

Fall 1999

ipmba



news

Newsletter of the International Police Mountain Bike Association

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

Vol. 8, No. 3

The Evolution of A Successful Bike Patrol

Evansville Housing Authority (IN) has had an effective bike patrol since 1995. In 1999, the bike patrol gained new enthusiasm and focus from a well known source.

By Officer Chuck Knoll
Evansville Police Department (IN)

Evansville, Indiana's Housing Authority (E.H.A.) has had extra patrol assistance from the Evansville Police Department since 1992. Under the diligent guidance of Howard Harper, Executive Director of E.H.A.'s Drug Elimination Program, payroll funding for this assistance was secured through a Drug Elimination Grant. The grant allows officers to work in an off-duty capacity on-site at each of the three housing developments located in Evansville.

Although the officers were met with stiff resistance from lawless residents during the patrol's inception, residents have grown to count on the extra police patrol E.H.A. has provided. The patrol was originally set up as walking patrol only. Pairs of officers walked each development between the hours of 11:00 p.m. and 3:00 a.m. These walking officers helped supplement security problems that the regular police department could not always respond to in a timely fashion. Domestic violence, trespassers, and the abundance of cocaine and marijuana related activity were problems frequently addressed by the walking patrol.

The Bike Patrol is Born

In 1995, ideas of additional patrol tactics were explored. Officers on foot were doing well to show a police presence in the developments, but the residents and nonresidents involved in criminal activity, especially drugs, had become sophisticated in their methods to avoid the walking patrol. The use of lookouts, walkie-talkies, distractions and the ability to outrun officers in the maze of buildings were all driving factors to come up with better tactics to deter the criminal activity.

Additional funding was requested and approved to provide patrol officers with new tools to fight the drug problem. The answer was a twenty-one geared, muscle powered contraption known better as the Trek patrol bike. In 1996, ten of the Housing Authority's most motivated officers received forty hours of bike training from IPMBA PCI Gary White who is a Lieutenant with the Indianapolis Police Department. The instruction included tactics,

vehicular cycling, maintenance and patrol procedure. Officers were provided helmets, gloves, riding shorts and a black cotton jersey for a uniform.

Exceeding Expectations

After training, the bike patrol officers took their new training, equipment and enthusiasm into the developments. What the officers found while on bike patrol was much different than what they expected. The residents who were reluctant to speak to walking officers were attracted to the officers on bikes. Bike officers were doing more stopping and talking to residents than riding. And residents were reporting drug activity, criminals who had warrants, gun runs, etc., to the bike officers.

The bike officers made an immediate impact on drugs in the developments. The mechanical advantage that the bikes gave the officers over criminals on foot was tested and proved within the first three weeks. Bike officers

(Continued on page 4)

inside



Features:

Announcements	10
IPMBA Board contact information	15
Education Corner	6
Letters to IPMBA	10
Membership Form	19
President's Column	2
Product Purchase Program	11
Product Review	6

This issue:

Bike Polo	16
EMS on Bikes	18
IPMBA Board Bios	15
Member Survey	14
Promotion and Its Importance	5
Starting a Bike Patrol	8
Weapon Retention	1

Flying Really, Really Fast

Ever since I saw the movie *Top Gun* I have imagined what it would be like to fly in a jet fighter. I dreamed of flying fast and low, watching the world rush by below. Last year seeing the incredible Navy Blue Angels only intensified my dream to one day ride in, if not pilot, a jet fighter. Labor Day weekend I got to live my dream.

Saying that I "piloted" the plane might be a bit of a stretch, but I did get to turn and bank the plane for a few moments and experience the sensation of the plane's movement in response to the controls. Seeing as how I never had a flying lesson, it showed some courage by the pilot. I figure his 35 years of flying told him that at 9,200 feet we had a little room for error in the event that I screwed up.

The plane is a privately owned jet fighter that formerly belonged to the East German Air Force. The plane is a Dero L-39 Albatross, and they are still made in the Czech Republic. It's a subsonic, single engine jet fighter used for light attack and advanced fighter training. It is fast and agile enough to train tomorrow's "MiG" pilots.

Since the breakup of the Soviet Union many of these fighters are being sold to private buyers around the world. The struggling governments can't afford to fly them anymore. People can buy them for about the same price as a car. The lawyer/pilot who owns the version I flew in came upon his that way.

It seems that Hollywood discovered them too, using two L-39s in the opening minutes of the James Bond film, *Tomorrow Never Dies*.



Pre-flight meant I had to put on a Nomex military-style flight suit, a cotton skull cap, and a flight helmet. I was then strapped tightly into the ejection seat / parachute harness. The ejection seat had been disconnected to prevent any unplanned vertical adventures! The parachute was active, in the unfortunate event we would have to use it. I personally thought it was far too nice a day to take up skydiving. Finally we lowered the thick Plexiglas canopy and I locked it into place. Being a bit claustrophobic, that was the thing that had me the most nervous of all.

Eventually the single engine was started and the check list completed. It was obvious watching my family standing nearby that the engine was painfully loud. They still looked at me like I was a little bit crazy. Inside the canopy and my helmet the noise was nothing more than a pleasant hum. I could actually hear the air coming out of the air conditioning vents. I figured out that the sounds on my computer's F/A-18 flight simulator game are not that far from reality.

After the slow taxi to the runway, we made the long awaited take-off. It was as fantastic as expected. The acceleration threw me back into the seat as we screamed down the runway and leapt into the sky. With a steady, but reasonable rate of climb, we topped the clouds and reached 9,500 feet in mere moments. It was then that the real fun began. He let me take the controls which were duplicated in the rear cockpit. I banked each direction at 45 degrees. Using the instruments, I tried not to lose too much altitude in the process. At nearly 350 mph you can lose 300 feet in the blink of an eye and not even realize it unless you check the instruments. The stick was incredibly sensitive and responsive. Strangely, it handled like my computer's joy stick. Totally cool.

The pilot promised he would let me experience G forces, both positive and negative. After a brief warning he performed a very sharp turn and descent that I later learned measured 4.5 Gs. I can best

describe it by saying it felt like an invisible fat man sitting on top of me. I tried to lift my feet and arms, but they were incredibly heavy. Thank God my stomach, and its contents, stayed where they were supposed to. That was my second biggest fear. I would imagine that more Gs than that could truly hurt (right up to the point where you black out) but as it was it was really indescribable. It didn't feel anything like the centrifugal force or inertia of high speed cornering in cars.

Next on the agenda were some aerobatics, consisting of two complete 360 degree rolls, one each direction. What a hoot. I wasn't upside-down long, but the maneuver did give me a chance to experience a bit of vertigo. There are probably those that think I'm a little dizzy anyway for going up in a jet, so that should have been expected I guess.

The next thrill was the low and fast ride I had long only imagined. Now, nearly 80 miles from the airport, we dropped down over the St. Croix river that separates Minnesota and Wisconsin. Cruising at nearly 400 mph, and perhaps 300 feet off the ground, the pilot followed the winding river for a couple of miles and passed a couple of startled fishermen. I remember wondering what they must have been thinking at the moment. I bet they didn't even see me wave.

It doesn't take long to cover two miles at that speed.

We reached a straight stretch of the river when the pilot announced we would do a simulated bombing run. "Three, two, one, bombs away," he announced. At that he pulled back on the stick, jammed down the throttle, and we climbed at roughly 45 degrees to about 6,000 feet. It felt as if we were going straight up and riding a rocket. What an absolute rush! At the top was my first experience with negative Gs. In layman's terms that is in essence weightlessness. I noticed my arms floating up and a small bit of sand from the floor drifting through the cockpit in front of me. Happily, I made it past another moment when "breakfast hurling" could have become the unofficial sport. "Negative Gs bother a lot of people," the pilot told me. I wished it had lasted longer, but the engine can only tolerate so much negative G before it quits. I really didn't want to try that darn parachute.

With that we headed back and went sightseeing the rest of the trip. The landing was smooth and uneventful as the pilot's years of flying and landing were evident. When the plane finally stopped I climbed slowly back down to the ground. My feet were still somewhat wobbly from the vertigo. But I'm sure the smile at the other end helped counterbalance me. The whole experience was over in just under an hour.

You may be thinking, "Great story...but what does it have to do with police work?" The answer is nothing, it has to do with having dreams and living those dreams. In our line of work you have to live life to the fullest, because tomorrow may never come. Every time I hear a story on the National news about an officer killed in the line of duty, most recently the tragedy in Texas, I'm reminded of this sober reality. As long as your dreams don't cause you to break the law or harm other people, then your dreams are yours to live. I lived one of mine, and wanted to share a bit of it with you as a reminder to go after your own. Dream big and stay safe.

BRATWEAR™

Phone: 253.471.1901

Fax: 253.471.2046

Email: bratwear@ix.netcom.com

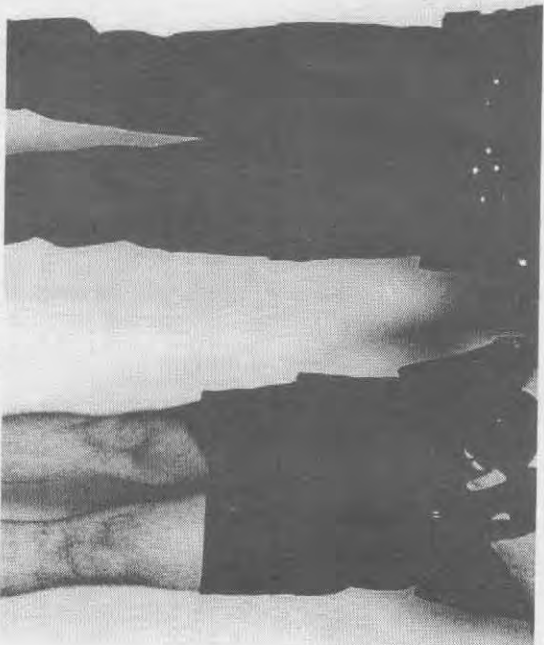
www.bratwear.com

**BEST ON THE BEAT!
UNIFORMS FOR BIKE COPS**

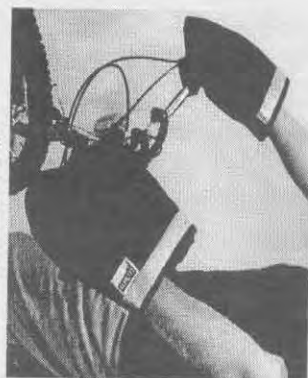
GREAT GIFT IDEAS!



BRATWEAR™ jacket/vest combinations take you comfortably through any season. Stay on the Bike with BRATWEAR™



Pictured here is one pair of pants, with lower legs that zip off for warmer seasons. Innovation comes from BRATWEAR™.



CLIMITTS™



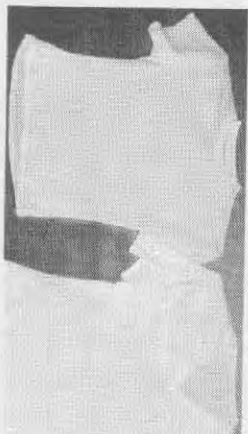
Facemasks, Helmet Covers, Gloves



Whether you're looking for a Happy Halloween, or a Peaceful Thanksgiving, a Merry Christmas, or a New Year Greeting,



BRATWEAR™ has something for every one!



Coolmax™ Tee Shirts



Custom Fit Vest covers



Pewter Pin



Safety Strobe

...and so much more! Call or email for your FREE Catalog.

BRATWEAR™

Specialized Apparel for Law Enforcement Agencies

Evolution of a Successful Bike Patrol

(Continued from page 1)

were involved in four foot pursuits with four subsequent apprehensions resulting from the pursuits. Three arrests involved drugs. Since then, criminals who see the bike officers slip into residences, get into cars and leave the area, or drop their drugs and walk away.

Unfortunately, in the past two years interest in bike patrol had slipped for some officers for various reasons. The novelty of patrolling on bikes had worn off for

the officers who were not enthusiastic cyclists. Although bike patrol officers did not have to be in marathon condition, the physical toll exacted on the body was less acceptable for the officers that were not true cyclists. Further, maintenance on the bikes was not being taken care of in a timely fashion and scheduling was a problem due to the rigid time slots of the patrol shifts.

Fresh Focus

In 1999 some very positive changes have been made to address these problems. Suggestions from bike officers, and a refocusing of energy inspired by Lieutenant Tom Northfell's article *Starting a Bike Patrol – Getting Back to Basics* (IPMBA News, Summer 1999), has channeled new excitement into the patrol. The fundamental idea from the article was to match up the right officers for the job. First, the patrol looked at the officers who had ridden for three years. They were highly

motivated to do any police work, they were cyclists outside the department, and they recognized the added fitness benefits received from riding. The Housing Authority then went to the

department and recruited additional individuals who fit these criteria. The result was five new officers ready to ride. The cost of ten new sets of riding uniforms was offset through a grant from the Substance Abuse Council of Vanderburgh County, Indiana. The uniforms include waterproof pants and boleros,

shorts and uniform shirts. Lightweight kevlar vests may also be included.

The maintenance problem was tackled by sending one officer to IPMBA's Maintenance Officer Certification Course, held this year in Chicago. This training has eliminated all of the patrol's maintenance problems. Lastly, scheduling has become more flexible to allow certified riders to patrol when it's convenient for them and the Housing Authority. The possibility of sending an officer for IPMBA Police Cyclists Instructor training is also being discussed.

Reducing Turnover

The Evansville Housing Authority's bike patrol has been operating now for almost four years. Recruiting officers that match the profile of our most successful and committed bike patrol officers has greatly reduced the problem of officer

turnover when the novelty of bike patrol wears off. In fact, the use of patrol bikes had increased the bike patrol officer's interest in police work and through this commitment the patrol has survived. The Evansville Police Department has not yet developed a bike patrol, however, with a strong push for community policing, we expect the administration will see how strong the bike is for community policing.

Although the idea of policing on bikes is not new in Southern Indiana, the acceptance of the patrol has come slowly. Nevertheless, the enthusiastic nature of the officers involved with the patrol will push police cycling in the housing developments well into the new century.

Officer Chuck Knoll has been a police officer for the city of Evansville, Indiana for the past five years and currently serves as bike patrol coordinator for the Evansville Housing Authority.



ipmba news

Newsletter of the
International Police Mountain Bike Association
28 East Ostend Street
Baltimore MD 21230
PH: 410-685-2220 • FX: 410-685-2240
E-mail: ipmba@aol.com
Web site: www.ipmba.org

Officer Kirby Beck, IPMBA President
Jennifer Horan, Executive Director
Andrew Davis, Program Manager
Erin O'Brien, Staff Assistant

Design, Layout, Editing: Jennifer Horan
Editing: Andrew Davis, Erin O'Brien

Copyright 1999 © International Police Mountain Bike Association (IPMBA).
Reproduction without permission is prohibited.

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

Submissions are welcomed and encouraged.
Call Jennifer (410-685-2220) for information.

Teamwork

Bike patrol proves again to be incredibly effective in crime fighting.

By Sgt. Mike Anderson (PCI #273)
St. Louis Metro Police (MO)
Training Coordinator

The St. Louis Police Department has a full time bicycle unit to patrol the downtown business and entertainment districts. On May 23, 1999, those officers were instrumental in the capture of a suspect in a robbery.

In the late afternoon of that day, a young man was assaulted and robbed of a gold necklace.

Bicycle officer Donna Wisdom broadcast a description of the subject, and about ten minutes later another patrol officer stopped the subject. A short struggle ensued and the subject fled from this officer. It was at this point that Sgt. Nick Fredericksen and Officer Sean Garcia of the bicycle unit took up the

chase. Both Sgt. Fredericksen and Officer Garcia are IPMBA trained police cyclists. Officer Garcia used the bottom bracket dismount to tackle the fleeing subject. They too were forced to struggle with the subject and officer Garcia suffered lacerations to his face. As the investigation continued, it was determined that the subject was wanted not only for this robbery, but for felonies in Illinois and Nebraska too.

It is this type of teamwork that best serves all police agencies as well as the public. It also shows how the training given to police cyclists through IPMBA is a valuable tool for the officers and of benefit to the citizens of our city.



The Rooster Sped Away in a Bronco

By John Houston (jhouston@estreet.com)
Denver Police Department (CO)
Technician, District One Impact/Bicycle Team

My partner John Meoni and I were on routine patrol in a busy section of Denver near Mile-High Stadium this summer. We noticed a young man in an alley using a 2-way radio. As we approached him we could hear extremely loud music coming from a vehicle parked next to a garage in the alley. This young man did not notice that we were police until we were almost on top of him. He quickly made a call on the radio to an unknown person. As we rounded his location, we observed several Mexican Nationals coming out of a garage. There was a rooster with them. This is a residential district, with no farm animals allowed. We saw no cage or other items that would suggest the rooster lived there on a permanent basis.



To make a long story short, we interrupted a sophisticated "cock fighting" ring just before a fight was to take place. The "visiting" rooster had not arrived yet. We believe it showed up while we were investigating the participants, as a Ford Bronco pulled up in front, saw us, and sped away!

The music was on loud to mask the sounds of the cock fight. They had numerous look-outs placed in the area and were using radios to aid in communication.

Denver Animal Control came out and took care of the rooster. The owner was arrested on several warrants, and others were cited for various misdemeanors and warrants.

This cock fight would have gone totally unnoticed by officers in patrol cars, as they would never have been able to get in close to the ring.



Fill It Up . . . With Bikes

By Ptl. Robb White (robbocopw@yahoo.com)
Lebanon Police Department (OH)

I thought that you would be interested to hear that the City of Lebanon, Ohio, is in the process of renovating a 1920's Shell Oil gas station for the bike patrol. The gas station was just about to be torn down when the City Manager decided it would be a neat idea to restore it as a base for our four-officer bike patrol. With the help of grants and a strong backing for our bike unit the station is coming along nicely. It's probably no bigger than most offices. We are going to run our bike

safety programs and education out of it and use it as a hub for our community policing. A news crew from Columbus, Ohio came down and did a story on it. We hope to have the project completed this fall. Our bike patrol is a huge success. This year the city bought all new Softrides to replace our older bikes and had them painted to match the cruisers. If you are interested I can send some photos or more information.



Reviewed by Officer Kirby Beck
 Coon Rapids Police Department (MN)

A couple of months ago Second Chance sent me one of their top of the line vests to review. It is their Ultima model. They wanted me to compare to the vest I already owned, a Second Chance Monarch Ultra Pro.

My Ultra Pro, in level II, was far more flexible, light and comfortable than any of my previous body armor. I particularly liked the Gortex™ covered panels, which are exclusive to Second Chance. They keep the panels waterproof within National Institute of Justice (NIJ) standards, yet flexible and light. Their 5th generation ballistic material is not at all stiff like many of the thin panels I see on other vests. When combined with the Coolmax™ lined carrier, it makes for a very comfortable combination in hot weather and while riding a duty bike. Occasionally I would note some rubbing or discomfort at the top of the front panel near my neck, collarbones and behind my top shirt button. I would tug and adjust and it would be tolerable once again.

Second Chance does not routinely use the shirt tail design made standard by other companies. I soon learned that it doesn't need shirt tails to stay in place and comfortable, even while riding a bike. The Six Point Adjustable (SPA) straps don't look different, but they do seem to hold the panels comfortably in place.

Second Chance founder Richard Davis has long argued that if a vest isn't comfortable it won't be worn. If it isn't worn it won't be there to protect the officer. It really is that simple. Comfort has always been as important in Second Chance designs as the ability to stop bullets.

I first saw the Ultima panels at Second Chance's booth at the Police on Bikes conference in Chicago. They were unbelievably thin, light and flexible, hardly thicker than fleece sweatshirt fabric. This looked like what I have hoped for since the first day I strapped on a vest! Getting an opportunity to test one was really good news.

The Ultima they sent is their latest, (8th), generation of ballistic material called Zylon. Second Chance calls it "Zyloflex™ VIII." I chose the level IIA, their thinnest. The

Level IIA stopped the weapons that our officers carry, and a large percentage of the weapons considered to be threats in most of our work environments. The best question I heard regarding level of protection was, "Do you want a two inch or a three inch bruise?" I want a vest that is thin and comfortable enough to wear all the time. I'd happily have any sized bruise in lieu of a bullet hole!

I've worn the Second Chance Ultima every workday since it arrived and can hardly believe how comfortable it is. It bends and flexes with me as easily as my shirt. The pinching at the neck and collar bones is very rare. The only thing that I notice is the snugness of the panels. I wear them snug to keep the gap on the sides to a minimum. The vest I wore was a bit shorter and narrower in the front panel to make cycling more comfortable. They call this unique sizing their "Pro-Cycler" vest. It is not a special model, but rather a sizing feature recommended for bike officers.

I trust that every vest made stops the bullets it claims to. The best endorsement I can give any vest is its wearability. The Ultima doesn't have a lot of fancy do-dads and hi tech graphics and adjusters. It is a very basic looking vest. I look forward to putting it on because once it's on, I forget about it. To me, that's wearability. The Gortex™ covered panels and the Coolmax™ lined carrier are the best combination that I have used to stay dry and comfortable despite the weather outside. The newest version of their Coolmax™ lined carrier is a bit softer and fuzzier. It seems to work even better at wicking away moisture. No body armor is perfect for cyclists when it is 90+ degrees and humid, but I feel this simple combo is the best we can get right now.

The Ultima isn't cheap. I'm sure many brands can be purchased for less, but quality comes with a price. For the lowest prices on the Ultima check with your local dealers. For more information, or to find the Second Chance dealer nearest you, check out www.secondchance.com or call Second Chance at 1-800-237-7090. Obviously try to get the best price you can. But whatever you pay, I'm sure you will agree the Ultima is worth every penny.



Thanks From IPMBA to Our Instructors

IPMBA would like to thank **all** of our PCIs for their hard work over this past year. We would like to give special recognition to the following instructors for their contribution: as of mid-October, over 20 or more of their students became IPMBA members and received IPMBA certification. This total accounts for a full 30% of newly certified officers this year! IPMBA issued Police Cyclist Certification provides important documentation of the satisfactory completion of IPMBA's 4-day, 32 hour PC Course.

The instructors are Lt. Stanley Cospers (New Orleans, LA) with 55 newly certified members to his credit; Det. Erno Nandori (Bridgeport, CT) with 25; Sgt. Scott Melies (Clayton, MO) with 21; Ofc. Patrick Collins (S. Norwalk, CT) with 20; Ofc. Ron Gorski (Scottsdale, AZ) with 20; Ofc. Shannon Monroe (Moorehead, MN) with 20. *Thanks, Instructors!*

The Product Purchase Program was created so that IPMBA could offer our members a selection* of bike patrol related products at a reduced price. On this pull-out page are the companies that have kindly responded to our request to offer you, our IPMBA member, great discounts! You must be a current IPMBA member to participate—have your IPMBA member number ready. *Enjoy the discounts!*

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

<p>Company: Berm Patrol Wear Contact name: Jeremy Garment Address: 2701 Alcott St. Suite 474 Denver, CO 80211 Phone: 800-383-8231 Fax: 303-825-2765 E-mail: jgarment@hyrax.com website: hyrax.com/patrol.html Product: Berm Patrol Shorts/ nepal Custom Patrol Jacket Regular cost: \$59.99/shorts Cost to members: \$49.99 Form of payment: C, D, DC, MC, PO, V Ordering options: Phone, fax, e-mail</p>	<p>Company: PYI Inc. Spokes Wear Contact name: Fred Hutchinson Address: PO Box 536 Edmonds, WA 98020 Phone: 425-670-8915 Fax: 425-670-8718 E-mail: pyi@pyiinc.com Website: www.pyiinc.com Product: The Glove Regular cost: \$30.00 Cost to members: \$15.00 Form of payment: C, DC, MC, V, Ordering options: Phone, fax, e-mail</p>	<p>Company: Olympic Uniforms/J. Marcel Contact name: Julie Cruise Address: 5920 MLK Jr Way S Seattle, WA 98118 Phone: 206-722-1412 Fax: 206-722-1521 E-mail: reps@olyuniforms.com Website: www.olyuniforms.com Product: Olympic custom bicycle jackets, pants, shirts & shorts Cost to members: 5% off all Olympic products through 1999 Form of payment: C, CH, DC, D, MC, PO, V Ordering options: Phone, fax, e-mail, website, mail</p>
<p>Company: Bike Control, Inc. Contact name: Bob Laman Address: 9640 SW Sunshine Court Suite 700, Beaverton, OR 97005 Phone: 503-574-2500 Fax: 503-671-9185 E-mail: bob@bikecontrol.com website: www.shockster.com Product: Shockster: The add-on rear suspension for mountain bikes. Regular cost: \$329.00 Cost to members: \$199.00 Form of payment: C, DC, MC, V Ordering options: Phone, fax, e-mail</p>	<p>Company: SportWorks NorthWest Inc Contact name: Julie Gregg Address: 15500 WoodRed Road NE #C-600 Woodinville, WA 98072 Phone: 425-483-7000 or 888-661-0555 Fax: 425-488-9001 E-mail: julieg@swnw.com Website: www.bicycleracks.com Product: TranSport Quick-Load bicycle racks. Regular cost: \$270 (2-bike); \$430 (4-bike) Cost to members: \$216 (2-bike); \$344 (4-bike) Form of payment: C, DC, MC, V Ordering options: Phone, fax, e-mail, website</p>	<p>Company: Terry Precision Cycling Contact name: Jackie Marchand Address: 1704 Wayneport Rd. Macedon NY 14502 Phone: 800-289-8379 Fax: 315-986-2104 E-mail: jackie@terrybicycles.com Website: www.terrybicycles.com Product: Bicycles, apparel, accessories, seats Cost to members: Wholesale prices on all goods Form of payment: C, CH, DC, D, MC, V Ordering options: Phone, fax, e-mail, mail</p>
<p>Company: Maklite (An affiliate of Libra Industries, Inc.) Contact name: Scott Kwit Address: 1823 W. Webster Ave. Chicago, IL 60614 Phone: 800-888-5427 Fax: 773-276-3331 E-mail: n/a Website: n/a Product: Illuminated safety light products Regular cost: \$12.95 Cost to members: \$9.00 Form of payment: AX, D, DC, MC, PO, V, Ordering options: Phone, fax</p>	<p>Company: ZAP Power Systems Contact name: Brooks Van Holt Address: One Zap Drive/117 Morris Street Sebastopol, CA 65472 Phone: 707-824-4150 Fax: 707-824-4159 E-mail: zap@zapbikes.com Website: www.zapbikes.com Product: Electric power assist bikes, systems; ZAP Patrol Bikes Regular cost: n/a Cost to members: 5% off all ZAP products Form of payment: AX, C, CH, D, DC, MC, PO, V, Ordering options: Phone, fax, e-mail, website</p>	<p>Company: Promark International, Inc. Contact name: Kenneth Battcher Address: 35 E. Willow Street Massapequa, NY 11758 Phone: 516-795-6543 Fax: 516-795-4259 E-mail: promarkint@aol.com Product: Full line of law enforcement equipment Member Specials: Body Armor: \$499.00 Ultra Cool Shirts: 3 for \$99 Body Armor Carrier: \$99.95 Ordering options: Phone</p>
<p>Company: Marwi Lights Contact name: Buck Mitchell E-mail: buckmtch@midwest.net Product: Lighting Systems Cost to members: Sport: \$72.25; Expert \$96.50; Elite \$95.90 Torch \$109.30; Kamikaze \$142.50; Pro Elite \$180.25</p>	<div style="border: 1px solid black; padding: 10px; text-align: center;"> <p>Do you know of anyone who would like to participate in the Product Purchase Program? Have them call 410-685-2220!</p> <p>* A company's participation in the Product Purchase Program does not indicate product endorsement by IPMBA; nor does it indicate the individual company's sponsorship of IPMBA.</p> </div>	

PRODUCT PURCHASE PROGRAM

<p>Company: ABS Sports Inc. Contact name: Anton Van-Zevenbergen Address: PO Box 11 Windsor, NJ 08561 Phone: 609-371-1554 Fax: 609-371-7133 E-mail: sales@abs-sports.com website: www.abs-sports.com Product: Super Saddle Regular cost: \$99 Cost to members: \$89 Form of payment: DC, MC, PO, V Ordering options: Phone, Fax, E-mail</p>	<p>Company: Maxxis Tires Contact name: Michael Kleinheinz Address: 545 Old Peachtree Rd Suwanee, GA 30024 Phone: 770-962-8229 ext 124 Fax: 770-962-7705 E-mail: n/a Website: www.maxxistires.com Product: MTB Tires and Tubes Regular cost: \$20-\$50 Cost to members: \$8-\$20 Form of payment: AX, D, MC, V Ordering options: Phone</p>	<p>Company: Signal Measurement Corp. Contact name: Ronnie Dowell Address: 12519 Wanda Lane Magnolia, TX 77354 Phone: 800-527-1079 Fax: 281-356-0099 E-mail: ronnie@smc-corp.com Website: www.smc-corp.com Product: Mounts for GPS & hand held communications Regular cost: \$56.19 and \$45.45 Cost to members: \$33.71 and \$27.27 Form of payment: C, D, DC, MC, PO, V Ordering options: Phone, Fax</p>
<p>Company: Bicycle Parts Pacific Contact name: Darek Barefoot Address: PO Box 4250 Grand Junction, CO 81502 Phone: 970-241-3518 Fax: 970-241-3529 E-mail: rossbarefoot@compuserve.com Website: www.bppbike.com Product: Grips with 'Police' imprint Regular cost: \$19.95 Cost to members: \$14.95 Form of payment: C, CK, MC, V Ordering options: Phone, Fax</p>	<p>Company: Mocean Contact name: Bill Levitt Address: 1635 Monrovia Avenue Costa Mesa, CA 92627 Phone: 949-646-1701 Fax: 949-646-1590 E-mail: moceankp@aol.com Website: mocean.net Product: Bike Patrol Uniforms Regular cost: Regular retail Cost to members: 10% to %30 off retail Form of payment: C, CK, MC, V Ordering options: Phone</p>	<p>Company: SWAGMAN Contact name: Ray Address: 300-1880 Government St Penticton BC V2A7J1 CANADA Phone: 800-469-7924 Fax: 800-469-7893 E-mail: www.swagman.net Website: www.swagman.net Product: Bike Racks for hitch/ball mount Regular cost: \$99 to \$250 Cost to members: 30% off retail Form of payment: MC, V Ordering options: Phone, Fax</p>
<p>Company: Bushwhacker USA Contact name: Jeff Sims Address: PO Box 297 395 E. 300 N. Morgan, UT 84050 Phone: 801-829-6801 Fax: 801-829-6104 E-mail: jss1205@aol.com Website: n/a Product: MESA Rear Rack Trunk Regular cost: \$55 Cost to members: \$35 Form of payment: AX, C, CK, MC, V Ordering options: Phone, Fax, E-mail</p>	<p>Company: Model Rectifier Corporation Contact name: Ed Joslin Address: 80 Newfield Ave Edison, NJ 08837 Phone: 732-225-2100 Fax: 732-225-0091 E-mail: www.modelrec.com Website: www.modelrec.com Product: Helmet gear, cycle visor Regular cost: \$13.98 Cost to members: \$6.91 Form of payment: C, CK, MC, PO, V Ordering options: Phone, Fax</p>	<p>Company: Tamer Bicycle Components Contact name: Kevin Marey Address: 4231 Progressive Ave #2 Lincoln, NE 68504 Phone: 800-297-4589 Fax: 402-465-4515 E-mail: tamerusa@aol.com Website: www.tamerusa.com Product: Suspension Seatposts Regular cost: \$69-\$189 Cost to members: \$30-\$80 Form of payment: C, DC, MC, PO, V Ordering options: Phone, Fax</p>
<p>Company: Cascade Designs, Inc. Contact name: Mark Clem Address: 4000 First Ave S. Seattle, WA 98136 Phone: 800-527-1527 Fax: 800-583-7583 E-mail: mark@cascaledgedesigns.com Website: cascaledgedesigns.com Product: Platypus Hydration Systems Regular cost: SRP Cost to members: Pro Deal Pricing Form of payment: CK, Money Order Ordering options: Phone, E-mail (catalog request)</p>	<p>Company: Paloma Cycling Contact name: Michael C. Jensen Address: 62 Cherry Street Bridgeport, CT 06605 Phone: 203-336-4901 Fax: palomacycling@yahoo.com E-mail: palomacycling@yahoo.com Website: www.palomacycling.com Product: Cycling and Running Socks Regular cost: \$5.00 Cost to members: \$4.00 Form of payment: AX, C, CK, MC, PO, V Ordering options: Phone, Fax, E-mail</p>	<p>Company: Thudbuster Seatposts Contact name: Ryan McFarland Address: 38 Mt. Rushmore Rd #3 Custer, SD 57730 Phone: 605-673-3250 Fax: 605-673-3270 E-mail: ryan@thudbuster.com Website: www.thudbuster.com Product: Suspension Seatpost Regular cost: \$159 Cost to members: \$89 Form of payment: DC Ordering options: Phone, Fax, E-mail</p>
<p>Company: De Soto Sport Contact name: Emilio De Soto II Address: 5262 Eastgate Mall San Diego, CA 92121 Phone: 619-453-6672 Fax: 619-453-6783 E-mail: desotoinc@aol.com Website: n/a Product: All products Regular cost: SRP Cost to members: 40% off retail Form of payment: AX, MC, V Ordering options: Phone, Fax, E-mail, Website</p>	<p>Company: Rudy Project Contact name: Bob Kelly Address: 971 Calle Amanecer San Clemente, CA 92673 Phone: 888-860-7597 Fax: 800-316-8733 E-mail: rpa@aol.com Website: rudyproject.it Product: Sunglasses and sport eyewear Regular cost: 10% over wholesale Cost to members: 10% over wholesale Form of payment: MC, V Ordering options: Phone</p>	<p>Company: Wilderness Trail Bikes Contact name: Tim Schurr Address: 475 Miller Ave Mill Valley, CA 94941 Phone: 415-389-5040 Fax: 415-389-5044 E-mail: www.wtbikes@pacbell.net Website: www.wtb.com Product: Bike frames, tires, saddles, parts, and grease guard components Regular cost: wholesale Cost to members: wholesale Form of payment: CK, DC, MC, V, Ordering options: Phone, Fax</p>

Dependability. Performance. Unsurpassed Quality.




OLYMPIC
UNIFORMS

A DIVISION OF
J. MARCEL ENTERPRISES

(206)722-1412

FAX (206)722-1521

www.olyuniforms.com

5920 M. L. King Jr. Way S.

Seattle, WA 98118

Looking forward to AZ

Dear IPMBA:

The New York Presbyterian Hospital thanks you for the extraordinary conferences held last year in Chicago. We have already sent five officers to these conferences and are very pleased with their performance. As a result of this we are looking forward to sending two more officers to the next conference in Tucson, AZ. We look forward to seeing you in Tucson.

Sincerely,
Steven Rodriguez
B.P. Officer/Special Patrolman
New York Presbyterian Hospital (NY)

Brazil Conference

Hello IPMBA Friends:

I am very happy to announce that November, 21-26, we will have the First Mountain Bike Conference in Latin América. It will happen in Brazil/ Belo Horizonte City. The Polícia Militar de Minas Gerais state is organizing it. All of Brazilian and Latin América Police were invited to attend this event. We also hope to receive visitors from USA and Canadá. For more information my e-mail is bpastor@gold.com.br

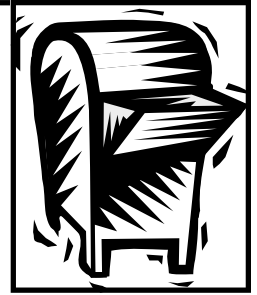
My best regards,
Captain Paulo Starick

Update

Dear IPMBA:

I read the newsletter [IPMBA News, Summer 1999] about our awards. It was nice to be honored in such a way. It came at a very critical time in my recovery. I am still disabled, but gaining strength everyday. I am returning to "desk" duty September 20th. The doctor did say that I am not allowed to ride a bike for a year or two (too much damage to the vena-cava). They still can't explain how I survived 3 holes in the vena-cava, 4 holes in my colon, a section of uritor tube blown away, and a hole through my appendix (I didn't need that thing anyway). I will always treasure the kindness the IPMBA staff has shown me. The visiting officers were also impressive. The Chicago Police Department did an outstanding job representing their department.

Sincerely,
Sgt. John Schaper
Tempe Police Department (AZ)



EMS

It's always good to see a new program rolling along so smoothly. EMS on bikes has progressed quickly since its inception at the '97 conference in Nashville, Tennessee. We now have a student manual that has been approved and in use for three years. Along with this, an *EMSCI Instructor Manual* is currently in its final development phases. Development of this manual has required many hours of preparation and dedicated service. Much of the thanks goes to Jim **Bowell** EMSCI #001 who volunteered (if you believe that) to take on the challenge of its development. I don't know if Jim had any idea of the task he chose by agreeing to head up the *EMSCI Instructor Manual*, but I'll bet he's wondering why now. Thanks Jim for all your dedicated service and to all those involved.



Don't forget the mini-conference being offered here in Kissimmee, Florida December 13th to 16th, 1999. If you're not sure where Kissimmee is, it's the doorstep to Disney World. The Osceola Sheriff's Office will be the host agency for this event, which will be held at the Hyatt-Orlando. For further information, look for the advertisement in this newsletter. Many preparations are being made to make this a spectacular Christmas-themed training event. And by the way, if it's getting cold where you're located, keep this event in mind—you can still wear shorts here in December. Also, keep your family in mind, as it will be off-season for the theme parks and other attractions. Hope to see you here in December. If not, *bundle up and keep warm.*

— **Ed Brown** (PCI #178, EMSCI #002)



The 10th Annual Police on Bikes Conference and Product Exhibition

April 6 – 8, 2000 — Tucson, Arizona

Sponsored by the **International Police Mountain Bike Association**
 Hosted by the **Tucson Police Department**

- ☛ **What is it?** The Police on Bikes Conference is the *only* national conference designed to meet the specific needs of public safety personnel using mountain bikes on duty.
- ☛ **Who should attend?** Bike patrol personnel and administrators from cities, towns, counties, parks, universities, EMS and other agencies of all sizes who want the country's best training and are looking to reduce their agency's risk of liability.
- ☛ **What's offered?** An excellent mix of interactive sessions covering basic, intermediate and advanced bicycle handling skills and bike patrol tactics. In addition, workshops and classes cover practical, legal, economic, community and administrative issues.

**CHECK OUT WWW.IPMB.A.ORG
 OR CALL 410-685-2220
 TO BE PUT ON THE REGISTRATION
 PACKET'S MAILING LIST**

IPMBA Certified Training April 2 – 5, 2000

The four-day training event that happens prior to the conference offers five concurrent IPMBA Certified Courses. Each course is four days and 32 hours long unless otherwise noted; details of pre-requisites can be found on the registration form. Price includes lunch. The courses include...

- **The Police Cyclist Course.**
The best training in the country. \$255.00
- **The Maintenance Officer Certification Course.**
 Skills to maintain and repair bikes. \$365.00
- **The Emergency Medical Services Bicycle Operations Course.**
 EMS on bikes! \$245.00
- **The Police Cyclist Advanced Course.**
 Tactics, advanced on-bike skills, and more (40 hours). \$275.00.
- **The Police Cyclist Instructor Development Course.**
 Important prerequisites apply. \$325.00

Police on Bikes Conference April 6 – 8, 2000

This unique conference offers an important variety of over 30 classroom and hands-on training opportunities. Some of what you'll experience... ➤ Listen to bike officers involved in a shooting incident involving a suicidal gunman and how they survived ➤ Learn and practice bike patrol tactics, off road skills, night operations and traffic & road skills from the best instructors in the country ➤ Witness how bike patrols have increased the success of community oriented policing, emergency medical services and drug enforcement programs nationwide ➤ Visit the unique bike patrol specific expo and review and compare the latest in products, equipment and services available ➤ The annual three-day IPMBA conference is being hosted by the Tucson Police Department and held at the Tucson Convention Center. The host hotels are Days Inn and Four Points Sheraton. **COST:** *IPMBA Member:* \$285.00; *Non-IPMBA Member:* \$340.00 If you attend IPMBA certified pre-conference training (below): \$245.00.

ELECTRIC BICYCLE ZAPS TO FINISH LINE

There is a new spin on law enforcement bicycle patrols. Electric power-assisted bicycles are quietly finding their way into active duty across the nation.

Recently, the bikes were put to the test in a race staged by police in Santa Rosa, California. A ZAP PATROLBIKE™ bike ridden by officer Ken Kimari went up against his most athletic bike patrol officer and another officer in a patrol car. The three were dispatched simultaneously to a report of "suspicious activity" about one mile across the downtown at the top of a parking structure.



While the patrol car had to wait in traffic, the bikes were able to ride almost directly to the call, remaining fairly even through the one-way streets and parking lots. With its faster acceleration, the ZAP showed a slight lead starting into the climb up the parking structure. From there Kimari quickly pulled away, arriving at the top 14 seconds ahead of his breathless fellow cyclist. The patrol car arrived almost four minutes later.

"It doesn't take the place of pedaling," said Kimari, "but when you're climbing a hill you feel like you're on flat ground."

Two of the seven electric bikes used by Santa Rosa have been well received by their parking enforcement division. "I really enjoy my ZAP," said parking enforcement officer Ken Reese. "I am

able to cover more ground, and I've lost eight pounds!" ZAP's PATROLBIKE sales manager Brooks Van Holt said that the bikes are maneuverable enough to get into tight places, or agile enough to jump down stairs.

For more information about ZAP PATROLBIKES, call 707-824-4150, or visit www.zapbikes.com.



Z E R O A I R P O L L U T I O N

Regional Training Announcement

Orlando, Florida ■ December 13 – 16, 1999

The Osceola Sheriff's Office is hosting a regional training event that will consist of four classes including the *Police Cyclist Instructor Development Course*.

Police Cyclist Instructor Development Course (PCID). This four-day, 32-hour course will train current PC Instructors (PCI) or PCI Candidates to maximize the effectiveness of their courses, while minimizing the risks of liability. Upon successful completion of this class, the PC Instructor will be able to plan, set up and deliver the finest Police Cyclist or EMS Course available today.

Police Cyclist Course (PC). This four-day, 32 hour class is the premiere training course for officers currently assigned to bike patrol or for officers who anticipate future assignment to a bike patrol.

Emergency Medical Services Bicycle Operations Course (EMS). This four-day, 32-hour class will certify the students in the practical EMS handling skills, packing equipment and scene safety. Learning to ride as a rescuer includes knowing how to operate the bicycle with close to 35 pounds of BLS or ALS equipment and learning other important issues that medical rescue personnel might encounter while riding an EMS bicycle.

Maintenance Officer Certification Course (MOCC). This is one of IPMBA's most sought-after courses. Previously offered only at IPMBA's annual conference, this four-day, 32-hour course trains and certifies IPMBA Bicycle Maintenance Officers providing officers with the skills and knowledge needed to repair and regularly maintain their agencies' bikes.

Scheduled Instructors: Kirby Beck, Ed Brown, Don Hudson, Al Simpson, Tom Northfell, Artie Gonzales, Vance Blume, Ed Croissant, Ray Ranne.

Course Fees:

PCID	\$325.00
Police Cyclist Course	\$190.00
EMS Bicycle Operations Course	\$190.00
Maintenance Officers Certification Course	\$325.00

Hotel Information

Hyatt – Orlando
 6375 W. Irlo Bronson Memorial Highway
 Kissimmee, FL 34747
 1-800-233-1234 — 1-407-396-1234
 FAX 1-407-396-5090

Who to Contact:

Osceola Sheriff's Office
 Deputy Jason Ziegler
 1-407-348-1192

**BE SURE TO MENTION YOU ARE WITH THE IPMBA
 REGIONAL TRAINING EVENT!**

IPMBA Board and Staff

President

Officer Kirby Beck
 Coon Rapids PD
 11155 Robinson Dr. NW
 Coon Rapids MN 55443
 Work: 612-767-6482
 Fax: 612-767-6435
 kirbyp42@aol.com

Secretary

Officer Thomas J. Richardson
 San Antonio PD
 240 E Houston
 San Antonio TX 78205
 Work: 210-271-9601
 Fax: 210-271-9700
 tjr Richardson@hotmail.com

Treasurer

Officer Artie L. Gonzales
 Topeka PD
 320 Kansas Ste 100
 Topeka KS 66603-3640
 Work: 785-368-9075
 artieobo@aol.com

Industry Liason

Officer Raimond Ranne
 Chicago PD
 1121 S State St
 Chicago IL 60605
 Page: 312-979-7542
 fuzzycop@compuserve.com

Board Member

Officer Donald G. Hudson
 Los Angeles PD
 251 E 6th St
 Los Angeles CA 90014
 Work: 213-485-3294
 MTBDH@webtv.net

Vice President

Lieutenant Thomas Northfell
 Chicago PD
 Summer Mobile Force
 1121 S State Street; Rm 601
 Chicago, IL 60605
 Work: 312-747-3994
 Fax: 312-745-2609
 bikecop@compuserve.com

Conference Coordinator

Sgt Alan Simpson
 Pompano Beach PD
 100 SW 3rd Street
 Pompano Beach FL 33060
 Work: 954-786-4221
 Fax: 954-786-4251
 mtbike@gate.net

Education Director

Officer Michael Goetz
 Seattle PD
 3001 South Myrtle
 Seattle WA 98108
 Work: 206-386-1850
 mgt1998@msn.com

Board Member

Officer Kathleen Vonk
 Ann Arbor PD
 100 N Fifth Ave
 Ann Arbor MI 48104
 Work: 734-994-2911
 KVonk@ci.ann-arbor.mi.us

Executive Director

Jennifer Horan
 ipmbajdh@aol.com
Program Manager
 Andrew Davis
 ipmbaagd@aol.com
Staff Assistant/Consultant
 Erin O'Brien



IPMBA

Yes, I'd like to join IPMBA.
Membership is \$40.00

Name: _____

Address: _____

City, State, Zip: _____

Department: _____

Department Address: _____

City, State, Zip _____

Daytime Phone: _____

() _____

E-mail: _____

- My check is enclosed.
 Please charge my credit card
 (below)

Exp. ___/___

MAIL TO:
 IPMBA, 28 E Ostend St.
 Baltimore MD 21230
 If paying by credit card, you
 can fax this form to:
 410-685-2240

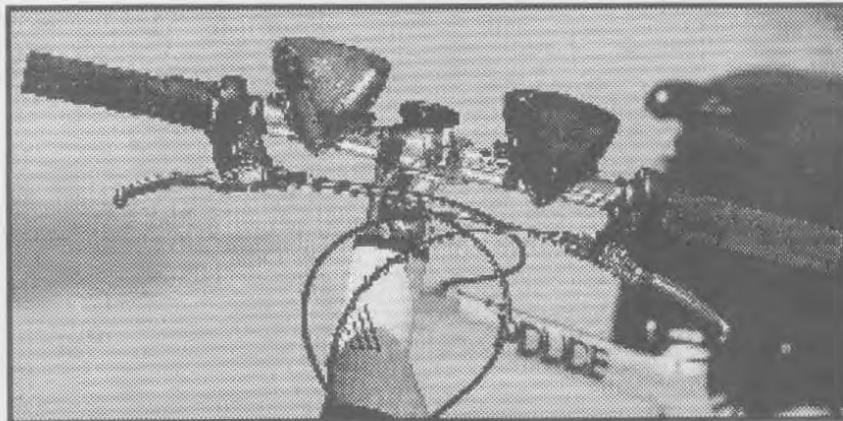
Benefits of membership include:

- ⇒ Discounts to Annual Conferences
- ⇒ The informative and essential read: the quarterly *IPMBA News*
- ⇒ Access to the IPMBA's exclusive Product Purchase Program
- ⇒ Membership decals: one for your bike, one for your car
- ⇒ Knowledge that you're supporting Police on Bikes biggest advocate

Celebration, Florida

What better way to celebrate the holiday season than a visit to Celebration, Florida? The town of Celebration will welcome the IPMBA training event in December by opening their streets and establishments to this event. Celebration is an upscale community located directly across from the host hotel, the Hyatt-Orlando. During the conference we will utilize their community for obstacle courses, training rides and entertainment. But the best event will be a Christmas themed evening ride through Celebration on December 15th. The ride will end at Market Place where it will be snowing, yes...SNOWING, in Florida. Come and join us for this spectacular event December 13-16, 1999. (See details on previous page.)

Seriously strong lights!



Lightman® Bike Patrol Strobe Systems are highly effective in warning traffic while responding to calls. Xenon strobe technology instantly designates your bike as an "official vehicle." Hard-wired switch, lightweight, and unparalleled brightness. Unique remote switch allows rider to quickly and easily activate or "Black Out" without reaching or stopping bike. Available in single and dual remote switch systems and portable models. Operates on 2 AA's. Price: \$19.99 to \$49.99.

Lightman
 BIKE PATROL STROBES



For IPMBA Buying Program info., call **1-800-840-9332**
 Visibility Systems Company • www.lightmanstrobes.com

The Nose Knows . . .


By Sgt. Bill Cook

Tucson Police Department (AZ)

I am the supervisor for the bike unit on the east side of Tucson. Most people don't realize that Tucson is a major source for drugs since we are within sixty miles of the border. We have stash houses all around town. On the 3rd of August, 1999, Officers McCusker and Woolridge (members of my unit) were riding through a neighborhood when they encountered a very strong odor of bulk marijuana. They could smell it from the street and as they rode in circles at the intersection they determined that the odor was coming from a specific house.

As they approached the residence, a vehicle pulled into the driveway. There were two occupants, male and female, who stated they lived there. It appears that there

were two other occupants in the residence. One saw the officers and ran. The other subject hid in the laundry room.

To make a long story short, it appears the residence was and had been used to process marijuana for some period of time. We obtained a warrant and took out more than 800 lbs. of marijuana. It seems that they were removing the load from a vehicle in the garage as the officers rode by. The wind was blowing the odor and our bike officers rode into it. This incident made for great coverage locally and it was also picked up by CNN. I understand Ted Koppel also called and asked a few questions. Were it not for the bike officers being there, this stash house might still be operating. Both of these officers have been IPMBA trained as is our whole unit. 

Continuous Training

CLOTHING TIPS FOR WINTER

Excerpted from IPMBA's book: *The Complete Guide to Police Cycling*

Skimping with cold weather gear will severely reduce the effectiveness of your patrol unit. Below are some summaries of areas specific to winter clothing from Chapter Three: Equipment and Uniforms.

- 1. Uniforms.** Foul weather uniforms are available from bike patrol clothing manufacturers now more than ever — these companies are a great source of information. (The following companies were exhibitors at IPMBA's 9th Annual Police on Bikes Conference.) Bratwear: 253-471-1901; Cascade: 604-873-2226; Fechheimer: 513-793-5400; Gator Sports: 801-261-3729; Kitaro: 213-746-8000; Mocean: 949-646-1701; Olympic/J. Marcel: 206-722-1412; Pro-Tuff: 800-547-0976
- 2. Layering.** The key to dressing for winter riding is in layering. Layering creates "micro-climates" between each garment which serve as a barrier to the cold more effectively than a single garment, no matter how thick. The base layer should absolutely wick away moisture. The second layer should be insulating or be the outer shell. The third, or outer layer, should deter or stop rain, wind or snow. This third layer should also allow moisture to escape from the inside out. For feet, switching to insulated patrol boots with wool socks is best for foot warmth, but you should make sure that you adapt your pedal retention accordingly.
- 3. Jackets.** It is important for the outer shell to shelter you from the elements and to allow freedom of movement. The liner should act as a moisture barrier to keep the garment from sticking to your skin when worn as a second layer shell. Other features of the jacket should include: a two-way zipper; wristclosures; a hook and loop closure on the collar to keep it from flapping in the wind and to allow adjustment of the opening for ventilation; and a ventilation flap on the back, just below the shoulders. A winter jacket should be cut long enough in the back (or have a way to fix to your belt) to keep it from riding up past your waistband and allowing cold air in.
- 4. Pants.** When the weather drops below 60 degrees, you should have something over your legs because of the body's inability to maintain warmth in the knees. The knee is especially susceptible to injuries from the cold because its tendons and ligaments are only insulated by a few millimeters of skin; whereas other joints have the added protection of larger muscles and body fat.
- 5. Winter Gloves and Hats.** Winter gloves and balaclavas (which keep heat from escaping from your neck and head — essential in cold weather) are an absolute must for riding in extreme cold weather. Helmet covers will keep heat in, and also keep precipitation out. When selecting gloves, look for the thinner ones that will keep you warm and still allow good control of the bike. One unique product is Climitts — which enclose the grips, break levers and shifters, allowing freedom of your hands and allowing you to wear lighter weight gloves very effectively. And above all, be sure you can draw and fire your weapon accurately while wearing gloves.

THINK BIGGER, STRONGER...MORE ADAPTABLE...

we've re-engineered our stand for the toughest bikes-it fits tubes up to 7/8" and includes accommodating screws.



Now fits bigger tube bikes up to 7/8" and includes accommodating screws.

Law enforcement officers think Greenfield when choosing off-road bike stands. Our *Adaptable Stabilizer* is die-cast in the U.S.A. to meet the most demanding quality standards. Police know they can rely on its strength and performance.



... Think

greenfield®

Preferred by
Police on Bikes.

Available now from your
bicycle accessory supplier.
Accept no substitutes.

Made in the U.S.A.
Where We Stand By Our Quality™





Tucson 2000

IPMBA's 10th Annual Police on Bikes Conference

Celebrate the 10th Anniversary of IPMBA's
Police on Bikes Conference & Product Exhibition
April 6-8, 2000 (Pre-conference training begins April 2)
Hosted by the Tucson Police Department (AZ)

IPMBA: The best and most comprehensive training for bike patrol.

Watch www.ipmba.org and your mailbox for details!
Check out Tucson PD's website at www.ci.tucson.az.us/police

◆ Conference 2000 ◆

The best classes offered ◆ new courses and focus ◆ new venue ◆ great off-road riding ◆ newly revamped national bike officers mountain bike competition ◆ Pre-conference courses include: the Police Cyclist Course ◆ the Maintenance Officer Certification Course ◆ the EMS Bicycle Operations Course ◆ the Police Cyclist Instructor Development Course ◆ the Advanced Police Cyclist Course ◆ And more in development ◆ Bike patrol specific products ◆ The best instructors from across the country. *SEE PAGE 11 INSIDE FOR DETAILS.*
◆ Don't miss it ◆

- Product Purchase Program
- 2000 Tucson: Police on Bikes Conference Details
- Body Armor Product Review
- The Evolution of a Successful Bike Patrol
- Winter Clothing Tips
- And more . . .

Inside: