucial. Look for bikes with a battery range of at least 50 miles (80 km) per charge, though a 70–100-mile (113–163 km) range is preferable. Ensure the battery is easy to swap out or charge in the field and consider carrying a spare battery for extended shifts, or having ready access to one, since they can be heavy.

*Charging Capabilities:* Quick-charging features and the ability to swap batteries are useful for teams that need to stay mobile without extended downtimes.

## Motor and Performance

E-Bikes come with a variety of motor options, each offering different performance characteristics that are important for patrol purposes:

*Motor Placement:* Mid-drive motors (located at the bottom bracket) may provide better balance and handling, particularly in tight urban environments or rough terrain. Hub-drive motors (located in the wheels) tend to offer more power, but they may feel less natural when pedaling.

*Torque and Speed:* Torque is crucial for quick acceleration, particularly in hilly or off-road environments. A motor with 60 Nm (Newton meters) or more torque is ideal for urban settings where responsiveness is essential. Higher torque is preferable for off-road or incline-heavy areas.

*Pedal Assist vs. Throttle:* Pedal-assist allows for better battery conservation and fitness maintenance, whereas a throttle may be useful for rapid acceleration or short bursts of speed in emergency situations. Determine which is more critical for the type of patrol being conducted. At this time, IPMBA generally recommends Class 1 or Class 3 pedal-assist e-Bikes for public safety use.

## Braking System

Safety is paramount during patrols, and a reliable braking system is non-negotiable. E-Bikes are typically equipped with either mechanical or hydraulic disc brakes.

(Continued on page 16)

# Choosing the Right E-Bike for Duty:

(Continued from page 15)

**Hydraulic Disc Brakes:** These offer superior stopping power, especially in wet or muddy conditions. They are more responsive and require less maintenance than mechanical brakes, making them the preferred choice for most public safety operations.

**Mechanical Disc Brakes:** While not as powerful as hydraulic brakes, mechanical disc brakes are still effective and can be more affordable. For urban areas in which extreme braking isn't as critical, they may suffice.

## Lights and Accessories

Visibility is essential during both day and night patrols. E-Bikes should come equipped with high-quality front and rear lights for safe operation in low-light environments.

**Integrated Lighting:** Some e-Bikes come with built-in lights powered by the bike's battery. This can be more reliable and less cumbersome than adding aftermarket lights, but can be more expensive.

**Sirens and Emergency Lights:** For law enforcement or EMS use, consider e-Bikes with mounts or integration options for sirens and flashing lights (if legal in your jurisdiction). These accessories ensure the bike can be easily seen and heard during emergency situations.

**Racks and Storage:** Many e-Bikes are equipped with racks, baskets, or panniers for carrying essential equipment such as medical kits, communication devices, and/or repair tools.

## Weight and Maneuverability

The weight of the e-Bike plays a significant role in how maneuverable it is, especially in crowded or tight spaces. E-Bikes with powerful motors and long-range batteries tend to be heavier, but this weight should not compromise their agility.

**Weight:** Look for an e-Bike that balances power and weight. Patrol e-Bikes should be lightweight enough to allow riders to quickly dismount and respond on foot when needed, but heavy enough to provide stability during high-speed rides. A typical patrol e-Bike weighs 45-65 lbs (20-29 kg).

**Maneuverability:** Balancing out weight and performance is important: too heavy, and it becomes cumbersome; too light, and you may sacrifice durability and battery life.

## Battery Security and Tamper-Resistance

Given that patrol e-Bikes will be left unattended at times, battery security is an important consideration. Look for bikes with lockable batteries or tamper-resistant systems to prevent theft or tampering while operators are away from their bikes.

**Removable Batteries:** Bikes with removable batteries allow responders to take the power source with them, reducing the risk of theft. This also makes it easier to swap batteries in the field. However, removing and carrying a battery won't be practical in all situations.

## Maintenance and Repairs

Maintaining an e-Bike requires attention to both conventional bike components and electronic systems:

**Regular Inspections:** Ensure that your team conducts routine inspections, particularly of the battery, motor, and wiring. Integrating e-Bike maintenance into the regular ABC Quick Check is a good practice, with the addition of checking electronic components. This is referred to as the "ABC and E Quick Check".

**Tire Maintenance:** Given the added weight and potential for higher speeds, patrol e-Bikes require high-quality, puncture-resistant tires. Regularly check tire pressure and tread wear, especially if riding off-road.

## Safety Standards

E-Bike batteries that comply with the UL 2849 safety standard undergo rigorous testing to prevent electrical, mechanical, and fire-related risks. This voluntary standard applies to the entire e-Bike system, including the battery, charging system, and electric drivetrain. To meet UL 2849 certification, several criteria must be met, such as:

- **Fire resistance:** The battery must resist catching fire.
- **Airtight seal:** The battery must have a sealed, airtight design.
- **Impact resistance:** The battery must endure physical impacts.
- **Water immersion:** The battery should withstand immersion in water.
- **Vibration resistance:** The battery must remain functional even after extended periods of vibration without loosening connections.

Though UL 2849 certification isn't mandatory, it is advisable to choose e-Bikes with this certification. Inexpensive, untested e-Bikes or replacement chargers can pose significant fire hazards.

Ensure that batteries are properly stored and charged according to manufacturer specifications to prolong their life and prevent potential hazards.

## Training and Integration

E-Bike training is essential to ensure public safety personnel are comfortable and proficient in using the equipment.

(Continued on page 17)

(Continued from page 16)

Courses should focus on:

**Basic E-Bike Operation:** Cover the essentials, such as how to use assist modes, battery management, and e-Bike-specific maintenance.

**Advanced Maneuvering:** Incorporate training on tactical maneuvers unique to e-Bikes, such as cornering, braking at high speeds, and obstacle navigation.

**Safety Protocols:** Ensure that personnel are trained to handle the higher speeds and additional weight of e-Bikes to avoid crashes.

## Testing and Evaluation Process

Selecting the right e-Bike for patrol doesn't end with specifications. It is crucial to test the bikes in real-world scenarios to ensure they meet your operational demands. Here's a recommended process:

**Research:** Start by researching models designed for public safety use. Look for models with positive reviews from other departments or that are specifically marketed for public safety.

**Testing:** Before committing to a purchase, test different models in the environment in which the bike will be used. Simulate patrol routes, including navigating crowded urban areas, off-road terrains, and high-speed situations as applicable.

**Involve Bike Personnel:** Include bike-trained personnel in the testing process to get feedback on the bike's comfort, control, and performance. Pay attention to how the bike handles when fully loaded with duty gear.

**Evaluate Battery Life and Charging:** Test battery longevity under different conditions. For instance, use pedal-assist at various levels and measure how the battery holds up during a full shift. Also, evaluate the ease of recharging and/or replacing the battery during breaks or shifts.

## Conclusion

E-Bikes offer a transformative advantage for first responders, enabling quicker response times, greater endurance, and access to areas that are difficult for conventional vehicles. However, selecting the right e-Bike requires careful consideration of legal restrictions, performance needs, durability, and rider comfort. By investing in high-quality e-Bikes and ensuring proper training, first responder teams can enhance their mobility and effectiveness on patrol.

As the e-Bike market continues to evolve, it is essential that departments stay informed about the latest technologies and advancements to make the best choices for their specific needs. With the right selection and implementation, e-Bikes can significantly improve the agility and reach of public safety teams.

*Alan retired from the Sylvania (OH) Police Division in February of 2023 after nearly 30 years of service. Alan joined the Bike Patrol Unit in 1997 and has been an active IPMBA member ever since. He was certified as an IPMBA Instructor at the 2001 IPMBA Conference and has since taught Police and EMS Cyclist Courses to hundreds of public safety personnel. He has taught at past IPMBA Conferences, including his workshop, Simunition® for Bike Patrol. Alan continues to teach and pass along his knowledge and experience in bike patrol through his business, Aegis Bike Training. He was elected to the IPMBA Board in 2020 and currently serves as Treasurer. He can be reached at aegisbikettraining@gmail.com.*



### Leading the way in micromobility safety

**Lithium-ion battery fires: What fuels the fire?**

In 2021 and 2022, the U.S. Consumer Product Safety Commission (CPSC) received reports from 39 states of at least 208 fires for overheating events that caused a reported 19 fatalities.

Overheating events of lithium-ion batteries, also known by the scientific term, Thermal Runaway, are typically caused by five factors which could result in an explosion and potentially ignite a fire:

- Environment** – Accounting for exposure to extreme temperatures (hot or cold), water and other chemicals
- Mechanics** – Factoring in the shock and impact from daily e-bike use on the streets
- Age** – Ensuring the battery remains safe to use each day and after each charge
- Design** – Confirming the electrical and mechanical parts are well-assembled and reliable
- Electrical** – Testing that charge and discharge performance remains safe and as designed

**Safety. Science. Transformation.**

Watch live testing of a battery experiencing Thermal Runaway.

### Certifying to UL Standards saves lives

Lithium-ion batteries are only one aspect of micromobility safety. UL Standards, including **UL 2849**, specifically address the need to evaluate and test safety-critical materials and components, individually and as a collective system, to mitigate risk to the end user. This comprehensive approach helps to ensure that the micromobility equipment can perform safely day-to-day and charge after recharge for the consumer.

### Certifying beyond the battery: a system approach to safety to reduce risk

**UL 2849** addresses more than just the battery. The standard looks at a holistic electrical system approach to safety (see components outlined in the e-bike illustration below).



- Battery cell**
  - Electrical or environmental susceptibility
  - Mechanical integrity
- Battery pack**
  - Prevention of fire propagation
  - Battery management system functional safety
- Electric motor (e-motor)**
  - Material and electrical safety
  - Control system functional safety
- Battery charger**
  - No electric shock or fire hazard
  - Compatible to power requirement of the motor
- Electric bicycle (e-bike)**
  - Charge and discharging within battery limits
  - Temperature within battery limits
  - Susceptible to adverse conditions from application and environment
  - Interrupt charging when error with hold or charger

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The UL Mark serves as a recognized symbol of trust in products we use every day and reflects an unwavering commitment to advancing safety science.

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- Evaluate, test and certify to a full spectrum of U.S. Consumer Product Safety standards including UL 2849, UL 2272, UL 2271 and more.
- All applicable requirements, including testing, must be met to earn the holographic UL Mark.
- Trains U.S. Customs and Border Protection and Department of Homeland Security to identify counterfeit UL Marks.
- Conducts regular factory visits as part of ongoing surveillance to confirm continued product compliance.

Learn more at [www.UL.com/Contact-Us](http://www.UL.com/Contact-Us)

# KALI Protectives PACE and MAYA 3.0: Exceeding Standards and Expectations

by Kevin Hamby, PCI #2189/EMSCI #530  
Northeastern State University (OK) Police  
Department

**I**PMBA requires a specific set of safety equipment. Possibly the most important piece of required gear is the helmet. As with any cycling activity, public safety cycling can end in an abrupt manner when you crash or fall from your bike. Therefore, IPMBA requires helmets to be properly fitted and approved by Snell, American National Standards Institute / American Society for Testing and Materials (ANSI / ASTM), Consumer Product Safety Commission (CPSC), Canadian Standards Association (CSA), or equivalent testing standards.

As public safety cyclists, our priority is safety, but often we are forced to utilize products that fit within specific budget guidelines. A high-quality helmet should be regarded as an investment in our own safety, not an expense.

In early December 2023, I spoke to Jason Aven with KALI Protectives. KALI provides both bicycle helmets and protective riding gear. KALI Protectives uses centimeters to measure all their helmets. Even this country boy from Oklahoma was able to figure out what size I needed using the KALI head measuring tool. I asked Jason to send me two helmets; one from a lower price point, and one from a higher price point. He did, and so I field-tested both the PACE and the MAYA 3.0.

## KALI Protectives PACE

This helmet retails for \$60 U.S., comes in three sizes (S/M, L/XL, XL/XXL), and is available in nine color schemes. The PACE weighs 286 grams (10.1 ounces). The PACE uses the QUAD CORE impact protection system which meets the CPSC and the EN-1078 (European) standards for crash protection. It was comfortable, fit well, and had adequate venting to keep my head cool. The helmet uses a micro-fit system which allows for a very fast custom fit. The initial fit was good, but I did experience minor pressure spots on my head, which was easily alleviated by readjusting the padding inside the helmet. The micro-fit system allowed me to ride in 20-degree (-6.66 Celsius) weather with a beanie, and 75-degree (23.89 Celsius) weather without making any changes to the helmet. The padding, the visor, and the retention system can all be replaced, and it can accommodate a helmet mount.

## KALI Protectives MAYA 3.0

This helmet retails for \$100 U.S., comes in three sizes (XS/S, S/M, L/XL), and is available in 13 color schemes. The MAYA 3.0 weighs 245 grams (8.6 ounces). It is equipped with a RHEON Low Density Layer system, which meets the CPSC and EN-1078 standards for crash protection.

The helmet utilizes the same micro-fit system as the PACE. The fit was exceptional. The padding inside the helmet prevented pressure spots, even during multiple 10+ hour riding days. The micro-fit system is very easily adjusted and was more like a custom fit. The interior pads are washable or replaceable, and the retention system can be replaced.

The venting system kept my head cool during long periods of bike patrol and on warmer rides. The adjustable Flex Moto-Style visor is moveable and has vents that direct air to the forehead area. The visor can be replaced, and an accessory kit can be mounted to the helmet, which allows for a helmet light or camera.

In my testing, I found the MAYA 3.0 to be the better of the two. The helmet weighs less and appears sturdier. It was more comfortable than the PACE. I think this is because of subtle differences in the replaceable padding. It appears to me the padding in the MAYA 3.0 is made of a softer, thicker material.

Both helmets had a matte finish; the coating was not reflective. Cleaning them was easy and they held up well. I did not experience any fading nor did they scratch easily. Both helmets are offered in a range of colors that would fit any personal taste or professional necessity. The PACE is a good option, but the fit and finish of the MAYA 3.0 makes the choice easy for me.

Although I fortunately did not test the helmet during a crash, all KALI Protectives helmets come with a Lifetime Crash Replacement. You simply contact the company and return your crashed helmet for them to use as research, and they send you a new helmet. As an avid cyclist who crashes often, I believe this is an amazing method for making helmets safer for future riders. They cut them open, dissect them, and use the real-world information to complement the extensive laboratory testing they conduct.

Kali is an IPMBA Corporate Member and participates in the IPMBA Product Purchase Program, offering a 25% discount to IPMBA members. This discount can be accessed by emailing your name, agency name, and IPMBA membership number to Jason Aven at [jason@kaliprotectives.com](mailto:jason@kaliprotectives.com). Jason will provide the IPMBA discount code for use on the website. Kali also sells full-face helmets and bike body armor, which may be of interest to Bicycle Response Team members.

If you find yourself shopping for cycling helmets and other protective gear, give Jason with KALI Protectives a chance to keep you riding safely.

*Kevin is a Lieutenant for the Northeastern State University Police Department in Northeast Oklahoma. He was certified as an IPMBA Police and EMS Cyclist Instructor in 2023. He is an avid cyclist with more than 35 years of cycling experience. When he is not patrolling on his bike, he can be found on his local mountain bike trails. He can be reached at [Hamby07@nsuok.edu](mailto:Hamby07@nsuok.edu).*

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- RHEON™ LOW DENSITY LAYER
- UNIBODY CONSTRUCTION
- ADJUSTABLE VISOR
- FIDLOCK™ BUCKLE
- SIZES: XS-M, L-XXL
- FREQUENCY FIT SYSTEM
- CPSC, EN1078



### PACE

- COMPOSITE FUSION™
- QUADCORE LOW DENSITY LAYER
- FLEXIBLE, BREAK-AWAY VISOR
- DURABLE POLYCARBONATE SHELL
- SIZES: XS/S, S/M, L/XL, XL/XXL
- VISTA FIT SYSTEM
- CPSC, EN1078

# The IPMBA PPP:

## Making the Most of Your IPMBA Membership

by Greg Bowen, PCI #1227T  
Tarrant County College (TX) Police Department  
IPMBA Industry Liaison

As you know, being an IPMBA member has many benefits. As a member, you have access to *IPMBA News* (which you are reading now), standardized training programs to prepare you for the rigors of the field, the opportunity to network with your fellow public safety cyclists, and the benefit of a collective voice to advance the profession of public safety cycling and promote best practices for training and operations.

One of the best benefits – and perhaps not as widely recognized as it should be – is the IPMBA Product Purchase Program (PPP), which is our members’ discount program. This is group of merchants who support IPMBA and our members by offering generous discounts on their products. Some members of the PPP are also Corporate Members who offer additional support to IPMBA. You can access the PPP on [www.ipmba.org](http://www.ipmba.org), under the MEMBERSHIP tab.

In the PPP, you will find products listed under the following categories: Bicycles, Bicycle Accessories/Components, Bike Patrol Supply Companies, Bicycle Storage/Transport, Clothing/Accessories, Duty Gear, Electronics/Lighting, EMS, Eyewear, Maintenance/Tools, Nutrition, Specialty Suppliers, Training, and Uniforms. The discounts range from 10-50% off retail and sometimes include perks like free shipping.

If you are like me, have a serious bicycle habit, and must always have more bike stuff, take a look at the PPP. There are some good deals.

I went on a mock shopping spree on the PPP. Here is what I found and what I potentially saved. I may or may not have made some purchases along the way.

If this were an actual shopping spree, I would have saved a total of \$306.77. At the current membership rate of \$75, this savings would pay your annual IPMBA membership dues for four years! At the same time, you would be supporting industry members who support IPMBA and public safety cyclists.

As products are developed and introduced into the public safety world, vendors love to hear our input.

This helps them understand what we want and need in equipment, what works, and what does not work in our environment.

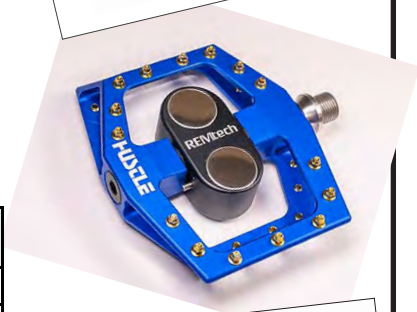
If you love a product you use or find something new, write an article and submit it to me at [industry@ipmba.org](mailto:industry@ipmba.org). If the product is found to be a benefit to public safety, it can be submitted with your name as the author in the *IPMBA News*. If you are interested in becoming more involved in product testing, send me your name, agency, and contact information. I will reach out to you if the area and/or situation is convenient to the vendor.

Now, go shopping at <https://ipmba.org/membership/product-purchase-program> and get the most out of your IPMBA membership. I must go watch the tracking on the items I purchased while writing this article so I can beat my wife to the front porch when my new toys get delivered.

As always, be safe.

*Greg is a police captain for the Tarrant County College Police Department in Texas. He attended the IPMBA Police Cyclist Course in 2001 and started the bike unit for his department. In 2011, he attended the IPMBA Instructor Course in Richmond, Virginia. In 2019 his department and Fort Worth Police co-hosted the IPMBA Conference. In 2020, he was elected to the IPMBA Board of Directors and appointed to the position of Industry Liaison. He earned Instructor-Trainer status in 2021. He can be reached at [industry@ipmba.org](mailto:industry@ipmba.org).*

INDUSTRY



ITEM	RETAIL PRICE	IPMBA MEMBER PPP PRICE
Rudy Project ASTRAL X Sunglasses	\$204.99	\$136.50
Skraitch Labs Energy Chews 10-Pack	\$ 23.95	\$ 16.86
Bellwether Jersey	\$125.00	\$ 87.50
ISM P1 Gravel Saddle	\$229.88	\$114.94
Hustle Bike Labs Pedals	\$225.00	\$191.25
KALI Protectives Helmet	<u>\$180.00</u>	<u>\$135.00</u>
<b>Total</b>	<b>\$988.82</b>	<b>\$682.05</b>

## Tasco Dawn Patrol Gloves: A Mid-Weight Glove for Chilly Rides

by Scott Bixby, PCI #1684  
State University at Buffalo (NY) Police Department

I work in Buffalo, New York, so I regularly conduct bike patrol when the ambient temperatures are less than ideal. “Ideal temperatures” for you probably means something different than for me, so let me clarify by saying that I don’t do bike patrol when it is less than forty degrees (4.44 degrees Celsius).

Right now, I can hear some of my fellow public safety cyclist friends laughing out loud. Especially my Canadian friends. “Forty degrees?? That’s early summer conditions!!” Yes, I know, that’s not terribly cold.

Those of you who ride in the cold know how important it is to have good gear. Last winter, I bought a pair of Tasco Dawn Patrol gloves that I really, really, like for those 40-55 F (4.44-10 C) degree rides, and I want to share my experiences with you.

I typically wear size XL gloves, and the XL Dawn Patrol fit my hands perfectly. Not too snug, but not loose with material that bunches up in certain spots.

When I put these gloves on, my first reaction was “these gloves are really thin.” It was 42 F (5.56 C) degrees that day, and mentally, I was prepared to be underwhelmed by the gloves’ effectiveness. As it turns out, they work very well.

A windproof liner sewn into the back side of the glove is very effective at blocking the wind. The gloves also have a nice fleece lining that is not only soft, but also contributes to keeping the hands warm.

I’m not a big fan of gel inserts in the palms of my gloves and the lack of inserts was one of the main reasons I decided to buy the Dawn Patrol gloves.

The Tasco logo on the palm makes for a tacky interface for my grips and the fingertips are “touch screen friendly”. There’s also a grippy logo at the base of the palm that’s helpful for pulling the gloves onto my hands.

They have neoprene cuffs, which make a nice seal against my wrists and prevent cold air from entering the gloves.

On that first 42 F (5.56 C) day, I rode for two hours before noticing that my hands were starting to get chilly.

Since then, I’ve worn the gloves on numerous rides with similar results.

On warmer days, when the temperatures are above fifty (10 C) degrees, these gloves provide “all day” comfort.

I’ve tried mid-weight gloves from other manufacturers that provided similar warmth, but those gloves were all much thicker than the Dawn Patrol. Personally, I find big, bulky gloves to be a hindrance, and you definitely need to spend some time at the range training so you are prepared to draw and fire your service weapon if needed. If you’ve ever tried handling a firearm with bulky gloves, you know that it’s very difficult.

The Dawn Patrol gloves are barely thicker than my summer-time gloves, and they don’t interfere with handling of a weapon or manipulating other duty equipment.

Considering how thin they are and the warmth they provide, Tasco Dawn Patrol gloves are a winner for those chilly days (and nights) on bike patrol!

From the Tasco website, Dawn Patrol Cold Weather MTB Gloves feature:

- Windproof and water-resistant top-of-hand construction
- Fleece-lined inner construction
- Velcro-free neoprene enclosure
- Conductive threads on the index finger and thumb
- Seamless single layer synthetic leather palm
- Silicone printed accents on the finger tips and palms
- Micro-fiber handkerchief wipe on both thumbs
- Adult sizing (XS-3XL)

Visit <https://tascostoke.com/products/dawn-patrol-chill-weather-mtb-gloves> for more information.

*Scott has worked for the University at Buffalo Police since 2004. He currently supervises the bike patrol unit and maintains a fleet of fifteen police mountain bikes. Scott attended the IPMBA Instructor Course in 2017 and is the director of the annual UB Basic Police Cyclist Course. Scott operates Blueline Bicycle Repair and specializes in custom built bicycle wheels. All other spare time is devoted to family and mountain biking whenever possible. He can be reached at scbixby@buffalo.edu.*



Courtesy Scott Bixby

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# My Medic Cycle Medic Pro Kit

by David Cohen

Maryland National Capital Park Police Reserve Unit



EMS bicycles are always a sight to behold.

It's almost staggering the amount of life-saving gear that can be carried on these bicycles; even more so on their e-Bike counterparts.

However, not all of us are EMS cyclists, and carrying

that amount of equipment on our bikes during our daily duties is not practical – even if we were trained on how and when to use it. The objective for the rest of us is to find a kit that provides sufficient first aid capability without adding significant weight to our service bikes.

Enter the MyMedic.com Cycle Medic Pro kit. MyMedic is a company that assembles kits of all sizes, from small first-aid kits to full-blown trauma kits. They offer two kits for cyclists: the Cycle Medic for \$49.95 and the Cycle Medic Pro for \$99.95. I purchased the Pro. Both are available at [www.mymedic.com](http://www.mymedic.com).

The kit is contained in a rectangular carry case that is 8.5 inches (21.6 cm) long, 2.5 inches (6.4 cm) wide and 2.25 inches (5.7 cm) deep. It can be strapped to the top tube or possibly the seat tube of your bike. The kit will fit in most standard trunk packs. It weighs in at 10.3 ounces (292 grams), but this lightweight kit carries a pretty good supply of equipment to meet basic first aid needs.

- 1 RATS Tourniquet
- 2 Chest Seals
- 3 Superskin Blister Strips\*
- 1 2" Roll Stretch Gauze\*
- 2 Antiseptic Wipes\*
- 1 Lip Balm\*
- 1 Sunscreen\*
- 1 Friction Frosting (Chamois Butt'r)\*
- 1 Antimicrobial Hand Wipe\*
- 1 Tubular Gauze – Large\*
- 1 Pair Disposable Gloves\*
- Wound Closure Strips (Band-Aids)\*
- 2 2" x 4" Bandage\*
- 2 Ibuprofen\*
- 1 Kokos Drink Mix\*
- 1 Sting Relief\*
- 1 1" x 3" Bandage
- 1 Tubular Gauze – Medium\*
- 2 Triple Antibiotic Ointment\*

The items marked with the asterisk (\*) are the items that come with the Cycle Medic Standard Kit.

The difference between the Standard and Pro kits is the inclusion of the tourniquet, chest seals, and an additional bandage. Having these additional and potentially lifesaving tools on hand is well worth the additional \$50 outlay. It is always better to have these items and not need them than need them and not have them.

While it contains some very useful items, it is clear this kit is geared towards recreational cyclists, not first responders. However, MyMedic is willing to customize the kit upon request. For instance, if you wanted to swap out the lip balm and sunscreen for additional stop bleed items, they would be willing to do so. MyMedic also offers discounts for first responders, but they do not yet participate in the IPMBA Product Purchase Program.

The kit is secured to the bicycle by a pair of Velcro™ straps. There are three mounting points for the straps, which give you several options for carrying positions. I found the straps were too short to wrap around the kit and some of the larger diameter top tubes. On smaller frame bikes, carrying it under the top tube may impede access to the water bottle. It is possible to fasten it above the top tube if your bike does not have the banjo-style cable routing on the top tube that many older public safety bikes have. Given the recent trend for bicycles, particularly gravel bikes, to have all kinds of permanent mounts, I hope that MyMedic will eventually offer this as an option.

The kit is too long to attach to a down tube for bikes with frames 54 cm or smaller for road frames and will not fit 17" (43 cm) or smaller mountain frames. I found it more practical to carry the kit inside my trunk (rack bag), where its narrow profile takes up less room than the more conventional first aid kit that I normally carry.

Deployment is a matter of unstrapping the Velcro™ straps from the bike and pulling open the zipper. The trade-off for the compactness and lightness of the kit is that all the items are squeezed into the container, and you have to go through the kit to pull the item(s) you need. In practice, I found tossing the kit into the trunk was the easiest way to deploy it so you don't have to waste time undoing the straps to free the kit from the bike. When it is carried in the trunk, it is just a matter of pulling it out and taking it over to the person who needs assistance.

The biggest advantage of the Cycle Medic Pro kit is its portability. When it's not employed on the bike, I carry it in my car. It easily fits into the door panel pockets or the center console of all my vehicles. It is a considerable upgrade over the basic travel first-aid kits.

Without a doubt, the MyMedic Cycle Medic Pro Kit is a solid first-aid kit for recreational cyclists. With some modifications, it would make an ideal small kit for public safety cyclists. Fortunately, MyMedic is willing to work with public safety professionals to customize the contents of the kit to maximize its effectiveness. It could use some improvements to how it attaches to the bicycle, but its overall portability makes up for this minor shortcoming.



# IPMBA Conference 2025

June 2-7, 2025 | Saint Louis, Missouri

CONFERENCE 2025

## IPMBA Conference 2025: Gateway to Great Training!

The 2025 IPMBA Conference will focus on certificate-level courses. A limited number of clinics and instructor development modules will be offered to those registered for or teaching the courses. A "Workshops Only" option will NOT be available. An "Instructor Development Module" WILL be available!

### IPMBA Courses

Course descriptions and equipment requirements can be found on the IPMBA website, under the Training tab, at *About the Courses*.

**IPMBA Instructor Course** – June 2-6, 2025 (\$900; includes clinics on Saturday)

**IPMBA Maintenance Officer Course** – June 2-5, 2025 (\$800; includes clinics on Saturday)

**IPMBA Police Cyclist Course** – June 2-5, 2025 (\$500; includes clinics on Friday & Saturday)

**IPMBA EMS Cyclist Course** – June 2-5, 2025 (\$500; includes clinics on Friday & Saturday)

**IPMBA Security Cyclist Course** – June 3-5, 2025 (\$450; includes clinics on Friday & Saturday)

**IPMBA Police/EMS/Security Cyclist II Course** – June 3-5, 2025 (\$600; includes clinics on Friday & Saturday)

**IPMBA Bicycle Response Team Training** – June 3-5, 2025 (\$675; includes clinics on Friday & Saturday)

**IPMBA E-Bike Training Module** – June 5, 2025 (\$425; includes clinics on Friday & Saturday)

**IPMBA Instructor Development Module** – June 6-7, 2025 (\$225; includes clinics on Friday & Saturday)

*\*\*Fees increase \$50 after April 30, 2025.*



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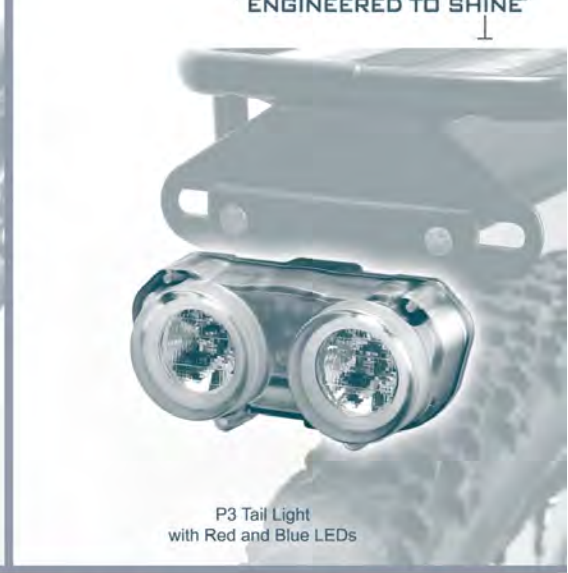


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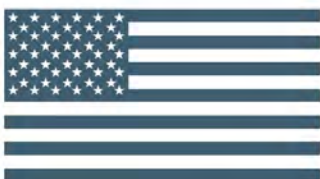
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# ALLAN HOWARD AWARD RECIPIENTS

*Ed's Note: The Allan Howard Award for Excellence was established in 2019 to recognize individuals who have taken exemplary action to further IPMBA's mission. The following are condensed versions of the nominations submitted for the recipients of the 2024 Awards for Excellence, which were presented during the 2024 IPMBA Conference in Bentonville, Arkansas. Nominations for the 2025 Awards will be accepted until April 1, 2025. See page 26 for details.*

## Edward F. (Ed) Brown, EMSCI #002T/PCI #178T

*Orange County (FL) Fire/Rescue & Osceola County (FL) Sheriff's Office (Retired)*



Ed's involvement with public safety cycling began in 1992, when he helped establish bike teams for both the Osceola County Sheriff's Office and Orange County Fire/Rescue. He attended his first formal training in December 1993, during a LEBA class offered in Orlando.

In June 1994, Ed attended the IPMBA Police Cyclist Course. He joined IPMBA and has since maintained his membership.

He was certified as both a League of American Wheelmen (now Bicyclists) Effective Cyclist Instructor (ECI) and an IPMBA Police Cyclist Instructor (PCI) in 1996.

He attended the inaugural IPMBA EMS

Cyclist Course at the 1997 Conference in Nashville and was certified as an EMSCI in August 1999 after assisting with the Police Cyclist Instructor Development Course (now the Instructor Course) in Chicago, Illinois.

Ed worked closely with then-Education Chair Mike Goetz and Jim Bowell, EMSCI #001, to update and improve the EMS Cyclist Course curriculum. He was officially appointed as a member of the first team of Instructor Trainers in 2000 and continues to teach Instructor Courses.

Since becoming an instructor, Ed has taught approximately 60 basic courses (565 students), 20 Instructor Courses (623 students), and 15 Transition Courses (115 students). He has also taught at the following conferences: 2000-2007, 2010-2011, 2014, 2016-2018.

Ed served for six years as a member of the Education Committee (circa 1998-2003). He was elected to the

IPMBA Board of Directors in 2000 to finish a vacated term. He was re-elected in 2001 and served until 2004, in the role of EMS Liaison (renamed EMS Coordinator).

Ed was one of the organizers of the 1999 Mini-Conference in Orlando, Florida. He was a contributor to the *Complete Guide to Public Safety Cycling*, 2<sup>nd</sup> and 3<sup>rd</sup> Editions, and has authored seven *IPMBA News* articles.

Ed is known by his students and peers for his patience, kindness, commitment to physical fitness – and his ability to coach his students into lining up, shoulder-to-shoulder, and riding in synchronized circles.

## Robert (Bob) Hatcher, PCI #629-B/EMSCI #103-B

*Delaware (OH) Police Department (Retired)*

Bob has been a member of IPMBA since June 2000, after attending the IPMBA Police Cyclist Course conducted by the Dayton Bike School in May 2000.

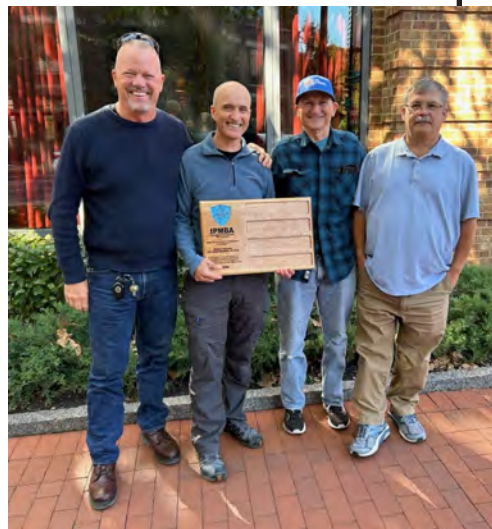
He attended the 2001 IPMBA Conference in Cincinnati, and was certified as an IPMBA Police Cyclist Instructor in 2001 in Salisbury, Maryland.

He attended the PCI to EMSCI Transition Course at the 2003 IPMBA Conference in Charleston, West Virginia. He has since taught more than 40 Police/EMS/Security Cyclist Courses.

Bob attended the Maintenance Officer Course at the 2009 IPMBA Conference in Albuquerque, New Mexico. He attended the Bicycle Response Team Training and the BRT Instructor Module in 2018. He taught at the 2005-2006, 2009-2016, and 2022 IPMBA Conferences.

He served on the Education Committee from 2006-2009. He was elected to the IPMBA Board of Directors in 2009 and served until 2015, as Membership Coordinator, Secretary, and Vice President.

Bob was the first person to propose holding an IPMBA Conference on a university campus, and the first to host



*(Continued on page 26)*

## ALLAN HOWARD AWARD NOMINATIONS

IPMBA is accepting nominations for the 2025 Allan Howard Award for Excellence. The deadline for 2025 nominations is **April 1, 2025**. Awardees will be notified by May 15, 2025, or taken by surprise at the awards ceremony. The award(s) will be presented during the 2025 IPMBA Conference, June 2-7, in Saint Louis, Missouri.

### Overview

The Allan Howard Award of Excellence has been established to recognize individuals who have taken exemplary action to further IPMBA's mission. It is typically presented during the IPMBA Conference to IPMBA members who have been nominated by a colleague and selected by the awards committee.

Honorees must be current IPMBA members and must be nominated by someone who is familiar with their contributions to public safety cycling. Self-nominations will not be accepted. Nominations may be for work within their own communities, on a regional level, nationally, and/or within IPMBA.

### Nominations

IPMBA is seeking nominations for public safety cyclists who have gone above and beyond in their support of public safety cycling.

To be eligible, a nominee must be a volunteer, part-time, or career law enforcement, security officer or other patroller, or firefighter or emergency medical services provider who is or has been actively involved with department-based bicycle operations, including retired individuals. Nominees must be also be current IPMBA members.

Please describe, in detail, initiatives, and/or actions undertaken, developed, and/or performed by the nominee that demonstrate their outstanding dedication to public safety cycling during the past calendar year or over the course of their affiliation with IPMBA.

Efforts may include, but are not limited to, creating or expanding bike operations within their agency and/or others, developing community outreach programs, working with local, state or national elected officials in support of bicycle-related legislative actions, participating with and providing support for IPMBA's projects, programs, and initiatives, etc.

### Application Process

Download the *Allan Howard Award of Excellence* Nomination Form from the IPMBA website or email the Awards Committee at [awards@ipmba.org](mailto:awards@ipmba.org) to request one.

Submit the application, along with a nomination letter of no more than one page and up to five supporting documents (articles, letters of commendation related to the nomination, letters of recommendation, etc.), as well as a photo (if possible) to the Awards Committee by **April 1, 2025**.

For guidance on how to write a compelling nomination, please consult "How to Write a Compelling Nomination" on the Allan Howard Award page, under the Membership tab on the IPMBA website.

The Awards Committee will review all applications and, at their discretion, select up to two awardees.

Award recipients will be notified by May 15, 2025, or taken by surprise during the presentation.

The 2025 Allan Howard Award of Excellence will be presented at the 2025 IPMBA Conference, June 2-7, 2025, in Saint Louis, Missouri.

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### ALLAN HOWARD AWARD RECIPIENTS

(Continued from page 25)

one, the 2017 Conference at Ohio Wesleyan University (OWU) in Delaware, Ohio. Bob chaired a host agency committee comprised of the Delaware Police Department, the OWU Department of Public Safety, the Delaware Fire Department, and the Delaware County Sheriff's Office.

Bob contributed to both the second and third editions of the *Complete Guide to Public Safety Cycling*, supplying both written content and numerous photographs. He has also authored six articles for *IPMBA News*.

Bob has conducted many civilian bicycle safety education programs in Delaware and provided information and assistance to advocacy groups seeking to improve cycling

safety. He is a League-Certified Instructor and was responsible for the annual Delaware Safety Town. He also assists with the local branch of the National Interscholastic Cycling Association (NICA) League.

Bob retired from the Delaware (OH) Police Department in 2023 and is currently serving as Crisis Systems & Training Coordinator for the Delaware-Morrow Mental Health Services & Recovery Board.

As members, instructors, committee members, board members, and contributing authors, Ed and Bob have exemplified the spirit of the Allan Howard Award for Excellence.

We congratulate them both on their achievement!

## A Paramedic's Perspective for Our Law Enforcement Partners

by Steven Ray, EMSCI #349-B  
Klein & Spring (TX) Fire Departments  
IPMBA EMS & Conference Coordinator

As a paramedic who attended the 2024 EMS World Expo in Las Vegas, I wanted to share some key insights and highlights that could benefit our law enforcement partners.

This year's expo, themed "Innovation in Action," focused on enhancing collaboration between emergency medical services (EMS) and police departments, with an emphasis on technology and shared best practices.

### Advancements in Technology

The expo showcased cutting-edge technologies that can directly impact our joint operations on the streets:

**Telemedicine Innovations:** Several companies introduced telehealth platforms allowing real-time consultations with medical professionals. This tool can be invaluable during critical incidents, enabling officers and EMTs to make informed decisions about patient care on-site.

**Smart Cardiac Monitors:** New cardiac monitoring devices featured advanced data analytics and cloud connectivity, ensuring vital signs can be transmitted to hospitals instantly. This capability allows emergency departments to prepare more effectively for incoming patients, enhancing overall efficiency.

**Drones for Medical Response:** Drones were a hot topic this year. Demonstrations highlighted their potential to deliver medical supplies quickly, especially in hard-to-reach areas. Imagine the impact on our response times in situations when every second counts.

### Educational Opportunities

The expo offered a range of educational sessions that

underscored the importance of teamwork between EMS and law enforcement:

**Mental Health Strategies:** A series of workshops focused on mental health support for first

responders. Understanding the stressors we both face can lead to better support systems and ultimately enhance our effectiveness in the field.

**Diversity and Inclusion:** Discussions on fostering diversity within EMS and police departments highlighted how varied perspectives improve community relations and patient care. Collaborating on this front can lead to stronger, more resilient teams.

**Trauma Response Best Practices:** Case studies presented real-world examples of successful trauma responses. These sessions emphasized the necessity of clear communication and teamwork during high-pressure situations—something we all know is crucial in our line of work.

### Networking and Collaboration

The expo provided excellent networking opportunities. It was encouraging to see so many EMS professionals eager



to strengthen ties with law enforcement. The annual EMS World Awards recognized individuals and agencies that exemplify excellence, reinforcing the idea that collaboration can drive progress.

### Looking Ahead

As we move forward, it's clear that our roles are intertwined. The knowledge shared at this year's expo will help us improve our collective response efforts. The 2025 EMS World Expo is already on the horizon, scheduled for October 20-25, 2025, in Indianapolis, Indiana. It promises even more innovations and discussions focused on our partnership.

In closing, the EMS World Expo reaffirmed the vital role both EMS and law enforcement play in community safety. By embracing new technologies and fostering stronger collaborations, we can enhance our capabilities and ultimately save more lives. I encourage all of us to keep the lines of communication open and continue learning from one another as we work towards our common goals.

*Steven is the Division Chief of Health & Safety for Harris County Emergency Services District # 16 (Klein Fire Department) and the Captain of Health Services for Harris County Emergency Services District # 7 (Spring Fire Department). Steven has served for over 18 years in the industry and has been a member with IPMBA since 2011 and an IPMBA Instructor since 2012. Steven was elected to the IPMBA Board in 2023 and currently serves as the EMS and Conference Coordinator. He can be reached at srayhouston@yahoo.com.*

Left photo: Maureen Becker; Right photo: Jake Coyle



## WELCOME NEW INSTRUCTOR-TRAINER



*IPMBA welcomes Stanley Sedillo, PCI #1736T-B/EMSCI #449T-B, as our newest Instructor-Trainer!*

Stanley attended the IPMBA Police Cyclist Course in June 2016, in Seattle, Washington. He was certified as an IPMBA Police Cyclist Instructor at the Instructor Course held in September 2017, in Colorado Springs, Colorado. He attended the Bicycle Response Team Training and the Bicycle Response Team Instructor Seminar at the 2018 IPMBA Conference in Saint Louis, Missouri. He was certified as an EMS Cyclist Instructor at the 2019 Conference in Fort Worth, Texas, and has volunteered to teach at the 2019, 2022, and 2024 IPMBA Conferences. Stan is an avid cyclist, both on- and off-duty, and has extensive bike maintenance and repair experience. In his Instructor Course application, Stan stated that he was seeking instructor status to pass on skills and knowledge to new bike officers and make IPMBA training more widely available in his area. This he does with patience and a smile. When he is not cycling or traveling, Stan spends some time stitching bike bags and IPMBA patch banners. Welcome, Stan!

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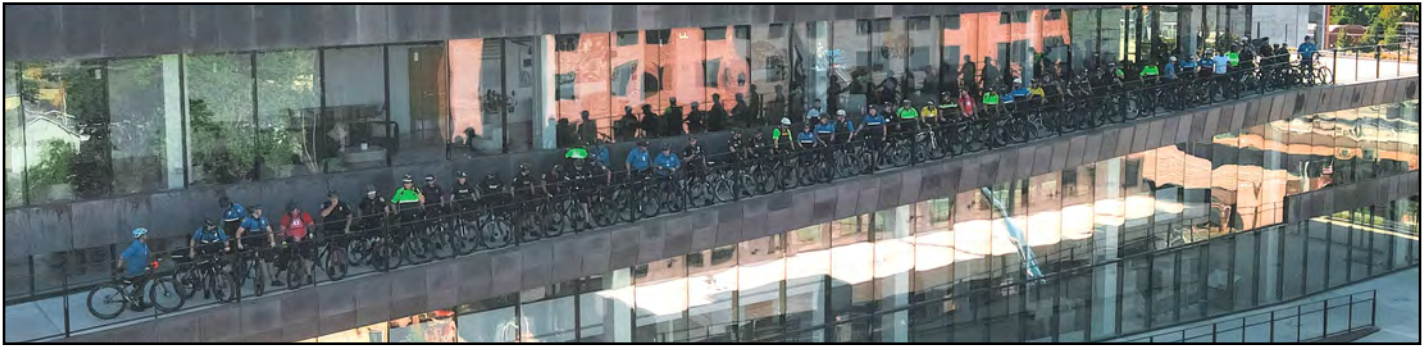
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# CONGRATULATIONS, NEW IPMBA INSTRUCTORS

MEMBER NEWS

IPMBA Instructor Course — June 24-28, 2024 — Bentonville, Arkansas

Courtesy Bentonville Fire Department



**Steven Alvord**, Lawrence Police Department, Lawrence KS; **Jeromy Backman**, US Department of Veterans Affairs Police, Hines IL; **Evan S. Blalock**, Bentonville Fire Department, Bentonville AR; **Daniel Brown**, Bowling Green Police Department, Bowling Green KY; **Casey Burns**, Springdale Police Department, Springdale AR; **Nathan Cantrell**, Lee's Summit Police Department, Lee's Summit MO; **Ryan Clarke**, Halifax Regional Police, Halifax NS; **Anthony Cortesi**, Cook County Sheriff's Department, Maywood IL; **Sym Dewar**, Halifax Regional Police, Halifax NS; **Joshua Dowell**, Shreveport Police Department, Shreveport LA; **Micah Eubanks**, Siloam Springs Fire Department, Siloam Springs AR; **Kentalle Gaines**, Manassas City Police Department, Manassas VA; **Erik Gonzales**, South Texas College Police Department, McAllen TX; **Jimmie Graves**, Rowlett Police Department, Rowlett TX; **Simon Graziano**, East Baton Rouge EMS, Baton Rouge LA; **Shannon Hobbs**, Ottawa Police Service, Ottawa ON; **David Hogue**, Lawrence Police Department, Lawrence KS; **Joshua Holcomb**, National Geospatial Intelligence Agency Police, Springfield VA; **Daniel Hudson**, Cook County Sheriff's Police, Maywood IL; **Jordan Huffman**, Indianapolis Metro Police Department, Indianapolis IN; **Charles Jefferis**, Newton Police Department, Newton KS; **Joshua Jenkins**, Amarillo Police Department, Amarillo TX; **Joseph Kowis**, Joplin Police Dept., Joplin MO; **Aaron Laird**, Indianapolis Metro Police Department, Indianapolis IN; **Sean Landis**, Bethlehem Police Department, Bethlehem PA; **Robert Leseth**, Texas A&M University Police Department, College Station TX; **Joshua Lowe**, Harvey County Sheriff's Office, Newton KS; **Joe Marcoux**, Ramsey County Sheriff's Office, Arden Hills MN; **James Martin**, US Dept. Of Army Police JSMC-Lima, Lima OH; **Matthew Mauric**, Cincinnati Police Department, Cincinnati OH; **Troy Metcalfe**, Texas A&M University Police Department, College Station TX; **Kyle Moore**, Killeen Police Department, Killeen TX; **Philip Paterson**, Ocean City Police Department, Ocean City MD; **Troy Patterson**, Ramsey County Sheriff's Office, Arden Hills MN; **Michael Ramos**, King County Sheriff's Office, Burien WA; **Peter Reynebeau**, Springdale Police Department, Springdale AR; **Jeremy Rimmer**, Bethlehem Police Department, Bethlehem PA; **Edward M. Ruhup, Jr.**, US Department of Veterans Affairs Police, Danville IL; **Robert Schoonover**, O'Fallon Police Department, O'Fallon MO; **Steve Shillingburg**, Manassas Police Department, Manassas VA; **Hailie Tolich**, Russellville Police Department, Russellville AR; **Rafal Topczyklo**, Arlington Heights Police Department, Arlington Heights IL; **Tyler Tschritter**, West Vancouver Police Service, West Vancouver BC; **Donald West**, US Federal Reserve Police - BOG, Washington DC; **Daniel Westlund**, Ramsey County Sheriff's Office, Saint Paul MN.

## **IPMBA Members on the Move**

**Mark Arendt**, Five Rivers (OH) MetroParks Ranger Division – Retired

**Carlos Barros Villahermosa**, ESA Intelligence & Investigations (FL) – Retired

**Craig Brown**, Minneapolis (MN) Police – Moved on

**Warren Porter III**, Howard County (MD) Fire – Promoted to Battalion Chief

**Paul Pratt III**, Seminole County (FL) Sheriff's Office – Retired

**Nigel Reynoso**, San Luis (AZ) Police – Promoted to Chief

**Ron Schlegel**, Allentown (PA) Police – Retired; now with Key Colony Beach (FL) Police

**Rick Serra**, Pinellas County (FL) Sheriff's Office – Retired

**Hernandez Thomas**, Newark (NJ) Police – Retired

**Robert Woyicki**, Wake Forest (NC) Police – Retired

## CONGRATULATIONS, NEW IPMBA INSTRUCTORS



### IPMBA Instructor Course — July 29-August 2, 2024 — West Hartford, Connecticut

**Gregory Adams**, Defense Logistics Agency Police, Columbus OH; **Nicholas Adams**, East Haven Police Department, East Haven CT; **Chris Alexander**, Prince George's County Police Department, Upper Marlboro MD; **Kyle Benson**, Prince George's County Police Department, Upper Marlboro MD; **Gregory Burbank**, Westerly Police Department, Westerly RI; **Shane Douglas-Snyder**, Lancaster City Police Department, Lancaster PA; **Jonathan Eyler**, Prince George's County Police Department, Upper Marlboro MD; **Bryan Guzley**, Allentown Police Department, Allentown PA; **Alexander Halstead**, Lower Merion

Township Police Department, Ardmore PA; **Solomon Hardy**, Old Saybrook Department of Police Services, Old Saybrook CT; **David Jedziniak**, ESPN Global Safety & Security, Bristol CT; **Marshall Johnson**, Westerly Police Department, Westerly RI; **Jordan Kim**, Penn State University Police & Public Safety, University Park PA; **Alexander Kiskeravage**, Allentown Police Department, Allentown PA; **Todd LaPorta**, Waterbury Police Department, Waterbury CT; **Joshua Monson**, Bristol Police Department, Bristol RI; **Winston Powell**, Waterbury Police Department, Waterbury CT; **Megan Sylvestre**, Waterford Police Department, Waterford CT; **Austin Trainor**, United States Park Police, Washington DC; **Blake Zimmerman**, West Hartford Police, West Hartford CT.

### IPMBA Instructor Course — August 19-23, 2024 — Honolulu, Hawaii

**Paul Acquavella**, Honolulu Police Department, Honolulu HI; **Raymond Do**, Honolulu Police Department, Honolulu HI; **Andrew Hunter**, Honolulu Police Department, Honolulu HI; **Mathew San**, Honolulu Police Department, Honolulu HI; **Manuel I. Soares IV**, Hawaii Police Department, Hilo HI; **Nicholas Souza**, Honolulu Police Department, Honolulu HI; **Davy Takayama**, Honolulu Police Department, Honolulu HI; **Aaron Tanaka**, Hawaii Police Department, Hilo HI; **Ryan Yamamoto**, Honolulu Police Department, Honolulu HI.



### IPMBA Instructor Course — September 23-27, 2024 — Salem, Oregon

**Nathan Ard**, Albany Police Department, Albany OR; **Christopher Cochran**, Barnstable County Sheriff's Office, Bourne MA; **Shane Genis**, Tacoma Police Department, Tacoma WA; **Robert Dakota Giago**, Casino Arizona Security, Scottsdale AZ; **Mike Hales**, Saanich Police Department, Victoria BC; **Zackary Merritt**, Salem Police Department, Salem OR; **Daniel Meyer**, Roanoke Police Department, Roanoke VA; **Jason Nalley**, Denton Police Department, Denton TX; **Joshua Repp**, Lakewood Police

Department, Lakewood WA; **Donald Rose**, Tacoma Police Department, Tacoma WA; **Vincennt Salazar**, Salem Police Department, Salem OR; **Branden Tsethlikai**, Casino Arizona Security, Scottsdale AZ.

# NO GUTS, NO GLORY

by Thomas Zermeno, PCI #1390T-B/EMSCI #412T-B  
Norman (OK) Police Department  
IPMBA Education Coordinator

I have been called many things. I have called myself many things. Some of the things I have been called, I have owned, and some of the things I have called myself, I have owned. One of the things I have most been proud of calling myself is an IPMBA “Goonie” and an IPMBA nerd. The nerdiest IPMBA moment I had was when I met the great Allan Howard in Dayton, Ohio, as we prepped for the 2022 Conference. Yes, everything changed that year. The Clover as the testable course replaced the Offset Serpentine. The 9-foot (2.74 m) Box changed back to the 10-foot (3.05 m) Box for the basic course. If you do not remember this, it is probably worth a search.



How did I geek out? Well, I was having pizza and sitting across from me was Allan Howard. Not sure why I use his full name; I guess I could just call him Allan, right? Anyway, Allan and I were discussing the impending changes, and how things started. He stated, “We didn’t really know what we were doing. We just did what we thought would work. And if we need to change, go with it.” This set my mind at ease, and making these changes became easier.

This brings me to the movie reference that I am sure you are waiting for. I am reminded of one of the best 80’s movies about bicycles, *RAD*. If you haven’t seen this one, add it to your list as a must-watch. There are so many good moments in this movie, especially the dance scene with bicycles to the song *Send me an Angel*. Anyhow, as Cru Jones was trying out for HellTrack, he pledged: “No guts, no glory.”

We have to just take a chance like our IPMBA founders did years ago and go with it. It may work, it may not; but if we don’t try, we will never know. After serving on the board and getting to know Maureen Becker through the years, I find this quote is also in line with her decision to leave her position with IPMBA. At heart, she truly wants to see IPMBA continue to grow and offer the best, most complete training for public safety cyclists. Choosing to leave IPMBA after nearly “a quarter of a century” takes a lot of guts. One day, I am sure an announcer will exclaim, “A backflip! Hulk Hogan, eat your heart out!”, while

watching Maureen ride her bike, the “Lady Maureen”, as she enjoys her retirement.

Being involved in something as long as Maureen has can make one feel as Cru did: “*the only thing I’m good at is riding this bike,*” and fear the unknown. Even though many of us feel this way, we need to realize that we can do other things; this is just what we do. Like Cru, “*I ride for me.*” This is our passion, but not our life.

Maureen, you have a passion for this. It is exhibited in your contributions, and your continued drive to make sure IPMBA thrives. Your determination to not give up easily reminds me of when Duke Best is trying to buy off Cru because of his talent: “*I’ve never seen such raw determination and talent in one kid.*”

It was hard to accept that you would be leaving the organization after all the time you have spent building it up. You should remember that you don’t have to worry about where life will send you as you ride off. You don’t have to worry about where IPMBA will be. We will be alright. Cru was reminded of this when he was competing in HellTrack: “*Don’t be intimidated by those guys out there. Just go for it.*” You are gonna be alright, and the Lady Maureen is gonna take you there. Remember: “*No Guts, No Glory*”.

As Maureen prepares to ride off into the sunset, we should all strive to think like Cru, “*If I didn’t freestyle yesterday, I wouldn’t be free-styling today.*” Take the chance to be better today and build on yesterday’s successes. Keep on riding for you and remember, it comes to your drive and ability, that “*It’s gonna take a miracle to beat this guy.*”

Good luck to you, Maureen; we will still be here for you, wherever you choose to ride.



Thomas joined the Norman Police Department in 2009. He is currently assigned to night shift patrol and is the training coordinator and instructor for the bike team. He has been active with IPMBA since 2011, after taking the IPMBA Police Cyclist Course. He was certified as PCI in 2013 at the Baton Rouge conference and cross-trained as an EMSCI in 2017. He became an Instructor Trainer in 2019, BRT certified in 2020, and BRT instructor certified in 2021. He currently serves on the IPMBA Board of Directors as the Education Coordinator. He can be reached at [Thomas.Zermeno@yahoo.com](mailto:Thomas.Zermeno@yahoo.com).

# BEING THE BUILDER OF THE BUSINESS

by Albert Jackson, SCI #038

Cobb County (GA) Sheriff's Office, Ret.  
Atlanta Downtown Improvement District, Ret.  
Owner, Jackson PTT&TS, LLC  
IPMBA Secretary

Over the last two years as an IPMBA Board Member, I have written my annual required article about being a “Boss” – first of just me, and then of a staff of one. In this article, I will reflect on being the “Builder of the Business”, and my hopes for the future.

Since launching Jackson PTT&TS, LLC., in 2019, I have had to make business decisions using best practices, economic research, and common sense. That is because making decisions based on emotions or feelings rather than on useful information and reason is a recipe for disaster. In business, that disaster is failure, bankruptcy, and default judgements. If the business closes in debt, the business and the owner are still responsible for those debts. As is the case with public safety cycling, learning and following best practices can be your key to success. Whether you are just getting started or are well-established, keep asking questions. “What would a similar business do in any given situation? What are they doing more successfully? What can you do better, and how?”

One of the things that had to change in the last year was schedule management and bookkeeping methods. Far too much time was being lost on getting myself and my assistant to the right place at the right time, and in the right order. Organizing our schedules had become a challenge that was absorbing time and energy, and causing us stress. Stress is not something a business owner OR employee wants an abundance of. This meant that we had to do better for both our sakes. Google to the rescue: Calendars, Docs, and Meet became a simple solution to a complex problem.

Bookkeeping was being done the “old school” way. I was using a template from Word to send out quotes and then match invoices, mostly by email. Yes, I said mostly. This led to delayed receipt of purchases orders to start the work, and then delays on accounts receivable getting paid. Every month of delays lead to needing extensions on filing taxes. After doing that a couple of years in a row, I turned to a

digital solution. Now I am rounding the learning curve of using a popular on-line bookkeeping product with chat support. What used to take me an hour to search, type, manually add, compute taxes, and send out – even by email – now takes me about 10 minutes. Multiply that by all my transactions and add the time spent organizing, documenting, and tracking supplies, parts, mileage, and other deductible items, and you can see how with “time being money,” I was losing money every time I had to do any type of paperwork. Those days are over. Efficiency is no longer just the goal; it is the new standard.

Efficiency also means development of my customer base for repeat business. Too many of my non-commercial customers are one-and-done customers. Those are not profitable unless I develop the ability to make those customers the returning accounts that are the foundation of the business, not just the landscaping.

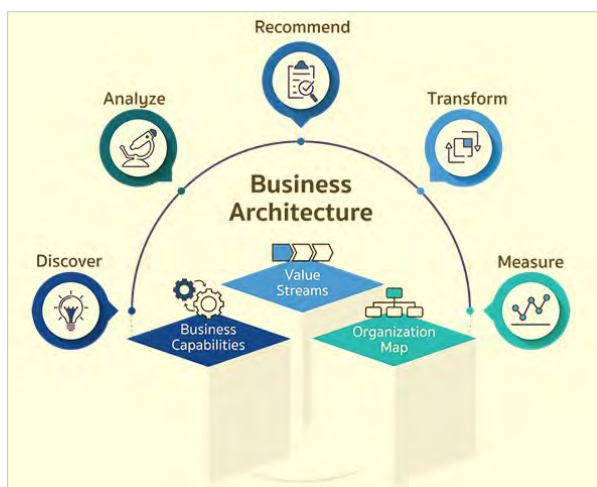
The last piece of the efficiency puzzle is effective advertising. This year I have had far too many contacts from my present on-line advertising forum about “e-scooter repair.” Those things are the devil’s spawn. I must make sure that my message in advertising is clear about what services I offer, and which ones I do not.

In closing, my hope is that sharing my experiences will

be of some benefit to any reader coming to a crossroads, getting ready to leave public safety behind or start a side gig. If you cover your bases, handle the basics, build your business and enjoy what you do, you will be the best “boss” that you ever had.

*Albert joined the Cobb County Sheriff's Office in 1980 and retired in 2008. He attended the IPMBA Police Cyclist Course in 2003. He joined the Atlanta Downtown Improvement District, where he was a Security Cyclist for nine years. He was certified as SCI #038 at the 2018 IPMBA Conference in Saint Louis and completed the Maintenance Officer Certification Course at the 2019 Conference in Fort Worth. He is retired again and operating Jackson PTT&TS, LLC. He was chosen to be a member of the IPMBA Board at the 2022 Conference, and currently serves as the Secretary. He can be reached at [albert.jackson306@att.net](mailto:albert.jackson306@att.net).*

Image: <https://www.linkedin.com/pulse/understanding-business-architecture-domain-process-model-khandwala-xa5ye/>



## CORRECTION:

The 2024 IPMBA *Product Guide* included a list of all IPMBA Instructors who have attained the status of Instructor-Trainer, a distinction held by only a small percentage of the many people who have been certified as IPMBA Instructors. It has come to our attention that **Elizabeth Bouchard**, PCI #905T-B/EMSCI 214T-B, of the University of Guelph (ON) Campus Safety Office, was omitted from the list. Like her fellow ITs, Liz earned her “T”, and deserves the recognition. We sincerely regret the error.

# IPMBA Remembers Doug Dillon

## Doug Dillon

June 29, 1971 – July 6, 2024



It is with great sadness that we share the news that Doug Dillon, PCI #492, of the Houston (TX) Police Department, passed away on July 6, 2024.

Doug attended the IPMBA Police Cyclist Course in 1997, the Maintenance Officer Course in 2000, and the Instructor Course in 2001. He taught at every conference from 2004-2016, usually the Maintenance Officer Course.

He always had a smile and a kind word. He was a skilled mechanic and had the ability to share his skills with others. In his quiet and unassuming way, Doug touched the lives of many within IPMBA even as he imparted essential skills for maintaining public safety bicycle fleets.

Here are just a few of the remarks from IPMBA members and others who had the pleasure of meeting him.

“I was always happy to see Doug walk up to the registration at the conference with that big smile. That memory will forever be etched in my heart and mind. RIP my old friend.” – *Artie Gonzales*

“ALWAYS a smile and kind word. Great guy!” – *Chris Davala*

“One of the nicest, most welcoming blokes I have had the pleasure of meeting. RIP Doug.” – *Darren Conradi*

Photos courtesy Scott Picquet

“His course was always on my list at all the conferences I went to. I feel fortunate to have known him, RIP.” – *Joe Couce*

“This breaks my heart!!! Doug was the nicest guy. Always so happy and his adventures with Jenny so fun to follow.” – *Sally Swanson*

“I was floored when I heard of Doug’s passing. We had a pretty close-knit group of instructors here in the Houston area and taught many classes together. For Mardi Gras and other large events in Galveston, we would have officers from Houston and Alvin assist, and Doug was one of the regular guys every year that would help out on bike patrol duties. Oh man, the stories... “ – *Chris Force*

Terrible loss for the IPMBA community... he was a great instructor and a wonderful guy. Godspeed, brother Doug. – *Bernie Hogancamp*

“You will be missed, my friend.” – *Kurt Feavel*

“RIP my friend and great instructor!” – *Brian Gillman*

“One of the best.” – *Matthew Worm*

“We are going to miss your persistent smile and your infectious laughter. Know that you have left a lasting legacy as a teacher, mentor, and friend.” – *HPD Police Marksmanship Team*

**We never know what weight others are carrying until it’s too late. Rest easy, my friend.** – *David Hildebrand*





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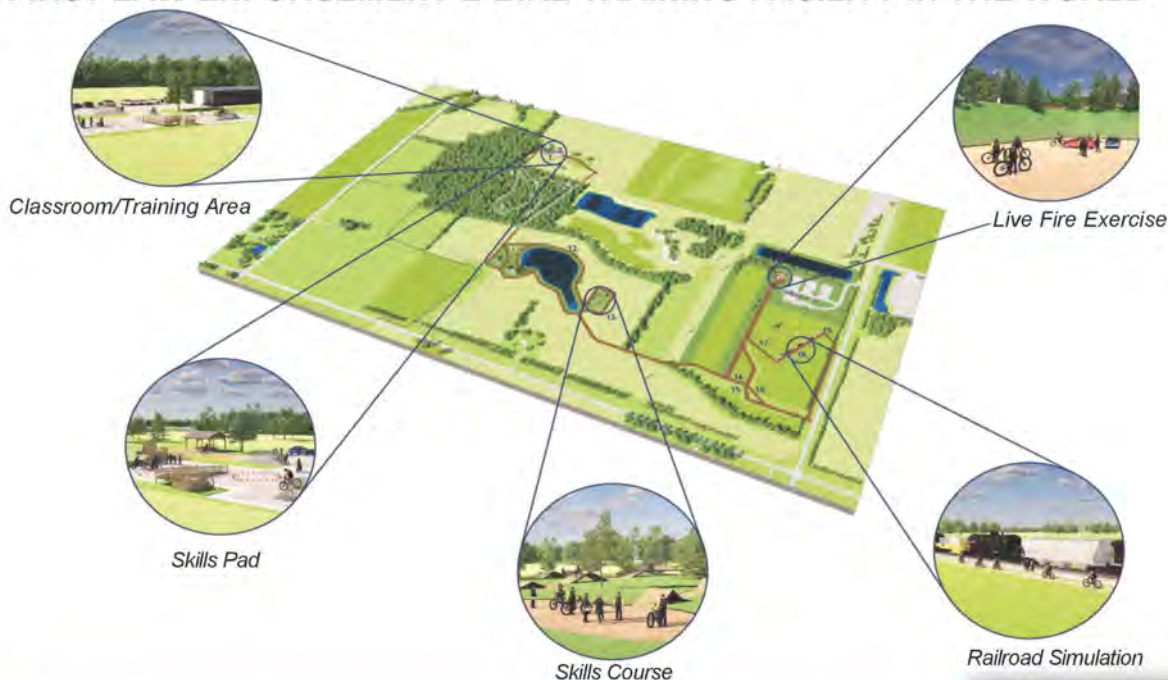
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do not know what lies ahead, we do know that **your contributions can help make the road ahead a little smoother.**



The cost of just about everything keeps increasing, but we continue to strive to provide you with the resources and support you expect and deserve.

As we approach the end of 2024, be sure to include IPMBA in your year-end giving.

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# (Cone) Size Changes Everything

by Thomas Zermeno, PCI #1390T-B/EMSCI #412T-B

Norman (OK) Police Department  
IPMBA Education Coordinator

 "Talk to me, Goose." This quote is from *Top Gun*, and more recently, *Top Gun: Maverick*. It makes me think of my August trip to Honolulu to teach an Instructor Course. I discovered and overcame a challenge that many instructors face when building cone courses for testing; my fellow Instructor-Trainer (Rance Okada) and I really had to dig deep and think. It was the realization that the size of the cone base makes a huge difference with respect to turning radii and navigating the cone course.

Now, I consider myself to be a great rider with exceptional skill and ability. As Goose's son Bradley ("Rooster") said to Maverick in *Top Gun: Maverick*: "It's not the plane, it's the pilot." Follow me here and look at the pictures to get a grasp of what I am trying to say.

First, when the decision to change the cone courses was made, the thought was, as Rooster put it, "There's more than one way to fly this mission."

We had to think creatively and examine the skills each cone course was designed to teach. Next we had to find a way to maintain the goals of each one and ensure that these skills were still being taught. After much analysis, the Clover and the change to the Box came to be. Before you throw stones at me, realize that it was all with good intentions.

There has always been chatter amongst the instructor cadre about re-standardizing the cone base size ("old-timers" will remember when only cones with 12" [30.48 cm] were acceptable, until they ceased to be standard for traffic purposes). Those who have traveled to instruct and have had to use the cones provided know there are variations in cone base sizes. It is impossible to get cones that are the same everywhere you go. Upon arriving and finding what you have to work with, you adapt. You find a way to accomplish the mission at hand. Some of the bases are as large as sixteen inches (40.64 cm) or even eighteen inches (45.72 cm). You realize large-base cones make the turning radii huge. How so, you ask? Well, I am glad you did!

Use your imagination and follow me here. The gap between the cones in the 5-foot (1.52 m) Clover is – yes, you guessed it – five feet! Now, a center cone is needed. If the base of the cone is sixteen inches, your entire circumference is now ten feet (3.048 m) PLUS the sixteen inches, resulting in an 11-foot, 4 -inch (3.45 m) box! Now, change that center cone to only six inches (15.24 cm). Now, your circumference becomes 10 feet, 6 inches (3.2 m). "Not too bad", you say, right? Here comes the real kicker. Shrink the Clover to the four-foot (1.2 m) version for the Instructor Course and still use the six-inch cone. What is the circumference now? Your answer should be 8 feet, 6 inches (2.59 m). Wait...that's all?!?! Yep, now your turning radius is so tight, it is almost no longer navigable, even for some of the best riders, especially on an e-Bike or a 29er.

I know that there are some super-studs thinking that you could do that in your sleep. Some of you CAN do it in your sleep, but this shrinks it down immensely. Is an 8'6" Box the

expectation that we should have at our instructor level? It might have been at one point, but we have changed and adapted over the years. You cannot be like Maverick and say "Trust your instincts. Don't think. Just do." This becomes a greater challenge than just the ability to do.

On a 29er, the handlebars are almost at 90 degrees to make the 180-degree turns, and it becomes a matter of safety. Turn too sharply, and the bike will dump your student and you have to complete an incident report form – or worse. Plus, if the expectation is a 9-foot Box at the instructor level, and the concept behind navigating the Clover is to mimic the 9-foot Box with the same turning radius, you should try to get as close to that as possible.

In this game, each increase in size will also increase the turning radius. There have been arguments to revert to 12-inch base cone standard and require this to be followed throughout the cadre. This is not realistic, especially when traveling, or when limited by what the host department owns. Also, if you've never had to buy cones, there is another challenge. These are not the easiest to come by; most cones are eight, nine, or 10-inch base. Learn how to be flexible with what you have, but also remember that our most important consideration is the safety of our students.

Find a way to adapt; make the skill safe first and make the goal attainable. If you choose to skill-build and try to teach tighter turns, by all means, go forth and conquer. Because just as Maverick said, "As good as they are, sir, they still have something to learn." This applies to all of us as instructors, too. And remember: just like Maverick, "You are where you belong."

*Thomas joined the Norman Police Department in 2009. He is currently assigned to night shift patrol and is the training coordinator and instructor for the bike team. He has been active with IPMBA since 2011, after taking the IPMBA Police Cyclist Course. He was certified as PCI in 2013 at the Baton Rouge conference and cross-trained as an EMSCI in 2017. He became an Instructor Trainer in 2019, BRT-certified in 2020, and BRT instructor certified in 2021. He currently serves on the IPMBA Board of Directors as the Education Coordinator. He can be reached at Thomas.Zermeno@yahoo.com.*

Photos courtesy Thomas Zermeno



# Get Ready to Push that Update Button

by Adam Gaby, PCI #1362T-B/EMSCI #299T-B  
Five Rivers MetroParks (OH) Ranger Division  
IPMBA Board Member (Curriculum Development)

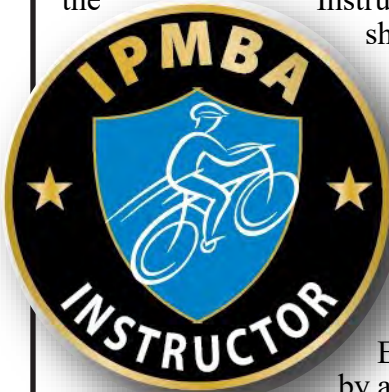
As first responders, we know change is constant, but not always accepted or embraced. Sometimes change is good, and other times, not so much. Over the past few years, there have been a lot of changes within IPMBA. For the first time since its creation, the IPMBA Conference was cancelled in 2020 and 2021, due to COVID-19, and again in 2023 due to other circumstances beyond our control.

From 2021-2023, the *Complete Guide to Public Safety Cycling*, and the Instructor ToolKit (ITK), were updated. Changes were made to the Box and other skill stations.

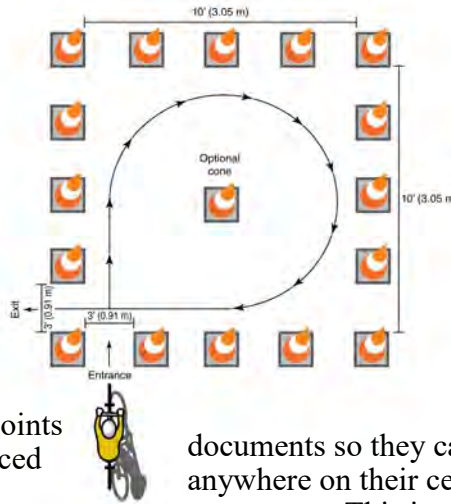
The Off-Set Serpentine was replaced by the Clover as a tested skill station. PowerPoints were updated and classroom time was reduced to give students more time on the bicycle.

More changes came in 2023 with the update to the Instructor Course. Again, we shortened and combined PowerPoints to give students more on-bike time and less time in the classroom. We also incorporated changes reflecting and driven by the ones made in the basic courses.

E-Bikes have been accepted by and endorsed. We are currently working on developing the best training for those who ride them, and to provide the training and tools to enable our instructors to deliver it. Updates to the Bicycle Response Team Training curriculum are also underway.



Have we received push back on these changes? Absolutely! Have the changes been mostly good and improved our courses, and with them, our public safety cyclists? We think so. Are we done with the changes? Never!



Like with anything, we need to keep up with current trends, court decisions, medical care protocols, enhancements to equipment and bicycles, advancements in technology, and other factors that affect how we do our jobs as public safety cyclists. The days of having everything printed on paper are coming to an end. Most people prefer to have digital

documents so they can view them from almost anywhere on their cell phones, tablets, and/or computers. This is making it easier for us to get information out and easier for us to receive completed forms.

We are feverishly working on updating our technology here at IPMBA. We are exploring alternatives for developing and delivering training courses, maintaining our membership and training records, processing memberships and certifications, handling conference and regional course registrations, and making our resources and information easier to find. This will take some time, but get ready to push that update button when that time comes!

*Adam is a sergeant for Five Rivers MetroParks Ranger Division in Dayton. He has been a bike officer for more than 15 years. He is an IPMBA Instructor, Instructor-Trainer, maintenance officer, instructor for PESCI, and an avid mountain biker. With hundreds of miles of hiking trails, paved trails and mountain biking trails, Adam spends a lot of time patrolling on bike. He was appointed to the IPMBA Board in 2022 and is currently overseeing curriculum development projects. He can be reached at Adam.Gaby@metroparks.org.*

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*(Continued from page 1)*

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That's clearly no longer the case, and it's been extended from law enforcement to include all types of EMS services, private security, code enforcement, and more.

We came from literally nothing and have become what we are today, the top public safety cycling organization in the world. Based on where we are now, we're in a better position than we were during any of our past transition periods. Each of those transitions carried risk and the associated worry that comes from it. But in the end, those transitions made us stronger and better.

I have confidence in the current Board of Directors and those who work with the board. I believe they have IPMBA's best interest at heart and will continue to do what it takes to get us through the next thirty years.

The one thing I would say to the board, if they asked me, would be, "don't get caught up in 'how we've always done it'".

The world is an ever-evolving place, especially when it comes to technology. That technology affords us the opportunity to explore other methods of management that can be more efficient and cost-effective. Hanging on to the ways of the founders will only get us what we already have.

Yes, it can be scary to try new things, especially when there's so much at stake. But it can also be exciting in a good way, just as it has in the past. Having been around for all of those transitions and seeing them all come out good gives me the confidence we'll be around in another thirty years.

— Allan



# 2024 IPMBA CONFERENCE HIGHLIGHTS



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