

Fall 2005

ipmba news

Newsletter of the International Police Mountain Bike Association



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

Vol. 14, No. 5

Hurricanes Hit Hard

by Maureen Becker
Executive Director

The last issue of *IPMBA News* contained an article entitled, "Hurricane Season is Busy One for Bike Cops." Written by Gary Raulerson of the Pasco County Sheriffs Office, it described the ways in which bike officers assisted the Florida communities affected by Hurricanes Charley, Frances, and Ivan in 2004. That article proved to be a bit too prophetic, as just a few weeks later, Hurricane Katrina devastated the Gulf Coast, wreaking havoc on Louisiana and Mississippi and sending a shock through the nation. Many IPMBA members contacted the office, wondering if there was anything that they – and their bikes – could do.

Unfortunately, there was not much that IPMBA could do, other than to ask its members to contribute to the relief efforts, such as one of



Photo courtesy KatrinaHelp.com

the funds established to assist police, EMS, firefighters, and other emergency workers whose lives were disrupted by the storm – among them some of our own members. Even bikes were impractical, first due to the high water,

downed power lines, and general unrest, and then due to debris, sheetrock dust, and in the words of IPMBA member Karl Fasold, "general disregard for the rules of the road." This was still the case as this newsletter went to press.

Updates from the IPMBA members who have been in contact with us continue to be posted at <http://www.ipmba.org/update-050831-hurricane-katrina.htm>. Anyone with news of IPMBA members in Mississippi and Louisiana: please email information to info@ipmba.org. If a demand should arise for bikes, bike personnel, and/or bike training, IPMBA members will be notified as quickly as possible. We are also compiling a database of bike personnel who are willing and able to respond if IPMBA receives an official request for such information. If you are interested in being placed on the list, please send your name, department name, city, state, email address, and telephone number to Jim Bowell at jbowell@woh.rr.com.

Hurricane Katrina has certainly done her part to further strain the financial resources of agencies not just in the Gulf area, but around the country, making this issue of *IPMBA News* all the more relevant. It may become necessary for many bike units to become self-sustaining. On the bright side, however, *Campus Safety* magazine has just compiled a list of "Ten Creative Ways to Deal with Budget Cuts." Number 1? Manage gas usage by utilizing the bicycle patrol more.

Guidance to Athletes

Preventing Hyponatremia and Dehydration

Ed's Note: In light of the tragic death of DC Metropolitan Police Department Officer James McBride, IPMBA encourages all members, especially instructors, to enhance their knowledge, understanding, and recognition of heat-related illnesses, including dehydration and hyponatremia. The following article is taken from the website of the American College of Sports Medicine (www.acsm.org). More detailed information appears at <http://www.acsm.org/publications/pdf/HeatIllnessConsensusStmnt.pdf> and has been posted on the Resource page at www.ipmba.org. Also, the 2006 IPMBA Conference program includes a workshop on heat-related illnesses, which will be presented by Michael Hughes, RN, CCPM, of Williamson Medical Center in Franklin, Tenn.

HeatIllnessConsensusStmnt.pdf and has been posted on the Resource page at www.ipmba.org. Also, the 2006 IPMBA Conference program includes a workshop on heat-related illnesses, which will be presented by Michael Hughes, RN, CCPM, of Williamson Medical Center in Franklin, Tenn.

Newly Published Roundtable Statement on Hydration and Physical Activity Reinforces Importance of Managing Both Hyponatremia and Dehydration

A new report, which appears in the June 2005 issue of *Current Sports Medicine Reports*, addresses key issues and reviews research findings on the topics of hyponatremia and dehydration for endurance athletes - a subject that has generated significant media attention this year. The published report, ACSM Roundtable Series: Hydration and Physical Activity, is based on findings from an international panel of hydration experts who conducted an evidence-based analysis on numerous past published studies.

Based on the findings of this report as well as previously published statements, ACSM is issuing the following guidelines to the endurance community.

(Continued on page 24)

inside

Board List.....	30
Instructor Corner	27-29
IPMBA Corporate Members	19
IPMBA Remembers	24
Issue Focus: "Funding"	5-14
Getting the Goods.....	5
Riding through FoundationLand.....	5
Successful Grant Writing.....	7
Funding Success Stories	10-14
Member News	20-24
Membership Form.....	31
News from the UK	25-26
President's Column	2
Product Purchase Program	15-19



Welcome, fellow members, to another issue of *IPMBA News*. This issue

focuses on a very important and sometimes difficult aspect of a bike patrol: funding. For many of us in public safety cycling, developing additional sources of funding is essential to our continued operations. Most departments and agencies have very limited resources. Often, the acquisition of a grant or donation from the community is a must to keep the agency's cycling team stocked with the necessary equipment and supplies. However, many members have difficulty with this. Most of us do not know how to apply for a grant. Many of us do not know where to find information on grants. Other questions that plague us include: How do you pitch a proposal for a donation to a local business or community group? Will your agency allow you to seek

outside funding opportunities? Can you sell items to fund your bike patrol?

This issue of *IPMBA News* can help answer some of those questions. Included in this issue are real-world success stories about various public safety cycling teams who successfully found additional funding for their operations. I'm certain you will find the information enclosed in this issue to be informative and very useful.

Speaking of funding, it is never too early to start making plans and submitting requests to attend the 2006 IPMBA conference, which will be held in Dayton, Ohio. You will not want to miss this one. I look forward to seeing you there.

As always, be safe.

Monte L. May
President, IPMBA

IPMBA Cycling Jerseys and Socks Now Available!

Hidden Gold Gifts, purveyors of IPMBA merchandise, is pleased to introduce the long-awaited IPMBA cycling jersey and socks! The jersey made its debut at the 15th Annual IPMBA Conference in Scottsdale, but the



socks got caught at U.S. Customs and arrived just a bit too late. These jerseys are HOT...Chris Hodges barely had them out of the box before six were snatched up, so don't waste a moment – order one today! Contact Hidden Gold Gifts at



Hey! Be an IPMBA Instructor!

Want to become an IPMBA-Certified Police Cyclist or EMS Cyclist Instructor?

Call 410-744-2400 or email info@ipmba.org to obtain an instructor application packet. In the simplest of terms, to become an Instructor, you must meet the criteria outlined in the packet, apply to IPMBA headquarters, be approved, then register for and attend one of the Instructor Courses that will be offered in 2006. Check out www.ipmba.org for information on the upcoming instructor courses.

ipmba news

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

Sergeant Monte L. May
IPMBA President

Maureen Becker
Executive Director; Managing Editor

Jennifer Horan
Design and Layout

Copyright 2005 © International Police Mountain Bike Association (IPMBA). Reproduction without permission is prohibited.

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

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

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

Chainless Police Bikes

***Bikes as Tough and Reliable as
the People Who Ride Them.***

Our innovative chainless bikes are raising the bar for Police bike patrols. With our rugged, fully-enclosed shaft drive and sealed internal gearing, our bikes were designed to outperform and outlast chain bikes - while requiring less maintenance. Add to this our easier gearing, smoother ride and heavy duty brand name components, and our bikes will be your new secret weapon.

Featuring:

- Durable, maintenance-free shaft drive
- All internal Shimano gearing
- No grease to get on uniform
- Easier to Operate
- Easier to maintain
- Incredibly smooth ride
- Ruggedized frame and components



Call Today for Special IPMBA Member Pricing!

Dynamic Bicycles, Inc.
165 Main St., Suite 109
Medway, MA 02053
800-935-9553
www.dynamicbicycles.com





FUNDING

“Money? Money isn’t an issue – my department has so much money that they will buy me anything I need.” Every so often an IPMBA member utters those words, but more often than not, they complain about budget cuts and how there is no money to fund bicycle operations. The bad news is that the situation is not likely to change in the near future, but the good news is that the lack of traditional funding is causing information about non-traditional funding sources to proliferate. IPMBA presents a series of success stories and resources to inspire and guide you in your ongoing quest for funding. *Pages 5 - 14.*

Getting the Goods

Resources for law enforcement equipment aren't limited to federal grants

by **Melanie Hamilton**
Police Magazine

Much of the equipment deemed essential for law enforcement today didn't exist until recently, so it costs a lot more money just to run a police department at what is now considered the bare minimum.

Gone are the days of simple two-way radios and revolvers. Now each officer must carry a multitude of less-lethal weapons in addition to a gun and probably a PDA. Constant necessary upgrades to computers at police stations and in cars require more hardware and software and more money to acquire them. And unfortunately, as we all know, money doesn't grow on trees.

While grants are useful, they aren't the only means by which to acquire funding for equipment.

Clearing Houses

Equipment that no one else wants might not seem like a desirable commodity. But businesses and the military often find themselves with surplus products that might as well be used by law enforcement agencies that need them and are willing to use them.

The National Association for the Exchange of Industrial Resources (NAEIR) is a nonprofit organization that collects donated items from corporations with surplus goods and distributes them to schools and government agencies for a small annual membership fee, which covers administrative and distribution costs.

A fee of \$595 provides a law enforcement agency with five 200-page catalogs to select items from throughout the year as well as additional chances to order goods. The products are free, but if you can't pick them up at the main distribution center in Galesburg, Ill., you'll have to cover shipping and handling. Details are available at www.naeir.org.

Although it's not brand new, Department of Defense excess military property is available through a federal dispersal program. Law enforcement agencies can bid on used military equipment on a first-come, first-served basis.

Some restrictions apply, but the basic requirements include agreeing to use the equipment only for law enforcement purposes, to begin using the equipment within one year of receipt, and to continue using it for at least one year.

Sheriff Brent Oleson of the Juneau County (Wis.) Sheriff's Department has found this service extremely useful.

“Over a period of years we've gotten five boats, two Humvees, a vehicle for park patrol, and a seven-year-old military ambulance

(Continued on page 6)

Riding through FoundationLand

How a good story can lead to a great grant

by **Greg Cantori**
Executive Director
Marion I. & Henry J. Knott Foundation

The time has come. You've done special fundraising events. Made appeals to the community. Applied for public funding from the state and local governments. You've tried just about everything, and you've realized that you need to find a source of money for your program that doesn't fit any neat funding niche. It looks like you are ready to traverse “FoundationLand.”

What is a Foundation?

Foundations are institutions whose sole purpose is to find and fund programs that are innovative, effective, and might prove to be a model for others someday. A foundation may be the only organization willing to take a chance and make a grant to a program like yours. Seem daunting? Well, it can be if you try to do it all at once. Like mounting a curb, if you break the effort into logical steps, you'll be over the first hurdle and better prepared for the next one.

So what exactly is a foundation? Foundations are nonprofit corporations or trusts focused on making grants to unrelated organizations, institutions or individuals for scientific, educational, cultural, religious, or other charitable purposes.

It's been said that when you've seen one foundation, you've seen just one foundation! Despite their individuality, let's look at them anyway.

There are four basic types of foundations:

Family Foundations tend to be governed by the original donor and/or their family. Most are unstaffed, with family members volunteering

You've tried just about everything, and you've realized that you need to find a source of money ... It looks like you are ready to traverse “FoundationLand.”

their time to review requests for funding and conducting site visits. Larger and more established family foundations (those with \$10 million or more in assets) generally have some staff and clearer guidelines in how to approach them and make an application.

Independent Foundations may have been created by someone with great

wealth but the family may have lost interest and control over the years, leaving the operations to mostly unrelated trustees, many with expertise in areas such as health care, education or human services.

Community Foundations are hybrids in that they solicit funding as well as make grants. If you can find a donor or program officer who takes an interest in your patrol program, they might designate a yearly grant to your program. If you don't have your nonprofit IRS

501(c)3 status, a community foundation may be willing to take your

(Continued on page 8)



(Continued from page 5)

that we're converting into a tactical vehicle. It has only 14,000 miles on

it. Everything we've acquired from them has been in excellent condition."

An agency can become a part of this program by writing a letter to the state coordinator requesting that the agency be accepted for participation in the 1033 program. The state coordinator then prepares a data sheet for the requesting agency, has it signed by the chief or sheriff of the department, and then sends it on to the U.S. Department of Defense Law Enforcement Support Office (LESO). Program information is available online at www.nlectc.org/equipment/1033.html.

Fundraising and Donations

Accepting money or equipment from community members and local businesses may seem like a simple and obvious solution to budgetary problems that make equipment scarce. But many law enforcement agencies shy away from these practices.

"Frankly, local fundraising, in and of itself, is probably of minimal value," says Chief James Montgomery of the Bellevue (Wash.) Police Department. "If it's for a very unique, targeted purpose, it meets that purpose. But as far as an overall communitywide or organizational benefit, it's pretty minimal."

Chief Craig Steckler of the Fremont (Calif.) Police Department agrees that it's too difficult to raise enough money through fundraising for large departments' needs using fund-raising efforts alone.

"I need \$5 million a year to get back to delivering a decent amount of police services. You can't fundraise \$5 million a year," says Steckler.

But even if Fremont PD were to use fundraising to help buy equipment, the amount that could be raised probably wouldn't go very far because of the sheer number of police officers on staff.

"It's a little more difficult to do fundraising at a larger department. I mean, what are you fundraising for? A laptop for a car? I've got 65 cars to equip, which would mean funding 65 laptops."

However, the Bellevue Police Department has had success in using fundraisers to

supplement other resources for smaller needs such as the DARE program. An annual event at a local bowling alley helps to fund the department's anti-drug program in schools. Community members came up with the idea, and they organize the event in conjunction with Officer Bob Oliver, the department's single DARE officer.

Garden Grove (Calif.) Police Department Chief Joseph Polisar warns of the political and ethical minefield of soliciting donations.

"It's very difficult for a chief of police, no matter where you are, to approach people in his community with his hat in his hand seeking donations. It's something chiefs should not have to do or be expected to do," says Polisar.

But some chiefs have found that if people in the community come to them about donating goods or services, they don't have to turn them away.

Chief William Harvey of the Lebanon (Pa.) Police Department recently benefited from a local body shop that offered to refurbish some specialized vehicles for the

department's emergency unit. The company only asked that the cost of materials be covered. It donated all of its labor.

"I don't want to go gladhanding," Harvey says, "but when you have people make an offer like that it's hard to refuse."

And the relationship that develops between a law enforcement agency and a local business can help community members feel good about themselves and the community as a whole.

Dep. John Grennon of the Suffolk County (Ind.) Sheriff's Department has also found that local businesses can be a great source of funding. "I chaired the public safety AED task force for Massachusetts for a number of years, and big companies are happy to buy these units for public safety," he says.

Harvey has also heard of local businesses having donated automatic external defibrillators, although he hasn't yet been approached by an interested donor.

Corporate Donations

Baltimore's Inner Harbor Police Department was lucky enough to receive gloves from Gorgonz Performance Workwear. Because the company's headquarters is located on the

Inner Harbor Police beat, employees saw officers riding by on their bicycles and thought they might be able to benefit from the Gorgonz law enforcement line.

Paige Kimos, in charge of Gorgonz public relations, approached the department about testing the company's new gloves and appearing in photos for company literature.

"There was no real problem getting it approved," says Inner Harbor PD Sgt. Henry Wagstaff. "There was no money involved and we were simply testing the company's products."

Wagstaff notes that because his is a small department, the cash value of the gloves is not as significant as it would be for a larger agency. But they are appreciated and useful nonetheless. The primarily bicycle patrol might not have been as receptive to the idea of a corporate donation if the items offered had been motorcycle helmets, or some other item not specifically suited to the department's needs.

Evaluating Usefulness

Before deciding which equipment and services to request or accept, it's a good idea to make sure your department and surrounding agencies will actually benefit from them.

Sheriff Brent Oleson of the Juneau (Wis.) County Sheriff's Department recently received money to replace analog radios that had broken. He didn't see a need for upgrading to digital radios because every other agency in his area is still using analog systems.

However, it can also be useful to consider accepting items that might not immediately fit your department's needs in their current form if they can be repurposed.

The Lebanon Police Department's new emergency vehicles were originally ambulances donated by a local manufacturer. The vehicles, now outfitted with law enforcement equipment and transformed with donated body shop work, are ready for police duty.

When deciding how to fund and acquire equipment for any law enforcement agency, administrators agree it's worth the effort to pursue as many realistic avenues as possible.

© 2004 Police magazine. Used with permission. This article appeared in the November 2004 issue of Police magazine, www.policemag.com.

Accepting money or equipment from community members and local businesses may seem like a simple and obvious solution to budgetary problems ... but many law enforcement agencies shy away from these practices

Successful Grant-Writing: An Overview

How to obtain funding

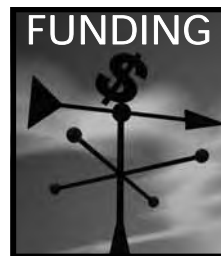
Successful grant-writing involves solid advance planning and preparation. It takes time to coordinate your planning and research, organize, write and package your proposal, submit your proposal to the funder, and follow-up.

Organize your proposal, pay attention to detail and specifications, use concise, persuasive writing, and request reasonable funding. Clearly understand the grantmaker's guidelines before you write your proposal. Make sure the grantmaker's goals and objectives match your grant-seeking purposes.

Preparation is vital to the grant-writing process. Solid planning and research will simplify the writing stage. A well-written proposal follows the basic steps outlined below.

1. Prove that you have a significant need or problem in your proposal.
2. Deliver an answer to the need, or solution to the problem, based on experience, ability, logic, and imagination throughout your proposal. Make sure your proposal describes a program/project for change.
3. Reflect planning, research and vision throughout your proposal.
4. Research grantmakers, including funding purposes and priorities, and applicant eligibility.
5. Determine whether the grantmakers' goals and objectives match your grant-seeking purposes.
6. Target your proposal to grantmakers appropriate to your field and project, but do not limit your funding request to one source.
7. Contact the grantmaker, before you write your proposal, to be sure you clearly understand the grantmaker's guidelines.
8. Present your proposal in the appropriate and complete format, and include all required attachments.
9. State your organization's needs and objectives clearly and concisely. Write well. Do not waste words. Use active rather than passive verbs. Use proper grammar and correct spelling. Be clear, factual, supportable, and professional. A well-written proposal is a key factor in the grantmaker's decision-making process.
10. Be clear about why you are seeking a grant, what you plan to do with the money, and why you are a good fit with the grantmaker's priorities. Prepare an interesting, persuasive and unique proposal.
11. Always cover the following important criteria: project purpose, feasibility, community need, funds needed, applicant accountability and competence.
12. Answer these questions: Who are you? How do you qualify? What do you want? What problem will you address and how? Who will benefit and how? What specific objectives will you accomplish and how? How will you measure your results? How does your funding request comply with the grantmaker's purpose, goals and objectives?
13. Demonstrate project logic and outcome, impact of funds, and community support. Be specific about broad goals, measurable objectives, and quantified outcomes.
14. Always follow the exact specifications of the grantmakers in their applications, Requests for Proposals (RFPs) and guidelines.
15. Follow-up with the grantmaker about the status, evaluation, and outcome of your proposal, after it is submitted. Request feedback about your proposal's strengths and weaknesses.

Source: *Non-Profit Guides* (<http://www.npguides.org/>)



Funding Information Sources

Federal Government

www.grants.gov – a “one-stop-shop” for all federal grants; offers email notifications.
www.federalgrantswire.com – a free resource for federal grants, government grants and loans.
www.usdoj.gov – US Department of Justice (COPS, Weed & Seed, LLEBG)
www.nhtsa.dot.gov – National Highway Traffic Safety Administration
www.fhwa.dot.gov – Federal Highway Administration
www.dhs.gov – Department of Homeland Security
www.firegrantsupport.com – part of Department of Homeland Security
www.dhs.gov/dhspublic/interapp/editorial/editorial_0356.xml – first responder grants
www.usfa.fema.gov – US Fire Administration
www.fema.gov – US Federal Emergency Management Administration
www.FirstGov.gov – a portal to 117,000 federal websites and their available grants.
www.Fedgrants.gov – resource for federal funding opportunities.
www.firegrants.info/ – database for firefighters.

State Government

Most states have similar agencies to the examples listed here.
www.dcjs.state.va.us – Virginia Department of Criminal Justice Services
www.dot.state.fl.us/safety/ – Florida Department of Transportation (Funds for highway and road safety, including occupant protection, speed control, bike safety education, and EMS response are administered by state highway safety offices, usually housed within the department of transportation.)

Miscellaneous

www.walmartfoundation.org – Wal-Mart Foundation
www.reviverprovider.org – AED Police Grant Programs
<http://www.chiefsupply.com/grants> – Grant Resource Center sponsored by Chief Supply
www.allstate.com – Allstate Foundation
www.target.com – Target Foundation
www.berkeley-nucleonics.com – Berkeley Nucleonics
www.taser.com – TASER



(Continued from page 5)

program under its wing, making you eligible for other foundation grants.

Corporate Foundations are legally separate from their parent company and make grants from a pool of money that is set aside annually, often depending on how well the company did the previous year. You can sometimes get a grant from a corporate foundation and a direct donation from the company itself. It is even better if they have an employee matching program. See if your state also offers tax incentives such as tax credits to corporate donors.

Step 1: Getting Ready

Before you call or visit a foundation, ask yourself, “am I really ready?” Have you identified the vision, strengths and weaknesses of your program? A compelling, clear vision will get not only foundations to buy in, but your own colleagues and other supporters as well.

Assess your **Needs** versus your **Wants** – make a table with those headings and list what you and your staff agree are essential items and what would be nice to have.

Try to answer the following questions:

- *What is inadequate?* What is not working because you don’t have the resources (human or otherwise)?
- *What are the facts about bike patrols?* Can you show data about how effective your program is? Do you keep process stats such as numbers of calls for assistance, arrests, lives saved, ambulance runs cancelled, community meeting attendance? How about harder-to-measure but also important outcomes – such as reducing the percentage of certain types of crimes, or increasing the feeling of safety and security? Know your statistics, not only locally, but also how you compare nationally – use IPMBA as a resource. You’ll find yourself recounting these basic facts many times over. Knowing them makes you an authority.
- *What do others say about you?* Keep a well-organized binder filled with thank-you notes, awards, certificates, newspaper articles and pictures of your crew in action. Letters of support from businesses, community associations, and political leaders also add to your credibility and therefore fundability. If you don’t have them, ask.
- *What would you do without the money?* Although you may not like answering this, you need to honestly assess what will

happen without the necessary funding.

How will this impact your community, your operations, your agency?

In researching which foundations to contact, look at the lowest hanging fruit first – foundations you may already know about and who know you! Next, contact your regional association of grantmakers or get a local funders directory. They often have a list of foundations and their funding interests. Talking to a program officer will often lead to many other foundation possibilities. In fact, your job is not only finding who will fund you, but which foundation is the best prospect (the best ‘fit’) in funding you. Don’t waste your time or theirs trying to convince a foundation to fund outside of their typical giving areas.

Recognize that in FoundationLand what works well with one foundation might totally backfire with another. For example, say an officer knows someone on the board of a local foundation. He might try to make a direct approach to that trustee and it might work out well. But try and do the same with another foundation and you may find you actually angered the foundation trustees and staff because of a perceived “end-run” on their grant process. Learn what approach works best for each foundation before you “go in.” A simple phone call or email usually does the trick.

Step 2: Writing the Proposal

You’ll need to prepare a letter of inquiry or introduction. This is a one or two page letter that includes:

An *introduction* as the executive summary for the letter and includes the amount of money needed or requested, a description of the project, the qualifications of staff, and a timetable.

Your *organization’s description* should be concise and focus on the ability of your program to meet the stated need. Provide a very brief history and description of your current program while demonstrating a direct connection between what is currently being done and what you will accomplish with the requested funding. You will flesh this section out in greater detail if you are invited to submit a full proposal.

Your *statement of need* is an essential element of the letter and must convince the reader that there is an important need that can be met by your project. The statement of need includes: a description of the target population and geographical area, appropriate statistical data in abbreviated form, and several concrete examples.

Your *proposed solution* will describe the project briefly, including major activities, names and titles of key project staff, and your desired objectives. As with your organizational description, this will be presented in far greater detail in a full proposal.

Other *funding sources* being approached for support of this project should be listed in a brief sentence or paragraph. Funders like to know others are looking at supporting your project as well.

A *summary* simply restates your intentions.

This letter may be your only formal contact with a funder and like any first impression, needs to be well-written and have a professional appearance.

If a foundation finds your letter interesting, it will usually ask for a full proposal and provide an outline to follow. Be sure to follow their set procedure, as deviating from it might disqualify you as a candidate.

Your proposal should educate them and persuade them to fund you. What seems obvious to you is very likely muddy to them. And please remember your proposal may also eventually serve as your “contract,” so don’t promise more than you can deliver!

Before you dive into either the letter or proposal, sort out your ideas.

- Outline your proposal – what you will say and in which order.
- Avoid jargon at all costs! Funders get frustrated if they don’t understand. Have someone outside of your division, preferably someone who isn’t even a bike officer or medic, proofread it.
- Make your case compelling but not preachy or overstated.
- “KISS” it – keep it simple and straightforward. Funders don’t expect you to be a professional grant writer. They just want to clearly understand what you need.
- Go generic – once you’ve completed all this hard work, don’t waste it. Your proposal will be easy to modify for additional common grant formats and customizing.
- Make sure you don’t neglect telling a great story! Without it, your proposal will be dry and much less compelling.

There are three parts to making a good case for funding: 1) *State the Facts*, 2) *Put them into Context*, and 3) *Tell your Story*.

(Continued on page 9)

Riding through FoundationLand



(Continued from page 8)

There is usually someone already on your staff who is a good storyteller. What makes good stories compelling? They all have a:

1. **Protagonist:** Someone or some group with whom we can identify and sympathize.
2. **Hook:** A situation or goal that is interesting and worthwhile.
3. **Conflict:** The situation has a dilemma or problem that begs for a solution.
4. **Details:** Brief but relevant points that set the stage.
5. **Emotional impact:** We won't care unless we can "feel" the situation ourselves.
6. **Clear moral:** The outcome makes sense and helps us understand where the reader might fit in.

Why do stories work so well? Stories are an ancient way to help others remember key points. Stories are also very engaging, preventing boredom. Think of the hundreds of grant requests foundations must read and hear about every year. If you tell a story to make your point, your request will be the one they remember. Stories will also force you to weave all the pieces together. In making a case for funding bike patrols, by default, you have one of the most interesting and compelling stories a funder has likely heard all year!

Are there pitfalls to storytelling? Of course there are. We've all been held hostage to the over talkative story teller! Stories can also reduce your credibility if they appear too far-fetched, are not backed up with facts, or are not directly relevant to your request.

Stories can also be used:

Internally, with your own staff to create a history of your program. To build credibility, don't just talk about all the great things that were accomplished, but also what went wrong. Everyone appreciates and remembers hard luck stories and the honesty behind them.

Meetings, media, and events, to make a case for support and to convey a consistent, compelling message to all your supporters.

Advocacy, to tell your legislators a bike patrol story that they can use in future speeches.

Step 3: Stay in Touch

Once you've submitted your proposal, don't just wait around. Send a thank you note even if you are denied a grant. And expect rejection. You can always ask what to do better next time.

Continue to build upon your relationships with your foundations.

- Call to discuss any organizational changes and new program initiatives not only to update them, but to get their feedback, deepening their commitment to your patrol's efforts.
- Ensure grant reports are on time and contain useful information that can be shared with the public and the foundation's board members and staff.
- Send relevant progress reports, news or statistics.

Ask for help in applying to other foundations, including national ones.

- A foundation usually does not want to be looked at as only a source of money. Your funder may be very willing to discuss and even review your proposal beforehand and may also discuss it with other funders.
- Once funded, ask for a letter of support. A demonstration of local foundation support can have a big impact on not only other foundations, but on other types of donors as well.

Now that you've just learned to ride through FoundationLand, you're sure to do it with confidence. But remember: like any bike skill, applying for funding takes practice!

Resources:

The Foundation Center (<http://fdncenter.org/>) offers foundation directories and other resources. It has a free Foundation Finder Guide and a free news digest that will list grant opportunities by category. It also features a web-based proposal writing short course.

The Grantmanship Center (<http://www.tgci.com/funding/states.asp>) – In addition to training seminars they have a simple listing of many foundations, by state.

Grantselect (www.grantselect.com) has a free seven-day trial to research foundation and other grant opportunities.

GrantStation (www.grantstation.com) is an interactive website that allows grantseekers to identify potential funding sources for their programs or projects, and mentors you through the grantseeking process. It offers access (for a fee) to a searchable database of grantmakers who are actively accepting proposals from a variety of organizations, federal grant deadlines updated daily, and links to the funding agencies in your state.

GuideStar

(www.guidestar.org) – In addition to a comprehensive database with the financial and backgrounds of nearly all nonprofits and foundations, GuideStar offers the fee-based Grant Explorer feature.

The Council on Foundations (<http://www.cof.or>) is a foundation membership association that lists over 2000 members by giving area, including crime.

Regional Association of Grantmakers (<http://www.givingforum.org/ralocator.html>) – Regional associations are a great first stop for learning about your local foundations.

Non-Profit Guides (<http://www.npguides.org/>) offers free web-based grant-writing tools for non-profit organizations, charitable, educational, public organizations, and other community-minded groups.

State Bicycle and Pedestrian Coordinators (http://www.bikewalk.org/contacts_links/state_bikeped_coord.htm) – If you haven't already done so, contact your state coordinator. They are often a wonderful resource for not only funding but also other ways to support your patrol program.

Greg Cantori is the Executive Director of the Marion I. & Henry J. Knott Foundation, which provides over \$2.5 million in annual grants throughout Maryland. Years ago, as a bike mechanic, Greg used to provide free repairs and maintenance to the local patrol fleet. He now regularly commutes 44 miles roundtrip to the Foundation by bicycle. He also serves on the board of directors for One Less Car, Maryland's cycling advocacy organization. He can be reached at gcantori@knottfoundation.org.



By **Jamie Goldenbaum**
Herald Staff Writer
Hopatcong, New Jersey
July 27, 2004

Hopatcong Police Start Bike Patrol

Donations from business community fund bike operations

Officers in Hopatcong's new bike patrol say they have already seen the positive effects of the unit for police and the community.

Officer Jerry Mancuso recently responded to a wooded trail near Squire Field, where he came upon about six to 10 juveniles hanging out.

"As I was riding up, they thought I was one of their friends. They kept saying, 'Hey Bobby, we're over here,'" Mancuso explained.

The officer rode his patrol bike right up to the group — it was dark outside — and stopped next to the youths. They didn't realize he was a police officer until he switched on the bike's light and announced himself. The kids got off with a warning and were told to vacate the area, but the experience showed how patrol bikes provide easier access to remote locations.

Hopatcong's four-officer bike patrol unit took to the streets July 16, Chief John Swanson said. Five local businesses donated \$2,000 to help purchase two bikes and their equipment. Four borough officers attended a training course, which was no easy feat to complete, said Patrolman Michael O'Shea, a member of the patrol that also includes Mancuso, Patrolman Matthew Bohn and Patrolman Dave Kraus.

"The training was intense," O'Shea said. One lesson had the officers at the top of a large flight of stairs, all of which were uneven. The officers had to take the bumpy ride to the bottom.

They rode 20-30 miles daily during the week-long training course, Bohn said. The four officers easily adapted to their new patrol. Mountain biking is not a new sport to the officers, and some enjoy off-road biking in their spare time, O'Shea said.

"It's part of community policing," said Mancuso. "(People) stop us a lot and quite a few people say they feel safer in the parks and fields."

Local businessman Rich Hoer, owner of Lakeside Construction, was convinced a bike patrol would be an asset to the borough after speaking with Patrolman Dave Schultz, who is the department's school resource officer at the borough middle school. Hoer donated \$1,000 to purchase one patrol bike for local police and four additional local business owners each donated \$250 to fund a second police special Giant patrol mountain bike. The bicycle is designed for use by police officers and is equipped with a siren and a pack that contains medical supplies.

Bill Sutphen, owner of Hopatcong Hardware and a 35-year borough fireman, said it was worth spending the money for the bicycle to increase public safety, increase the relationship between police and local children and educate local youths on bicycle and helmet laws.

There will be at least one police officer on bike patrol duty seven days a week. The officers wear bicycle shirts, shorts, helmets and sneakers and carry guns.

The Hopatcong Police Department is the second county police department to develop a bike patrol, but is the only local force with an active bike patrol unit. Newton started a bicycle patrol in 1993, but manpower constrictions and funding issues dwindled the unit down to four idle bicycles.

Newton Police Chief John Tomasula, a member of the bike patrol as a detective, said the unit was met with positive feedback. However about two years after the unit was launched, it slowly discontinued as the department became busy and officers were pulled from bike patrol to address emergency responses and fill in for officers out due to injuries.

At the time Newton started up its patrol, there was no academy for bike patrol training on the East Coast, Tomasula said, so he shadowed Atlantic City officers for two weeks to learn more about establishing a program.

"It's one of those programs that works out well when the funding is there," Tomasula

said. "You can cover about five times the area you can on foot with a bike."

Although Newton police applied for grant money a couple of years ago to reinstate its bike patrol unit, Tomasula said Homeland Security issues and needs became the priority and the department's grant request was denied.

"It's a luxury we can't afford right now," he said.

With four bicycles sitting idle at the Newton police station, the department was able to lend Hopatcong police a bike for its officers to complete the training course. Swanson said the Mount Olive Police Department in Morris County also loaned his department a bike for training purposes.

Bohn said Hopatcong's bike patrol will allow the officers to monitor local schools, where Bohn said he has responded to reports of vandalism that cost the borough thousands of dollars.

O'Shea said officers will be able to more quickly traverse crowds at community gatherings like "Concert in the Park" and movie showings in the gazebo at Modick Park. And, the officers say, the bikes are a big hit with local children who crowd around to look at them and ask questions.

"They really kind of warm up to you after that," Bohn said.

The officers say getting to know the children may encourage them to seek an officer later on if they do not know where to turn or want to make a report.

Whether the unit will be expanded in the future is not certain. "We'll start small and see what happens," Swanson said, specifying he is interested in exploring the training for additional officers in his department.

Besides donations made by Hoer and Sutphen, funds were also given to start up the unit by DPS Pumps on Maxim Drive, SignArt Graphics on Sparta-Stanhope Road and 3-in-1 Deli on Hopatchung Road.



Grant Gives Deputies Pedal Power

by Jody Lawrence-Turner, Staff writer
 Spokesman-Review, Spokane WA
 Saturday, July 22, 2005

Take a sheriff's deputy out of his patrol car, put him on a mountain bike, and something changes.

"It makes us the most approachable, and it's when we're the stealthiest," Deputy Andy Buell said about the two-fold advantage of bike patrol.

Buell is one of four Spokane County Sheriff's Office deputies this summer who are patrolling the Edgecliff area in Spokane Valley on bicycle. The area stretches from Havana Street to Argonne Road and Broadway Avenue to 16th Avenue. The grant-funded patrols have helped the community, which is struggling with poverty and crime.

On Wednesday night, Buell rolled into the Rose Haven Mobile Home Park. "How's it going?" Buell asked a man.

The man replied at length about drug activity near his home and then chatted with the deputy about a new job venture. Buell thanked the man and continued on, mentally filing the information for later reference.

Buell said, for the most part, Edgecliff residents welcome a law enforcement presence and are open with him.

The bike patrols in Edgecliff are funded by a Weed and Seed grant from the U.S. Department of Justice. This is the second year the area has received the grant of about \$225,000, which is used for various programs; about \$17,000 of it went toward the bike patrols for personnel hours and equipment. It's also the second year for the patrols.

The goal "is to weed out crime and seed in good programs," said Rick Scott, site coordinator for the grant and director of Edgecliff Sheriff's Community Oriented Policing Effort (SCOPE).

"Bike patrol puts everyone one-on-one," Scott said. Grant money purchased four new bikes this year. Two of them are reserved for SCOPE volunteers who want to patrol the area.

Deputies regularly patrol the Centennial Trail on bikes during the summer months, but dedicating a group of them to a specific community for an extended period of time is rare.

As Buell rode through the Rose Haven Mobile Home Park, he was subtle as he checked out residents' activities. Those he observed didn't seem to notice.

Residents approached him frequently to express concerns about illegal activity they had seen, except for one woman, who popped her head out of a mobile home door to see who was talking to her children.

Children's eyes lit up when they saw an authority figure riding a bike by their home.

"Who are you?" a girl called out.

"I'm a sheriff's deputy," Buell replied. He stopped, and four children rushed up to greet him. The kids were wearing helmets and told the deputy it was because they had been riding their bikes. They were each rewarded with a coupon for a free ice cream cone at McDonald's.

The experience might have been the children's first with law enforcement. Buell was glad it was a positive one.

If Buell had gone to the same area in a patrol car, he said the experience would likely have been different. The car creates a barrier that being on a bike doesn't.

"People see a guy on a bike in shorts, and it's, oh, you're just a guy," Buell said of how he's received. Also, driving a car down an alley or in a mobile home park is obtrusive. Someone drives through the same area on a bicycle, and people barely notice.

There are disadvantages, Buell said.

He can't chase traffic violators on a bike, and he can't transport those he arrests, but "the advantages of being on bike patrol outweigh the disadvantages."

Buell and other deputies who do bike patrol in

Edgecliff usually spend the daylight hours gathering information about illegal activity and taking note of what looks out of the ordinary. The deputy said that's where deputies who regularly patrol the area are invaluable. They know every car, people's names and what's normal at a home and what's not.

At nightfall, the deputies go into stealth mode, often returning to areas where residents have pointed out concerns. On Buell's first night earlier this month, residents' tips led to two drug arrests.

"Riding through the streets at night is amazing," Buell said. "It's so quiet, but you hear what you need to hear."

Without the daylight vision, other senses become more acute, he said. You hear the yells of a possible domestic fight. The smell of illicit drugs seems to stand out.

People committing the crimes might be watching for a patrol car, but they aren't looking for deputies on bikes.



(Liz Kishimoto/The Spokesman-Review)

Deputy Andy Buell passes out free ice cream coupons to kids who have their bike helmets at Rose Haven Mobile Home Park in Spokane Valley on Wednesday during a patrol through the Edgecliff neighborhood.



Golfers, Runners and Cyclists, Oh My...

...funding comes from so many sources!

Runners Pitch in to Provide Bikes for TC Police

FROM STAFF REPORTS

Traverse City Record Eagle (MI)
August 3, 2005

Golfers Raise Money for Police Bike Patrol

by **Josh Appelbaum**
Staff Writer

Cranbury Press, Cranbury, NJ
August 12, 2005

The township is hoping an annual golf outing will help raise some green for Cranbury's men in blue.

On Aug. 22, Peddie Golf Course in Hightstown will host the township's 17th annual Mayor's Cup Tournament.

Acting Township Administrator Tom Witt, who organized the event as Public Works director in the past, is coordinating this year's tournament. The event is expected to raise \$10,000.

Mr. Witt said a portion of those proceeds will go to the Cranbury Police Department to cover equipment and training costs to implement a bicycle patrol.

"The Mayor's Cup will go to pay for bikes and new uniforms for the bike patrol," Mr. Witt.

The township and the Police Department are planning to train and outfit two officers for the patrol at a cost of \$1,500 each. The cost is for the necessary gear, including riding belts, helmets and bicycles, according to Chief Jay Hansen.

Mr. Witt said the remainder of the money will go toward recreation projects and programs. Traditionally, proceeds from the Mayor's Cup go toward recreation needs not provided for in the municipal budget.

TRAVERSE CITY - Officials from the Traverse City Track Club and Bayside Marathon have pitched in to give the Traverse City police new pedal power.

The department received a \$600 grant to go toward two new Jamis SX mountain bikes — each costing \$650 — with police packages to be used for patrols in places police cars can't go.

City police matched the grant for the two bikes.

"These are going to be a very effective tool for us and we are very thankful that these generous people have done this for us," said Capt. Steve Morgan.

The department logs more than 500 hours a year on bikes to patrol the city and area trails, said Sgt. Brian Heffner.

Heffner runs the bike patrol program for the city, which includes six full-time officers and five reserve officers trained for bike patrol.



"It is an unique patrol style that we use a lot (in the summer), especially during the National Cherry Festival," he said.

Lou Wojtowicz, race director of Bayshore Marathon, said city police assistance during races prompted the gift.

Bike Club Donations Make a Difference

by **Howard Meyerson**
The Grand Rapids Press (MI)
February 18, 2005

The old saying of "What goes around comes around" seems somehow fitting when I think about the Rapid Wheelmen bicycle club.

Not in the negative sense that the phrase is often used, which is to suggest that we get punished for our wrongs. But rather good often begets more good.

The club, which was formed in 1970 and has more than 300 area families as members, is about to donate nearly \$9,000 to Mothers Against Drunk Driving and area police departments.

That's what the group raised during their annual Colorburst Ride last October — a fund-raiser for charity which drew 700 riders, a far cry from the 75 that rode in 1983 when the event was first held.

The ride, which has become a West Michigan tradition, was started by a club member, the late Craig Campbell, as a memorial to Donna Rysakamp. She was a 28-year-old member who was killed by a drunk driver while riding.

Campbell killed in 1987

Campbell was then killed by a driver in 1987 while riding his motorcycle over the Colorburst

route. The ride has since become a memorial for both.

"So far we've donated \$50,000 to MADD and another \$7,000 to other purposes," said Caroline Terlecki, 58, the club president and a nurse anesthetist for Spectrum Health.

This is the club's biggest pot ever, according to Terlecki. Mothers Against Drunk Driving will receive \$5,221. Area police departments, who have submitted requests to the club, will be receiving grants totaling \$3,721.



"We're getting mesh vests for our volunteer bike patrol," said Sgt. Steve Dabkowski, the officer in charge of Community Services for the Kent County Sheriff.

The department is getting a \$409 grant from the Rapid Wheelmen.

The airy vests are to replace the old non-breathable lime-green vests that the county has been providing.

They are being worn by area riders who have volunteered for the bike patrols on the White Pine and Kent trails.

Dabkowski took a hint from volunteer riders who let him know that the old vests were hot and uncomfortable in the summer.

(Continued on page 13)

College Police to Begin Using Bikes

by Mike Cruz, Staff Writer
Daily Record, Victorville CA
Wednesday, October 13, 2004

VICTORVILLE — Police officers at Victor Valley Community College will become more visible to students and reduce vehicle emissions by using mountain bikes to respond to service calls.

VVC's Police Department received two mountain bikes for regular patrols through a grant from the Mojave Desert Air Quality Management District.

Campus police officers will begin using the new bikes in about two weeks, after they attend certification training, Chief Jack Thomas said.

"It's a big part of campus community-oriented policing," Thomas said.

"It makes it safer for students."

Compared to riding in cars, officers on bicycles can patrol closer to campus buildings, along walkways and inner campus areas where students congregate, Thomas said.

In turn, students see the officers more often, get to know them and are more comfortable reporting any problems they see, he said.

The bikes come at a good time for VVC's 10,000-student campus, as classes resumed last month after the summer break.

In September, officers responded to 452 calls for service. There were 305 calls for service in August, and 228 calls in July, Thomas said.

Campus officers are able to patrol parking areas more quietly with the bikes, which they hope will help them cut the number of auto burglaries.

But the bikes also serve another purpose: to help clean up the air.

Air quality officials said the bikes help reduce emissions and are part of a grant from the agency's Clean Air Patrol Program. Vehicles tend to emit the most emissions when they're idling, something law enforcement vehicles do a lot

when officers are investigating a scene or making traffic stops, said MDAQMD spokeswoman Violette Roberts.

Bikes will also cut down on the department's fuel consumption, which Thomas estimates could save between \$600 to \$700 a month.

"(The program) assists local law enforcement to do their job of assisting the community, but they can do it in a manner that reduces air emissions," Roberts said.

Funding for the grant comes from surcharge fees collected by the California Department of Motor Vehicles on annual vehicle registrations, Roberts said. A small portion of those fees goes to local air districts to improve air quality, she said.

The two bikes provided to VVC's Police Department are valued at \$2,700 and are equipped with electric assist motors that can reach a top speed of 18 miles an hour without pedaling, Roberts said.

San Bernardino County Sheriff's Department stations in Adelanto, Barstow and Victorville — at the Victor Valley station that serves unincorporated county areas — received bikes under the program in 2000.

Stations in Hesperia and Needles received bikes in 2002.

Mike Cruz may be reached at 951-6276 or mike_cruz@link.freedom.com.



Aaron J.H. Walker/Staff Photographer

Victor Valley Community College police officers Noreen Jacquez, center, and Rick Etheridge check equipment for their new mountain bikes, which were donated by Mojave Desert Air Quality Management District.



Donations Makes a Difference

(Continued from page 12)

"We didn't have any money," said Dabkowski, so we worked it out (with the Rapid Wheelmen).

Dabkowski is nothing but complimentary about the growing cadre of volunteer riders who put time into patrolling the trails. Their presence, he says, is making a significant difference.

"We started having problems three years ago, mostly with people exposing themselves. We had only five to seven volunteers the very first year. Now we have 80 sign up and 65 to 75 will go out and patrol. We couldn't put 65 cops on the trail. These riders are our eyes and ears.

"Since they've started patrolling, riding or roller blading, we have had zero

incidents on these trails. It's them, not us, who are out there being friendly. We think it's a big deterrent and it's free."

The Kent County Sheriff is one of five law-enforcement agencies getting money from the riding club. The Grand Rapids Police Department will get \$858 to help pay for maintenance on 35 eight-year-old mountain bikes used by its bike-patrol officers. The Sparta Police Department will get \$408 for bike maintenance and Rockford's will get \$818 to expand their bike patrol.

The largest of the club's law-enforcement grants (\$1,227) will go to the Lowell Police Department so it can buy another mountain bike and expand its bike patrol.

"Budgets are really tight for all agencies and we were looking for money to buy a bike, a uniform and to provide some training," said Lowell community policing officer Steve Bukala.

Mountain bikes, he said, are used to patrol the North Country Trail which now goes through the area. They are used to patrol area lake trails, apartment complexes, special events and even downtown on the Fourth of July.

Riding bikes, he says, is good way to get next to people.

"It's the basic idea behind community policing," said Bukala. "You are out of the car and are more approachable. A citizen who wouldn't approach you in a car will come up to you on a bike and say: 'I want to talk to you about something.'"

"We don't have a budget for a bike patrol per se. We wouldn't be able to do this without them."

© 2005 Grand Rapids Press. Used with permission ~
Copyright 2005
Michigan Live. All Rights Reserved.

FUNDING



Health Department Grant Helps Put Oregon Troopers and Corvallis Officers on Bikes

All-American Patriots.com

05/20/2005 – (Corvallis) – “Putting the pedal to the metal” may have a different meaning around Corvallis thanks to a grant submitted by the Benton County Health Department aimed at putting police officers on bicycles and out of patrol cars.

Oregon State Police troopers and Corvallis Police Department officers will be receiving training and equipment to provide law enforcement services to the local community, while focusing in on issues of alcohol misuse unique to the area. Believed to be an effective tool to address alcohol use issues in the Corvallis community, the mountain bikes will place officers in closer contact with people while also moving through many areas virtually unnoticed.

“Experience has shown that citizens are more likely to approach a bike patrol officer than an officer in a patrol car,” said Corvallis Police Lieutenant Dave Henslee. “That closer contact will enhance our education efforts while building trust and partnerships with people in our community.”

Mountain bikes have proven to be effective in a number of different environments. In urban areas, bicycles provide more mobility where traffic and crowds can be an issue. In other areas they are effective working in parks, campus areas, parking lots, residential and business areas, athletic and civic events, and specialized details. “Their mobility on any surface makes them more effective in an area that is difficult to access in a motor vehicle,” Lieutenant Henslee said.

Potentially high risk and special events will be targeted because of known alcohol-related problems. According to Oregon State Police records, Thursday nights through Sunday mornings are peak times for alcohol-related violations such as Minor in Possession and DUII. Seasonal events such as Halloween, St. Patrick’s Day, sports events, and special event weekends on campus bring an increase in alcohol-related violations and problems.

In addition, community members and business owners feel the impact of alcohol use. Lt. Henslee indicates that a large percentage of the crime occurring in downtown Corvallis is associated with alcohol use. Broken windows and

destroyed and damaged landscaping is a problem. In addition public urination, noise and litter are issues. Not only does this behavior cost business owners and taxpayers, there is a price to people in terms of health risk and aggravation.

Joan Wessell, Executive Director of the Downtown Corvallis Association stated that her organization is pleased with Benton County Health Department’s successful grant. Ms.

Wessell is confident that the bicycle patrol team will prove to be an excellent resource to help alleviate alcohol-related property damage and be of great benefit to Downtown and the Corvallis community.

The funding will not increase the amount of patrol services provided

by the Corvallis Police Department; however, it will allow the Oregon State Police to increase its patrol presence and to work closer with Corvallis police during high risk events. “Our hope is that these police bike patrols will reduce crime, improve community livability, and be something the local community is proud to have around,” said Lieutenant Henslee.

“Experience has shown that citizens are more likely to approach a bike patrol officer than an officer in a patrol car”



www.thirdwave-websites.com/bike/breakglass.jpg

Product Purchase Program



Welcome to the IPMBA Product Purchase Program! Since its humble beginnings in 1997 with just four members, the Product Purchase Program has grown to include nearly 70 fine companies.

These companies provide a wide variety of goods and services, but they share a commitment to IPMBA members. Through the discounts they offer, you can pay for your membership with just a few purchases!

We are excited to announce that this issue contains three brand-new listings and the return of an old favorite. Two of the new listings are related – **Montague** and **Andusa**, the US manufacturer and UK distributor, respectively, of the Paratrooper folding bicycle. **Montague US** will include folding pedals and a kickstand at no extra charge, while **Andusa** is offering UK customers close to £100 off list price. **Fuji** rejoins the team with discounts too numerous to list. **OpenHouse Products** has taken 15% off its many panniers, cycle bags, and Lyteline High-Viz products, and **Ironman Gloves** can be had for more than 50% off!

Take out your credit card and IPMBA membership card and get ready to save!

ABS SPORTS

Product: Super Saddle
Regular Cost: \$99
Cost to Members: \$89
Form of Payment: DC, MC, PO, V
Ordering Options: Phone, Fax, Email

Contact Name: Van Zevenbergen
Phone: 609-371-1554/**Fax:** 609-371-1554
Website: www.abs-sports.com
Email: sales@abs-sports.com



ALERTE SYSTEMS INT'L

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

Form of Payment: DC, MC, V
Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Jerry Watley
Phone: 800-728-1536/**Fax:** 800-635-1536
Website: www.alertesystems.com
Email: jerry@alertesystems.com



ANDUSA & Co.

Product: Montague Paratrooper Folding Bike

Regular Cost: £550 + Delivery
Cost to Members: £475 + Delivery
Form of Payment: AX, C, MC, V
Ordering Options: Phone, Fax, Email

Contact Name: Chulan Weeresinghe
Phone: ++(0)2082449826/**Fax:** ++(0)2082410999
Website: www.montaguebikes.co.uk
Email: sales@montaguebikes.co.uk

Notes: Available to UK forces. Supply valid IPMBA membership number with order.

ASLET: AMERICAN SOCIETY FOR LAW ENFORCEMENT TRAINING

Product: ASLET Membership
Regular Cost: \$50
Cost to Members: \$40
Form of Payment: AX, C, CH, DC, MC, PO, V
Ordering Options: Fax, Mail, Website

Contact Name: Nancy Moser
Phone: 301-668-9466/**Fax:** 301-668-9482
Website: www.aslet.org
Email: info@aslet.org

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



BIKE WORLD

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

Form of Payment: AX, V, MC, D
Ordering Options: Phone, Fax, Website, Mail

Contact Name: Mike Beatty
Phone: 800-928-5558 / 210-828-5558
Fax: 210-828-3299
Website: www.bikeworld.com
Email: bikepatrol@bikeworld.com
Notes: Contact Mike Beatty at 1-800-928-5558

B RATWEAR

Product: Bike Uniforms
Regular Cost: Contact for Product List
Cost to Members: 10% off Standard Price List
Form of Payment: AX, C, CH, DC, D, MC, PC, V
Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Joleen Compston
Phone: 253-517-4000/**Fax:** 253-517-4004
Website: www.bratwear.com
Email: jcompston@bratwear.com

BRAVE SOLDIER

Product: Ointments, Shave Gels, Lip Balms, etc.
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Form of Payment: AX, C, CH, DC, MC, PO, V
Ordering Options: Phone, Website

Contact Name: Albert Yeh
Phone: 323-653-5538/888-711-BRAVE
Fax: 323-852-6604
Website: www.bravesoldier.com
Email: info@bravesoldier.com

BROFORM.COM PRO-PURCHASE MARKETPLACE

Product: Outdoor-Bike-Action Sports Gear
Regular Cost: Promotional Pricing for Industry Insiders/Pros
Cost to Members: Promotional Prices on Gear; Free Membership
Form of Payment:
Ordering Options:

Contact Name: Kyle Parsons
Phone: 877-420-2766/**Fax:** 604-608-9279
Website: www.broform.com
Email: kyle@broform.com

Notes: Email full name, department name, email address, IPMBA membership number & expiration date to BroForm contact.

BUDBRAKE INT'L, LLC

Product: Automatic Brake System Modulator
Regular Cost: \$49.95 full kit; \$29.95 modulator only.
Cost to Members: 40% off MSRP
Form of Payment: C, CH
Ordering Options: Phone, Email, Website, Mail

Contact Name: Bud Nilsson
Phone: 209-712-6980/**Fax:**
Website: www.budbrake.com
Email: bud@budbrake.com

BUSHWHACKER USA

Product: MESA Rear Rack Trunk
Regular Cost: \$55
Cost to Members: \$35
Form of Payment: AX, C, CK, MC, V
Ordering Options: Phone, Fax, Email

Contact Name: Jeff Sims
Phone: 801-829-6801/800-344-1256
Fax: 801-829-6104
Website: www.bushwhackerbags.com
Email: jss1205@aol.com

CANE CREEK CYCLING COMPONENTS

Product: Suspension Seatpost
Regular Cost: \$139
Cost to Members: \$83.40
Form of Payment: MC, V
Ordering Options: Phone, Fax

Contact Name: Lena Warren
Phone: 800-234-2725/**Fax:** 828-684-1057
Website: www.canecreek.com
Email: lena@canecreek.com

CASCADE DESIGN

Product: Platypus Hydration Systems
Regular Cost: Contact for Pro-Form Pricing
Cost to Members: Wholesale Pricing
Form of Payment: CK, DC, MC, V
Ordering Options: Fax, Mail

Contact Name: Mike Hunter
Phone: 800-527-1527 / 206-694-1517
Fax: 800-583-7583
Website: www.cascadedesigns.com
Email: mike.hunter@cascadedesigns.com

CHRISTINI TECHNOLOGIES

Product: All Wheel Drive Mountain Bikes
Regular Cost: \$3100-\$4500+
Cost to Members: \$1800 +; quantity discounts
Form of Payment: AX, CH, DC, MC, V
Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Justin Kline
Phone: 215-351-9895/**Fax:** 215-351-9896
Website: www.christini.com
Email: sales@christini.com

CYCLE SIREN

Product: Cyclesiren Trooper, Patrol & EMS mini-sirens
Regular Cost: Visit www.cyclesiren.com.
Cost to Members: 10% off Retail
Form of Payment: MC, PO, V
Ordering Options: Phone, Fax, Email, Mail

Contact Name: Greg Bohning
Phone: 714-628-8935/**Fax:** 714-628-8935
Website: www.cyclesiren.com



Product Purchase Program

Email: sales@cyclesiren.com

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

CYCLE SOURCE GROUP

Product: Bikes & Accessories

Regular Cost: Contact for Product List

Cost to Members: 20-35% off Retail

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

Ordering Options: Phone, Fax, Email, Mail

Contact Name: Peter Carey

Phone: 877-533-7245/Fax: 631-205-1435

Website: www.cyclesg.com

Email: peterc@cyclesg.com

CYCLOPS BICYCLE & TACTICAL OPERATIONS

Product: Bicycle & Tactical Ops Equipment & Accessories

Regular Cost: Contact for Product List

Cost to Members: 10-30% off Retail

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

Ordering Options: Phone, E-Mail

Contact Name: Ashley Foster

Phone: 843-259-8368/Fax:

Email: cyclopstact@hotmail.com

DANALCO

Product: Sealskinz & Chillblocker Waterproof Socks & Gloves

Regular Cost: Contact for product list

Cost to Members: Net Price

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

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

Contact Name: Sam Matthews

Phone: 800-868-2629/Fax: 800-216-9938

Website: www.danalco.com

Email: sam@danalco.com

DE SOTO SPORT

Product: Triathlon Clothing

Regular Cost: Contact for Product List

Cost to Members: 40% off Retail

Form of Payment: AX, MC, V

Ordering Options: Phone, Fax, Email, Website

Contact Name: Emilio De Soto II

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

Fax: 858-453-6783

Website: www.desotosport.com

Email: contact@desotosport.com



DEMAND TECHNOLOGY, LTD.

Product: Lightrider Cycle Light

Regular Cost: £27.50

Cost to Members: £23.70; Case of 16: £18 each

Form of Payment: PO, PayPal

Ordering Options: Phone, Fax, Email

Contact Name: Gill Hawkins

Phone: (01252) 612661/Fax: (01252) 612662

Website: www.lightrider.co.uk

Email: gill@demandtechnology.com

DESERT SUN

Product: Bike First Aid Kits

Regular Cost: \$20 (plain); \$22 (printed)

Cost to Members: 1-9 units: 10% off; 10+ units: 15% off

Form of Payment: CH, DC, PO

Ordering Options: Phone, Email, Mail

Contact Name: Bertie Anderson

Phone: 760-468-1800

Email: bertiea@hotmail.com

Notes: Include IPMBA membership number & expire date with order.

DO WRAP PERFORMANCE

HEADWEAR

Product: Under Helmet Headbands & Bandanas

Regular Cost: \$9.95-\$24.95

Cost to Members: 25% off Retail

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

Ordering Options: Phone, Fax, Email, Website

Contact Name: John Okon, April Brittain

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

Fax: 773-770-4201

Website: www.dowrap.com

Email: john@dowrap.com

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

DYNAMIC BICYCLES

Product: Chainless Police Bikes

Regular Cost: Contact for Product List.

Cost to Members: Contact for Special Pricing.

Form of Payment: AX, DC, MC, V

Ordering Options: Phone, Fax, Email, Web

Contact Name: Patrick Perugini

Phone: 800-935-9553/Fax: 508-376-9556

Website: www.dynamicbicycles.com

Email: police@dynamicbicycles.com

EKO SPORT

Product: Power Grips, Air Suspension, Pumps

Regular Cost: Contact for Product List

Cost to Members: 20% off Retail

Form of Payment: CK, MC, V

Ordering Options: Phone, Fax, Email, Website

Contact Name: Jason Tillinghast

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

Fax: 970-241-3529

Website: www.ekosport.com

Email: jtillinghast@ekosport.com

ELECTRIC TRANSPORTATION

SOLUTIONS

Product: Bikes & Accessories for LE and EMS

Regular Cost: See website for product list.

Cost to Members: Contact for special pricing on all items.

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

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

Contact Name: Seth Leitman

Phone: 914-844-4809/Fax: 914-667-1405

Website: www.electrictransport.net

Email: seth@electrictransport.com

Notes: Have IPMBA membership card handy. A portion of all proceeds will be donated to IPMBA.

ELHN BADGE & EMBLEM DESIGN

Product: Custom Police Badges, Emblems, Pins, Coins

Regular Cost: Varies

Cost to Members: 10% off

Form of Payment: CH, DC

Ordering Options: Phone, Email, Mail

Contact Name: Erno Nandori

Phone: 203-364-8644/Fax: 860-693-9381

Website: www.elhnbadges.com

Email: elhnbadgedesign@aol.com

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

ERGO, LLC

Product: "The Seat" Ergonomic Bike Seat

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

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

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

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

Contact Name: Thomas White

Phone: 425-333-6161/Fax: 425-333-6355

Website: www.ergotheseat.com

Email: info@ergotheseat.com

EV TECH

Product: Bikes & Accessories for LE and EMS

Regular Cost: See website for product list.

Cost to Members: Contact for special pricing on all items.

Form of Payment: AX, C, D, DC, MC, V

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

Contact Name: Doug Canfield

Phone: 972-851-9990/Fax: 972-851-9993

Website: www.texaselectricbikes.com

Email: dcanfield@evtech.us

Notes: Have IPMBA membership card handy. A portion of all proceeds will be donated to IPMBA.

EXPOSURE/USE (ULTIMATE SPORTS ENGINEERING)

Product: Lighting Systems

Regular Cost: Contact for Product Information.

Cost to Members: Contact for Discount Details

Contact Name: Jonathan Sharpe

Phone: ++ (0) 1798 344477/Fax: ++1798 34499

Website: www.use1.com

Email: info@exposurelights.com

FUJI AMERICA

Product: Bikes & Accessories

Regular Cost: Contact for Product List

Cost to Members: Call for Special Prices on Selected Models

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

Ordering Options: Phone, Fax, Email, Mail

Contact Name: Steve Harad

Phone: 215-824-3854 x1111/Fax: 215-824-1051

Website: www.fujibikes.com

Email: sharad@fujibikes.com

GITA SPORTING GOODS

Product: Patrol Bike Shoes, Giordana Apparel

Regular Cost: Varies

Cost to Members: 25% off Patrol Bike Shoes; 10% off Giordana/Diadora

Form of Payment: MC, V

Ordering Options: Phone, Fax, Website

Contact Name: Nelson Frazier

Phone: 800-FON-GITA x 319

800-FON-GITA x 319/Fax: 704-588-4322

Website: www.gitabike.com

Email: info@gitabike.com

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

IMBA: INTERNATIONAL MOUNTAIN BICYCLING ASSOCIATION

Product: IMBA Membership

Regular Cost: \$25 Basic; \$45 Supporting

Cost to Members: \$10 Basic; \$18 Supporting

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

Product Purchase Program



Ordering Options: Fax, Mail

Contact Name: Scott Gordon

Phone: 888-442-IMBA/303-545-9011 x 106

Fax: 303-545-9026

Website: www.imba.com

Email: info@imba.com

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

IOSSO PRODUCTS

Product: Cleaners & Lubes for Guns & Bikes

Regular Cost: Contact for Product List

Cost to Members: 20% off Retail

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

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

Contact Name: Marianne Iosso

Phone: 888-747-4332/**Fax:** 847-437-8478

Website: www.iosso.com

Email: info@iosso.com

LANE SUNGLASSES

Product: Protective Eyewear & Goggles

Regular Cost: Contact for Product List

Cost to Members: 30% off Retail

Form of Payment: CH, DC, MC, V

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

Contact Name: Neal Dykstra

Phone: 800-542-7850/**Fax:** 219-956-2112

Website: www.lanesunglasses.com

Email: eyewear@netnitco.net

LIFT & STORAGE SYSTEMS, INC.

Product: Automatic Bike Lift Storage Systems

Regular Cost: \$4,295 (30 bikes); \$6,590 (60 bikes)

Cost to Members: \$4,000 (30 bikes); \$6200 (60 bikes)

Form of Payment: AX, C, DC, MC, PO, VI

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

Contact Name: Shawn Jones

Phone: 800-825-4777 / 651-777-1554

Fax: 651-777-1535

Website: www.liftstore.com

Email: sjones@liftstore.com

LIGHTCYCLES

Product: Bicycle Parts & Accessories

Regular Cost: Contact for Product List

Cost to Members: 20-25% off Retail

Form of Payment: C, DC, CH, PO, USPS Money Order

Ordering Options: Phone, Email, Mail

Contact Name: Bob Light

Phone: 518-420-4666

Email: lightrj@plattsburgh.edu

Notes: Email for details/availability/shipping charges.

LOUKA TACTICAL TRAINING LLC

Product: Video: Firearms & Training Issues

Regular Cost: \$25, incl. shipping

Cost to Members: \$23, incl. shipping

Form of Payment: CH, DC, PO

Ordering Options: Phone, Email, Mail

Contact Name: Lou Ann Hamblin

Phone: 734-697-6342

Website: http://home.comcast.net/~kdvonk/LouKaLLC.html

Email: louannblackwidow@aol.com

MAKLITE

Product: Illuminated Safety Light Products

Regular Cost: \$10.95 (9" Strips With Velcro)

Cost to Members: \$7.00

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

Ordering Options: Phone, Fax

Contact Name: William Maki

Phone: 800-888-5427 / 773-276-7500

Fax: 773-276-3331

Website: www.librasafety.com

Email: libre.safety@prodigy.net

MARWI USA, INC.

Product: Lighting Systems

Regular Cost: \$99-\$399

Cost to Members: Contact for Discount

Form of Payment: COD, MC, V

Ordering Options: Phone, Fax, Email, Mail

Contact Name: Rosita Chen

Phone: 626-401-1335/**Fax:** 626-401-1339

Website: www.marwiusa.com

Email: rosita@marwiusa.com

MAXIT DESIGNS

Product: Headgator (TM)/Hothead (TM); gloves

Regular Cost: \$16 Headgator (TM)/Hothead (TM); \$9 (gloves)

Cost to Members: \$9.50 Headgator (TM)/Hothead (TM); \$5 (gloves)

Form of Payment: DC, MC, V

Ordering Options: Phone, Fax, Email

Contact Name: Liz

Phone: 800-556-2948/**Fax:** 916-489-7031

Website: www.maxit-inc.com, www.headgator.com

Email: info@maxit-inc.com

Notes: 35% off other in-stock items. Visit website for information and call for availability. Have IPMBA membership number handy.

MAXXIS TIRES

Product: Bike Tires & Tubes

Regular Cost: Contact for Product List

Cost to Members: 50% off Retail (Pro-form)

Form of Payment: AX, D, MC, V

Ordering Options: Email, Fax, Phone

Contact Name: Ben Burgis

Phone: 800-4MAXXIS / 678-407-6778

Fax: 678-962-7705

Website: www.maxxis.com

Email: bicycle@maxxis.com



MOCEAN

Product: Bike Patrol Uniforms

Regular Cost: Contact for Product List

Cost to Members: 25% off Retail

Form of Payment: AX, C, CH, DC,

MC, PO, V

Ordering Options: Fax, Website

Contact Name: Bill Levitt

Phone: 949-646-1701/877-662-3680

Fax: 949-646-1590

Website: www.mocean.net

Email: moceanbl@aol.com

MONTAGUE BIKES

Product: Paratrooper Tactical Folding Mountain Bike

Regular Cost: \$645

Cost to Members: Free Folding Pedals & Kickstand with Purchase

Form of Payment: D, V, MC

Ordering Options: Phone

Contact Name: Joe Solomon

Phone: 800-736-5348/**Fax:** 617-491-7207

Website: www.montagueusa.com

Email: bicycle@montagueusa.com

NUGO

NUTRITION

Product: Nutrition/Energy Bars

Regular Cost: \$1.59/bar; \$23.85/box

Cost to Members: \$1.02/bar; \$15.25/box

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

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

Contact Name: Keith Rohrlick

Phone: 412-781-4115/**Fax:** 412-781-4120

Website: www.nugonutrition.com

Email: krohrlick@nugonutrition.com

Notes: Call 888-421-2032 to order, and have your IPMBA membership number & expiration date handy.

OLYMPIC UNIFORMS/J. MARCEL

Product: Bike Patrol Uniforms

Regular Cost: Contact for Product List

Cost to Members: 10% off Retail Prices

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

Ordering Options: Phone, Fax, Email, Mail

Contact Name: Julie Cruise/Rachel Peterson

Phone: 888-722-9222/**Fax:** 206-722-1521

Website: www.olyuniforms.com

Email: reps@olyuniforms.com

OPENHOUSE PRODUCTS

Product: Panniers, Cycle Bags, Lyteline High-Viz Products

Regular Cost: £10 - £500

Cost to Members: 15% off Regular Prices

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

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

Contact Name: Bruce Burns

Phone: +44 (0) 1422 824777

Fax: +44 (0) 1422 824666

Website: www.openhouseproducts.com

Email: bruce@openhouseproducts.com

Notes: Provide IPMBA membership number when ordering.

PARADIGM TACTICAL PRODUCTS

Product: FRISKER PRO Hand Worn Metal Detector

Regular Cost: \$179.95 + S&H

Cost to Members: \$150 + S&H

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

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

Contact Name: James F. Marr

Phone: 978-352-6633/**Fax:** 978-352-7799

Website: www.frisker.com

Email: jmarr@paradigmktactical.com

PATROL CYCLE LLC

Product: Patrol Cycle Shoe

Regular Cost: \$109.95/Web Direct \$79.95

Cost to Members: \$67.95

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

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

Contact Name: Barrie Gorton

Phone: 800-208-2032 / 651-773-8763

Fax: 651-773-8762

Website: www.patrolcycle.com

Email: bgorton@patrolcycle.com

POLAR DESIGN, INC.

Product: Hydration Backpacks & Gel-Cooled Reservoirs

Regular Cost: PolarPak 1.0 \$42.95 w/o gel; \$52.95 w/ gel

Cost to Members: PolarPak 1.0 \$18.30 w/o gel;

\$28.30 w/ gel



Product Purchase Program

Notes: For online ordering, enter IPMBA5 in the coupon box.

SWAGMAN

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

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

Notes: All Shipments Made from Orville, WA

TERRY PRECISION CYCLING

Product: Bikes, Accessories, Seats, Apparel
Regular Cost: Contact for Product List
Cost to Members: Terry Apparel — wholesale; see notes for more.

Form of Payment: C, CH, DC, MC, V
Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Ginny Weisel
Phone: 800-289-8379 x 13/**Fax:** 315-986-2104
Website: www.terrybicycles.com
Email: ginny@terrybicycles.com

Notes: 10% off wholesale on Terry saddles. Contact Ginny via email for pro deal order form.

THE MASKED MERCHANT

Product: S&W Bikes, Lightman Safety Strobes, Accessories

Regular Cost: Contact for Product List
Cost to Members: 10% off Regular Prices
Form of Payment: C, CH, D, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Mark Leonard
Phone: 501-517-5338/**Fax:** 501-653-2969
Website: www.themaskedmerchant.com
Email: themaskedmerchant@sbcglobal.net

Notes: When ordering online, use coupon code IPMBA 10 for 10% discount.

TRACY LEIGH ENTERPRISES

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

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

UNITED BICYCLE SUPPLY

Product: Bicycle Tools and Parts
Regular Cost: Wholesale Pricing
Cost to Members: Wholesale Pricing to Departments
Form of Payment: AX, C, D, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Mail

Contact Name: Pete
Phone: 541-482-1750/**Fax:** 541-482-1132
Notes: Call to establish an account for your department to be eligible for wholesale pricing on all products.

The Product Purchase Program was updated January 2005. The information has been provided by the participating companies and is subject to change without notice. A company's participation in the Product Purchase Program does not indicate endorsement by IPMBA, nor does it indicate the company's sponsorship of IPMBA.

Form of

Payment: AX, D, MC, V, C, CH, DC, PO
Ordering Options: Phone, Fax, Email, Mail

Contact Name: Jeff Skillern
Phone: 208-426-9058/**Fax:** 208-424-8687
Website: www.polarpak.com
Email: jeff@polarpak.com

Notes: Special offer is not available online.

PROGOLD LUBRICANTS

Product: ProLink Chain Lube, ProGold Lubes, EPX
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Form of Payment: C, CH, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Doug or Van
Phone: 800-421-5823/**Fax:** 404-766-3977
Website: www.progoldmfr.com
Email: progoldmfr@aol.com

PROMARK INT'L INC.

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

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

PUBLIC SAFETY LOGOS

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

Contact Name: Michael Carrizales
Phone: 281-251-0707 / 800-276-0706
Fax: 281-251-4786
Website: www.publicsafetylogos.com
Email: sales@publicsafetylogos.com

Notes: Code: 20PMBA04 and IPMBA membership number must accompany order.

PYI INC. SPOKES WEAR

Product: The Glove
Regular Cost: \$30
Cost to Members: \$15
Form of Payment: C, DC, MC, V
Ordering Options: Phone, Fax, Email

Contact Name: Fred Hutchison
Phone: 425-355-3669/800-523-7558
Fax: 425-355-3661
Website: www.spokeswear.com
Email: info@spokeswear.com

R & B FABRICATIONS

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

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

REDMAN TRAINING GEAR

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

Contact Name: Bob Brothers
Phone: 800-865-7840/**Fax:** 800-459-2598
Website: www.redmangear.com

RUBEL BIKEMAPS

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

Contact Name: Andy Rubel
Phone: 617-776-6567/**Fax:** 617-623-1523
Website: www.bikemaps.com
Email: info@bikemaps.com

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

RUDY PROJECT

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

Contact Name: Christie Watts
Phone: 888-860-7597/303-333-9191
Fax: 303-333-9292
Website: www.rudyprojectusa.com
Email: christie@rudyprojectusa.com

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

SIGNAL MEASUREMENT CO.

Product: GPS & Communication Mounts
Regular Cost: Contact for Product List
Cost to Members: 30% off Retail
Form of Payment: C, D, DC, MC, PO, V
Ordering Options: Phone, Fax

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

SPORTWORKS

Product: Hitch-mounted Bike Racks
Regular Cost: \$325-\$565
Cost to Members: 20% Discount
Form of Payment: C, DC, MC, V
Ordering Options: Phone, Fax, Email, Mail

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

SUPERIOR GEAR

Product: Chain Stain Away Pant Protector
Regular Cost: Base/Standard Model: \$14.99
Cost to Members: 10% off Regular Price
Form of Payment: AX, CH, D, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Web, Mail

Contact Name: Frank Pollari
Phone: 807-476-0485/888-519-2250
Fax: 807-473-4597
Website: www.superior-gear.com
Email: sales@superior-gear.com

Product Purchase Program



VISION 2000 LEEDS LTD.

Product: Mobile Surveillance Systems for Push Bikes

Regular Cost: £1500 + VAT

Cost to Members: 10% discount

Form of Payment: C, CH, DC, PO

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

Contact Name: Alex Hayes

Phone: 01132 370293/**Fax:** 0113 2370294

Website: www.v2k.co.uk

Email: alex@vision-2000.co.uk

Notes: Email contact details and IPMBA membership number.

WTB

Product: Tires, Saddles, Headsets, Pedals, Wheel Parts

Regular Cost: Contact for Product List

Cost to Members: Wholesale Prices

Form of Payment: COD, MC, V

Ordering Options: Phone, Fax

Contact Name: Chris Schierholtz

Phone: 415-389-5040/**Fax:** 415-389-5044

Website: www.wtb.com

Email: cschierholtz@wtb.com

ZEAL OPTICS

Product: Sport Eyewear & Goggles

Regular Cost: \$79.99 - \$200

Cost to Members: 50% off suggested retail.

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

Ordering Options: Fax, Email, Web, Mail

Contact Name: Penelope Butterfield

Phone: 435-259-6970/**Fax:**

Website: www.zealoptics.com

Email: penelope@zealoptics.com

Notes: Online, please enter coupon code "IPMBA50" at check-out.

ZENSAH

Product: Tactical Shirts & Shorts

Regular Cost: Shirts \$39.95/Shorts \$34.95

Cost to Members: 30% off Regular Cost

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

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

Contact Name: Ryan Oliver

Phone: 305-885-8646/**Fax:** 305-675-0221

Website: www.zensah.com

Email: tactical@zensah.com

Notes: When ordering online, type "IPMBA30".

ZOIC CLOTHING / ZOOT SPORTS

Product: Cycling Apparel

Regular Cost: Retail

Cost to Members: 30% off Retail

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

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

Contact Name: Brandt Furgerson or Wendy Misner

Phone: 800-241-9327 / 760-477-2299/**Fax:** 760-477-2298

Website: www.zoic.com or www.zootsports.com

Email: brandt@zootsports.com or wendy@zootsports.com

IRONMAN CYCLING GLOVES

Product: Ironman Gloves & Police Gloves

Regular Cost: \$25-\$45

Cost to Members: \$11.75-\$19.50 plus shipping

Form of Payment: CH, DC, V, MC

Ordering Options: Phone, Fax, Email, Mail

Contact Name: Bill Paine

Phone: 215-335-9218/**Fax:** 215-708-1096

Website: www.ironmancycling.com

Email: painews@aol.com

Notes: Order directly through Bill Paine.

ABBREVIATIONS:

AX = American Express ~ C = Cash ~ CH = Personal Check
DC = Department Check ~ D = Discover ~ MC = MasterCard

SUPPORT OUR CORPORATE MEMBERS

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

Access Bicycle Patrol Supply, LLC

Bill Cochrane

602-278-5506

abps@cox.net

www.accessbicyclepatrolsupply.com



Alerte Systems International

Jerry Watley

800-728-1536

Jerry@alertesystems.com

www.alertesystems.com



BikeWorld/BikeWorld.com

Michael Beatty

800-928-5558

bikepatrol@bikeworld.com

www.bikeworld.com



Mocean

Bill Levitt

949-646-1701

moceanbl@aol.com

www.mocean.net



Patrol Cycles LLC

Murline Staley

713-472-0894

sales@patrolcycles.com

www.patrolcycles.com



R & B Fabrications

David Belton

419-594-2743/800-553-1911

info@rbfab.com

www.rbfab.com



Trek Bicycle Corporation

Stefan Downing

800-313-8735 x 4911

police@trekbike.com

www.trebikes.com



Wavcrest Laboratories

Heather O'Donnell

703-435-7102

sales@tidalforce.com

www.tidalforce.com



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

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

Tour du Port — A Baltimore Tradition

On October 18, 2005, IPMBA instructor Jim Iacarino (below, right) of the Howard County (MD) Police Department conducted a brief demonstration of police cycling skills for the Tour du Port. The annual Tour du Port takes more than 1000 riders on a two-



wheel tour of Baltimore's Inner Harbor area and surrounding neighborhoods. With the help of Mass Transit Administration bike officer Marcus Jenkins (above, left), Iacarino demonstrated some of the techniques that used to approach and interact with suspects. The onlookers enjoyed the presentation and the opportunity to ask questions about police cycling. The ride organizers for One Less Car, Maryland's bicycling advocacy organization, have already invited Jim back for next year's ride. If you would like to volunteer to help with the demonstration in 2006, please contact Maureen@ipmba.org.

R&B Fabrications, inc.
 www.rbfab.com info@rbfab.com
 20128 Road 138 Oakwood, Ohio 45873
 Phone: 800-553-1911 Fax: 800-742-5345

R&B Fabrications of Oakwood, Ohio, has become IPMBA's latest corporate member. R&B has been supplying fire and EMS professionals for more than 30 years. What started out as a hobby for owner Ron Eakins has developed into a thriving business that supplies bags, cases, packs, medical kits, and accessories. Their EMS bike bags were developed with the assistance of IPMBA board member Jim Bowell of the Troy Fire Department. R&B offers 15% off to IPMBA members. Contact Tina Lime at info@rbfab.com or 800-553-1911, and visit www.rbfab.com for more information.

Blue Angels and BERT

The Bethesda-Chevy Chase Rescue Squad's Bicycle Emergency Response Team (BERT) provided rapid medical support to the annual Joint Service Open House and Air Show, May 20-22, 2005, at



Andrews Air Force Base in Camp Springs, Maryland. The event, which features the Blue Angels, drew more than 100,000 spectators and several VIPs. BERT provided eight riders for the event, who dealt with an array of minor injuries. In past years, BERT riders have treated patients complaining of chest pains, head injuries caused by a fall, and dehydration.

*Submitted by Steve Friedman.
 Steve can be reached at shf918@aol.com.*

CORRECTION

In the article "Watt's" *it all About?*, which appeared in the Summer 2005 issue of *IPMBA News*, IPMBA clarified the minimum lighting requirement for public safety cycling to reflect new lighting technologies. In that article, IPMBA stated, "Lumens, also known as candlepower, is basically the amount of light that falls on an area at a certain distance from the source." This is not technically correct, as lumens and candlepower are not synonymous. The sentence should read, "Lumens are basically the amount of light that falls on an area at a certain distance from the source." IPMBA thanks Art Germann of Alerte Systems International for the clarification.

In other news about Alerte Systems, founders Gary Cason and Walt Hayward have announced their retirement after 20 years in business. The company has been sold and relocated. Their new contact information is as follows: Alerte Systems International/901 West 10th Street/PO Box 586/Cassville MO 65625. Phone: 800-728-1536/Fax: 800-635-1536.

IPMBA thanks Alerte for its past support and looks forward to working with the new owner, Jerry Watley.

BIKE PATROL SIREN

CycleSiren Features:

- ✓ Sound modes are **Wail, Yelp and Horn** (Whistle sound available).
- ✓ Daylight viewing LED strobe lighting. Color options, **Red/Blue, Red/White and All Blue.**
- ✓ Powered by a 9.6-volt Ni-MH RC battery that fits into the Police rack or side gear pack.
- ✓ For **Police & EMS Bike Patrol.**



Accessories:

- LED Taillights: Blue/Amber, Red or Blue.
- Ultra-Bright White LED Patrol Light.

Please visit our Web site
www.cyclesiren.com
 Or telephone us at
714-628-8935.

Bagging Bad Guys in Spokane County

Ed's Note: IPMBA Instructor Andy Buell and partner Richard Johnson use their bikes to battle drugs in their community – to great success! Andy can be reached at abuell@spokanesherriff.org.

by Cpl. Dave Reagan, PIO
Spokane Sheriff's Office, Spokane, Washington

Bike Boys Bag Drug Suspect

Bicycles have their advantages, stealth being just one of them.

Deputies Andy Buell and Richard Johnson were patrolling the area of 5300 E. Sprague about 9:20 p.m. Wednesday when they circled around behind a closed business and surprised two people inside a parked car.

As he approached the car, Johnson announced his presence and saw a male passenger quickly moving something around inside the vehicle and throw a second item up onto the dash.

The officers asked what the couple was doing behind the closed business and the passenger said they were dumpster

diving. The man identified himself as Justin J. Wilson, 24, and said he might have a couple of outstanding warrants.

He was correct. Johnson arrested Wilson on his two misdemeanor warrants charging him with City Theft.

In a subsequent search, the officers found a drug kit that was the item tossed by Wilson onto the dash. Inside was a small quantity of black tar heroin, several syringes and a burnt spoon.

The officers released the female driver and had Officer Mike McNees book Wilson into the Spokane County Jail on the two warrants and a felony count of Possession of Controlled Substance, Heroin.

Spokane Man Nabbed With Meth

Spokane Valley Police arrested a 33-year-old Spokane man Wednesday night after they caught him in possession of methamphetamine during a contact at 200 S. Park Road.

Shawn A. Barton initially lied to Officers Richard Johnson and Andy Buell about his identity, but was detained when they figured out his name.

During their investigation, Johnson noticed Barton digging in his pocket for something. The suspect was moving furtively so the officers wouldn't notice.

Johnson handcuffed Barton and then asked the suspect what he had been doing. The man admitted he had been trying to hide a drug baggie.

The officer checked Barton's pockets and found two small baggies of methamphetamine. He also discovered a set of drug scales inside the suspect's car, as well as a cellular phone that rang constantly.

Johnson arrested Barton on a felony count of Possession of Methamphetamine and booked him into the Spokane County Jail.

Member Notes....

Congratulations to IPMBA Board Member Chris Davala of the Maryland State Police on his recent promotion to corporal. Although he was not sure what effect this promotion would have on his involvement with cycling, he is pleased to report that he has been asked to prepare a proposal for establishing a bike unit at his new barrack in Salisbury, Maryland.

Miami-Dade Bicycle Response Team Rolls into Fort Lauderdale



The Miami-Dade Bicycle Response Team (BRT) continues to turn heads when it rolls into town. The team was deployed during the Organization of American States (OAS) General Assembly, held this past June in Fort

Lauderdale, Florida. Founded in 1890 as the International Union of American Republics, the OAS's purpose is to strengthen peace and security in the hemisphere; promote representative democracy; ensure the peaceful settlement of disputes among members; provide for common action in the event of aggression; and promote economic, social, and cultural development. When representatives of the 35 member nations gathered into Fort Lauderdale, the usual array of demonstrators was expected. Sgt. Tony Valdes reported that overall, things were pretty quiet, and that the BRT played an important role in keeping the peace.

IACLEA

Many thanks to IPMBA Board Members Monte May (Kansas City Police Dept.) and Kurt Feavel (University of Wisconsin @ Madison Police). Monte and Kurt represented IPMBA at the International Association of College Law Enforcement Administrators (IACLEA) conference in Kansas City. IPMBA has participated in this conference for the past several years because police bikes are among the best ways to patrol in an academic setting. The 2006 conference will be held June 24-27, 2006, in Orlando, Florida. If you are in the area and would like to volunteer – especially if you are a campus officer – please contact Maureen at Maureen@ipmba.org.



by **Tommy Hamelink, PCI #865**
Politie Haaglanden, The Netherlands

On 15 September 2005, more than 200 police bikers took part in the second bike patrol day in the Netherlands, hosted by the police force Hollands-Midden.

Five years ago, the Hollands-Midden police force became one of the first police departments in the Netherlands to use mountain bike surveillance. Today, almost all the Forces in the Netherlands have police constables on mountain bikes.



With help of their colleagues, organizers Willem Rus and Alex Blonk, both bikers of the first hour, did a lot of work to make the bike day perfect.

Around the area of the Leidse cycling club Zwift, the bikers of Hollands-Midden made an interesting and challenging program.

There were workshops concerning procedures, bicycle skills and bicycle maintenance.

The historical inner city of Leiden was visited on a ride. This visit included a test of "guts" on the notorious steps of the Citadel.

The bike polo workshop produced a lot of hilarity for the participants. This playful game demands much of the riding skills of the participants.

The workshop "bikers at public order actions" was a spin-off of the public order training Turhan (Too Long) and I learned in the 2005 STARS course in Scottsdale, Arizona.

A short introduction was given in the use and possibilities of the mountain bike surveillance at large public events and demonstrations.

During the lunch was there a spectacular demonstration of bicycle control by Dutch champion trail chipping Patrick Smit. It is incredible what Patrick Smit does with his bicycle.

That bikers are sportive types was proven when, after the lunch, it started to rain. The off-the-road trail was made very slippery by the constant rain. Determined to make a fast time, some of the police bikers found out just how slippery and made some unwanted slides.

Of course was there enough space on the day for comparing experiences.

One component of the Bike Day (bikedag) is the distribution of a trophy to the year's "Ambassador of Mountain Bike Surveillance." For the second year, the trophy was presented to a woman – Hanneke Brouwer. Five years ago, as the Chief-deputy in Hollands-Midden, Brouwer learned about the possibilities of police bike patrol during a visit to Philadelphia. Upon her return, she provided the first mountain bike surveillance for the inner city of Leiden.

Thanks to all the colleagues for making this bike day a great success.

This year you were not there? In 2006, the bikers of van Politie Force Flevoland hope to continue the tradition of the Bike Day. Could it be the first Bike Patrol Day NL on the bottom of the sea??

Tommy was certified as an IPMBA Instructor at the first Instructor Course held outside the US, conducted in York, England, in June 2005. He can be reached at info@bikepatrol.nl. Visit his website, www.bikepatrol.nl, for more information and photos from the bike day, as well as news about the 2006 Bike Patrol Study Day.

A Most Arizona!

by **Nigel Tottie, PCI #773/EMSCI #142**
North Yorkshire Police, UK

Unlike last year's brilliant Texas experience, this year I was unable to go to the IPMBA Conference in Scottsdale, AZ, although it seems fairly clear that those who did attend had a great time, to say the least!

Instead of attending the conference I did probably the next best thing – between the 20th and 27th April I went to the Sierra Espuna in South-Eastern Spain for a week's mountain biking with a colleague, Ian, who is a keen mountain biker.

The Sierra Espuna is a National Park in Murcia Province which has, according to Trailsource.com, a climate and terrain similar to that of Arizona – it is dry, rocky and semi-desert in places – not a bit like

the UK conditions I am used to riding in, which usually feature at least three inches of mud and heavy rain!

The trip started off well, with a 20-mile circuit visiting the Pozos de Nieve, snow caves which locals used to pack with snow in winter to be cut into blocks for use in the local village of Totana in the summer. These are still preserved as an impressive piece of local history, but mind you, at 1500 metres' altitude, reaching them took a fair amount of breathless climbing in the heat!

The next two days involved visits to other locations within the province – the

mountains surrounding the City of Murcia itself at El Valle, and the village of Yechar, which borders the Sierra de

Ricote. Both of these visits were characterised by yet more enormous climbs, and several bouts of head-scratching as we repeatedly got lost – the consequence of having guidebooks but no maps!



Courtesy Nigel Tottie

Ian and Simon in Sierra Espuna park

Sunday the 24th saw the best day yet as we hooked up with a local rider, Simon, from the town of Alhama, which sits at the foot

(Continued on page 26)

JOB ENVY

PMBA Instructor Chris Oles of Park City, Utah, has a job that would make him the envy of bike cops all over the world. During the annual Tour de Georgia, he serves as a member of Lance Armstrong's security team. This plum assignment was the result of Chris' involvement in bike racing and his friendship with Tour de Georgia Tec-Director Chuck Hodge. Chris worked security for the entire race, along with three other officers and the local police. His main responsibility was to get Lance from the team bus to the start line and from the finish line back to the team bus. Chris reports that the week was problem-free, the crowds were great, and the racing unbelievable.

Chris can be reached at coles@parkcity.org.



1st Annual Police Bike Challenge Alvin, Texas

by Brandy Crain
Alvin Convention & Visitors Bureau

On June 11, 2005, bike patrol officers from around Texas competed in the First Annual Police Bike Patrol Challenge. The officers had three chances to get the best time on a custom-made bike course. This year we had a small group, but next year we hope to draw in more officers. While the officers were competing, spectators were able to visit with some health & fitness booths.

The top three finishers were:

Officer Jon Thompson, Grand Prairie Police; Officer Chris Force, PCI #668, Galveston Police; and Robert Smith, NASA Bike Patrol Unit.

On Sunday, June 12, 2005, some of the officers rode in the 12th annual Tour de Braz bike ride and assisted riders on the course. All officers who came to the bike ride in uniform rode for free.

The Second Annual Alvin Police Bike Challenge will be held on June 10, 2006. For more information, call Brandy Craig at 281-585-3359, email alvincvb@alvintexas.org or visit www.alvintexas.org.

Member News



Lance Phegley, www.RaceShots.net

On top of car: winners Jon Thompson, Chris Force, and Robert Smith. In front of car: Alvin Police Bike Officers Shawn Gilcrease, PCI #747, and Bobby Taylor, PCI #257.

Register NOW for the IPMBA Conference!

Dayton, Ohio ~ May 6-13, 2006

Effective, proven, and skill enhancing **training and certification courses...**

Essential, dynamic, and innovative **on-bike sessions...**

Experienced and respected **instructors...**

Insightful and information-filled in-class **workshops...**

The nation's largest and best bicycle patrol **product exhibition...**

Unparalleled **networking opportunities...**

Call 410-744-2400 or visit www.ipmba.org for a registration form.



Guidance to Athletes, cont.

(Continued from page 1)

Work to Minimize Risk of Both Hyponatremia and Dehydration

Hyponatremia is a dangerous condition that occurs when an athlete consumes too much fluid (either water or other fluids), diluting the body's sodium levels. Despite heightened media attention to this issue this year, the international ACSM panel concluded that exertional hyponatremia is relatively rare and appears to occur most often in slow-paced athletes (running events lasting longer than four hours or triathlons lasting longer than 9-13 hours). The incidence of symptomatic hyponatremia during endurance exercise events such as the marathon and triathlon is generally low (probably less than one in 1,000 finishers).

The panel also concluded that especially during hot-weather training, dehydration occurs more frequently and has severe consequences, increasing the risk of heat exhaustion and heat stroke during and immediately after activity. Fluid deficits in athletes can affect physical and mental performance, increase cardiovascular strain and decrease heat tolerance.

"While hyponatremia has gotten more attention lately, far more athletes are affected

by dehydration," said W. Larry Kenney, Ph.D., FACSM, past president of ACSM and co-chair of the ACSM Roundtable. "However, there are dangers associated with both extremes of behavior – severe under-drinking and severe over-drinking. Not drinking at all is not a safe option for preventing hyponatremia. The key is 'drinking intelligently, not drinking maximally'," he added.

Drink to Match Fluid Loss and On a Schedule

The experts concluded that appropriate fluid intake (before, during and after exercise) is important to help regulate body temperature and replace fluids lost in sweat. Since fluid and electrolyte needs are widely variable based on the athlete's genetics and environmental conditions, athletes should know their body's hourly sweat rate (weight lost during exercise per hour + fluid consumed during exercise per hour = hourly sweat rate) and aim to replace the total amount lost during that time.

According to the previously published ACSM Exercise and Fluid Replacement Position Stand, athletes are encouraged to drink early and at regular intervals rather than rapid fluid replacement. It is noted that

perception of thirst, an imperfect index of the magnitude of fluid deficit, cannot be used to provide complete restoration of water lost by sweating. As such, individuals participating in prolonged intense exercise must rely on strategies such as monitoring body weight loss and ingesting volumes of fluid during exercise at a rate equal to that lost from sweating, to ensure complete fluid replacement. Drinking over a set period of time is more effective for complete rehydration as rapid replacement of fluid stimulates increased urine production, reducing body water retention. If athletes are not sweating heavily (such as slow runners) and are not thirsty then their fluid replacement needs are probably modest.

Consume Salty Foods and Beverages

According to the published roundtable report, research shows foods and beverages with sodium help promote fluid retention and stimulate fluid intake. The report also notes that athletes performing prolonged exercise should ingest snacks or fluids containing sodium to help offset the loss of salt in sweat, in an effort to prevent hyponatremia.

Hyponatremia is a dangerous condition that occurs when an athlete consumes too much fluid

~ IPMBA Remembers ~



Police Officer James McBride

Metropolitan Police Department
District of Columbia

Age: 25

Tour of Duty: 2 yr

Badge Number: Not available

End of Watch: Wednesday, August 10, 2005

Cause of Death: Duty related illness.

Date of Incident: Wednesday, August 10, 2005. Officer McBride died as a result of hyponatremia (over-hydration as the result of drinking too much water) while participating in a strenuous bicycle patrol training course. During a 12-mile training ride on the second day of the course, Officer McBride drank as much as three gallons of water. When the ride completed Officer McBride complained about feeling ill. Thinking that he was dehydrated, he sat out the next portion of training.

Paramedics were summoned to the academy after another officer became injured. One of the paramedics noticed that Officer McBride was vomiting and convulsing and he was transported to Washington Hospital Center where he died.

Officer McBride had served with the Metropolitan Police Department for two years. He had been awarded the 1st District's Rookie of the Year the previous year.

Agency Contact Information: Metropolitan Police Department, 300 Indiana Avenue, NW, Washington, DC 20001. **Phone:** (202) 727-4383

Source: Officer Down Memorial Page



Police Officer Brian Steven Gregg

Newtown Borough Police Department
Pennsylvania

Age: 46

Tour of Duty: 1 yr

Badge Number: 5103

End of Watch: Thurs., September 29, 2005

Cause of Death: Gunfire

Weapon Used: Officer's handgun

Suspect Info: charged with capital murder

Date of Incident: September 29, 2005.

Officer Brian Gregg was shot and killed after a prisoner was able to gain possession of his partner's service weapon at St. Mary's Medical Center.

Officer Gregg and his partner were guarding a suspect who had been arrested earlier in the evening for drunk driving and had been taken to the hospital to undergo blood and urine tests. While in the emergency room, the prisoner began to struggle with Officer Gregg and a second officer. He gained control of the second officer's service weapon and opened fire, striking Officer Gregg in the chest. The prisoner also shot the second officer in the chest, and wounded a hospital technician. The prisoner then walked up to Officer Gregg who was on the ground, and shot him in the head, killing him.

The prisoner fled the emergency room and was located approximately one hour later hiding in a car in the hospital's parking garage. He was taken into custody and charged with one count of capital murder and two counts of attempted murder.

Officer Gregg had just started as a full time officer after serving as a part time officer with the 4-person department for 1 year. He attended an IPMBA Police Cyclist Course taught by John F. Washington, in March 2004.

Source: Officer Down Memorial Page, www.odmp.org.



Inspector Nigel Tottie
PCI#773/EMSCI#142
North Yorkshire Police

As usual, there's quite a bit to write about in this edition of *IPMBA News* – things in the UK have been moving steadily along with Forces continuing to move further into the cycle patrol culture, realising at last that bikes give the perfect balance between mobility and public contact.

One thing which is worthy of mention is the increase in IPMBA training courses since the successful UK IPMBA Instructor course in June this year. The instructors from all of the forces are in full flow, with some of the new instructors – like South Yorkshire's Darren Nugent and James Mumby – already booked solidly for the next few months with courses full of students eager to get into cycle patrols. Dave Brook from West Yorkshire conducted a class almost immediately; Paul "Peps" Peplow from Hampshire has already taught two courses, Matt Langridge and Mark Jenkins from Thames Valley taught in November, and Kevin Rogerson from Northumbria reports that he has a class scheduled for this fall. This is good news for the UK and IPMBA, as it means not only that we are getting more and more bike cops out on patrol, but that the IPMBA message is being spread to more and more of our colleagues across the country.

Courses also continue to run regularly in York, with a recently completed course involving six of our officers, plus around 10 EMS cyclists. West Yorkshire Ambulance Service, one of the biggest Metropolitan Services in the UK, is set to train eight of its staff, in addition to the five already IPMBA trained, following the extremely successful pilot of ambulance response bikes working in the City Centre of Leeds – it seems that the EMS bike patrols are growing almost as fast as the police units!

Preaching to the Converted?

As is the case in the USA, there are several different training agencies who deliver cycle patrol training to Police Forces in the UK. I was recently contacted by one of those Forces – Merseyside, who are looking to change their current training package and have asked for IPMBA to deliver their cycle training. Officers from Merseyside attended the IPMBA Course in York and look to start delivering IPMBA training to its officers shortly. Again this is encouraging as it shows not only that IPMBA are recognised as delivering good quality cycle patrol training, but that our training is considered the

best THE BEST cycle patrol training available in the UK. Needless to say, we'll be doing all that we can to encourage Merseyside – another large metropolitan force – to take on IPMBA training as its standard from now on! West Mercia is looking seriously at adopting IPMBA training as well, after having sent representatives to the York seminar for several years running and sending cycle officer John Westlake through the November 2004 course here in York. Finally, Charlie Irvine reports that he will be conducting several courses for the British Transport Police and Norfolk in the coming weeks.

IPMBA and the UK Cycle Show

The UK's biggest cycle show was held at London's Excel Centre over 13-16 October, and of course IPMBA was there. Sgt Charlie Irvine, arguably the Metropolitan Police's finest bike officer, promoted IPMBA to trade and public alike at this event, which is the main UK event for all those wishing to see what next year's bikes will be wearing. Charlie has been promoting IPMBA in London and the UK for the last couple of years, and is one of its longest-serving UK members and instructors. Charlie was joined by Matt Langridge and Mark Jenkins, both newly certified instructors, from the Thames Valley Force, as well as Tom Lynch and Keith Plummer from LAS. They gave demonstrations of Police/EMS working together on the streets of London by using a scenario of a collapse. The police would arrive and assess the situation, then call for EMS. They would turn up and treat the casualty whilst the police "kept London moving". They also delivered the "Cycle Safely" talk at various intervals throughout the show. The Cycle Show is another opportunity to promote IPMBA to the public and hopefully secure some trade and industry sponsorship (and knowing Charlie, a few freebies as well!). This is the third year that IPMBA has been present at the UK Cycle Show and the hope is that our continued presence will help to build on many of the trade associations which are developing in the UK at this time.

Speaking of Charlie, he was invited to assist with the Tour of Britain cycle races back in September. An on-air interview about cycle patrol was to have been conducted, but we all

know how the press operates, and the interview never happened. Nonetheless, Charlie reports that it was very exciting to be involved with such an event, and he hopes to do it again next year.

Bike Cop Injured

On a less happy front I was saddened to see that a bike patrol officer in London was injured in October. During a routine stop-check in the North Kensington area of London, two officers were attacked by a male, who stabbed the cycle officer and sprayed his colleague with CS Spray. Despite their injuries, the officers were able to give chase and two men were subsequently arrested. This is another example of how officers on bike patrol are on the front line of policing the world over. We wish the officers all the best and hope for a speedy recovery.

This follows not too long after an incident reported by Matt Langridge involving a suspect grabbing a bike officer's helmet. See

page 29 for more information. This may seem like a rash of injuries to bike officers, but is simply another reflection of growth in the use of cycle patrol.

Ton Up!

One last thing – for the first time since its creation, IPMBA's UK membership has topped the 100 mark! As of the end of October, UK IPMBA membership stands at 103 members, thanks in no small part to Cycle-Force UK (distributors of Smith & Wesson, Mocean, and Patrol Cycle shoes), which purchases an IPMBA membership for each new owner of a Smith & Wesson bike.

This is something of a landmark for us and reflects the esteem in which IPMBA and its products are held by a growing number of UK forces and officers. I hope that this growth can continue apace. 103 is a membership that we could only have dreamed of two years ago. The current number of members goes to show what perseverance and determination can achieve within a relatively short period of time – next stop: 1000 UK members!

On a final note, the annual emergency services cycling seminar will be held 15-16 July 2006 at a new venue in Southampton – details coming soon!

All the best,

Nigel Tottie

good news ...
the IPMBA
message is being
spread to more
and more of our
colleagues across
the country

Swift Response to Terror Bombings Recognized

London Ambulance Service commended by Prime Minister Blair

Britain's Prime Minister Tony Blair, left, and his wife, Cherie, second left, meets paramedics at the headquarters of the London Ambulance Services (LAS), Friday, 8 July 2005, as he thanked members of all the rescue and public services who helped after the bomb explosions in London. Pictured with Tony Blair are Cycle Response Unit member Paul Davies and Motorcycle Response Unit riders Matt White and Larry Perkin. Also present were Tom Lynch, Claire Tinker, and Keith Plummer.

IPMBA is proud of all the cycle officers and paramedics who responded to the bombings. IPMBA instructor James Aveling of the City of London was one of the first onto the tube itself at Aldgate. He assisted in evacuating the passengers and carrying out stretchers. He was joined by fellow instructor Mark Cockram and other members of the City bicycle squad. Meanwhile, Charlie Irvine of the Metropolitan Police was helping keep order at the Royal London Hospital.

The real recognition, however, belongs to the members of the London Ambulance Service. IPMBA members Tom Lynch, Paul Davies, Simone Macadam, Pat Andrews, Keith Plummer,

Lee Emmett and Claire Tinker (on the helicopter that day) were among the many ambulance personnel who provided aid and comfort to the injured. According to Charlie Irvine, they went "through the mill" that day, dealing with some terrible situations.

IPMBA is honored that Simone Macadam and Claire Tinker have agreed to share their experiences during the workshop *LAS Response to the London Terror Bombings* at the 16th Annual IPMBA Conference in Dayton. Don't miss this rare opportunity to learn about the incident itself and how the London Emergency Liaison Panel's *Major Incident Procedure Manual* helped ensure that the response went smoothly.



London Ambulance Service Heathrow Unit Update

by Gerard Robinson
London Ambulance Service

As of August 2005, the London Ambulance Service's Heathrow Unit has continued to meet with much success. After the trial which was so unbelievably successful in Terminal 4, reported in the Spring 2005 issue of *IPMBA News*, it was suggested by one of our managers that to be completely fair, we should reposition the trial to

the other terminals in the airport. This went ahead from the 13th of June and has enabled us as a cycle response unit to cover all three terminals in what we call the Central Terminal Area.

This was met with as much enthusiasm as in Terminal 4 in October 2004, when the original trial began. In the month of June alone, the cycle response unit responded to in excess of 90 calls. During this time, one of our cyclists, Mick Hampson, was first on scene to two cardiac arrests, which have both been successful. That brings a total of three

successful responses to cardiac arrests since October 2004.

We are now looking to return to Terminal 4 on a semi-permanent basis whilst ongoing negotiations take place between the London Ambulance Service, and British Airport Authorities.

We hope to be a permanent feature at Heathrow in all Terminals by this time next year.

Gerard is a member of the Heathrow Cycle Response Unit. He can be reached at Gerard.Robinson@lond-amb.nhs.uk.

A Most Arizona

(Continued from page 22)

of the Sierra. Simon took us on a 24-mile loop of his favourite singletrack (the park itself has over 200km of dry, rocky and sinuous singletrack – heaven!) including a climb of the locally renowned "Mil Curvas" (1000 Curves). This 6-mile track actually has only 85 curves, but "Ochenta y Cinco Curvas" doesn't roll off the tongue quite as easily! The ride was breathtaking and was the best singletrack I have ever ridden, with technical climbs, swooping, rocky descents, fast loops of technical forest paths and SUN!

Such was the lure of the tracks in the park that we returned for our last day, completing a 30-mile loop which allowed us to ride two of the best tracks we had

found – the Umbria de Pena track, a 6-mile drop from the top of the park to the visitor's centre above Alhama, encompassing rocky, technical drop-offs with fast-winding singletrack – and at the end, a descent of Mil Curvas, equally technical, but without the sweat and effort of climbing!

In all we had a superb week. We rode every day, covering a total of 164 miles by the end of the trip. The weather was superb, and Ian was good company. What stood out for me, though, was the high quality of the rides together with the relative tranquillity of the area – apart from the Sunday, when we saw quite a

few riders and walkers about, the Park was very quiet and we had the tracks all to ourselves.



Courtesy Nigel Tottie

Ian climbing past cacti in the Sierra Espuna.

Whilst many of you in the States will have access to such superb riding conditions, here in the UK dry rides are a rarity, and dry rides of such quality are unheard of!

If any *IPMBA News* readers are considering a trip to Spain, I would encourage you to try the delights of the

Sierra Espuna – it is a fairly small park away from the beaten track, but well worth the effort of a visit. I guarantee you'll come back with the biggest grin you've ever worn. Not Arizona, but surely the next best thing!

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

IPMBA Instructors would be the first to admit that the *Effective Cycling* video is a little out of date and not exactly thrilling to watch. However, the information it conveys is essential to the safe and effective operation of a public safety bicycle. IPMBA Instructor Carl Lunsford, EMSCI #083, has found a tool that you can use to help make sure that your students pay attention to the video. Carl has begun administering this test in his class to ensure that his students understand the principles of vehicular cycling. It can also be used as a pre-test to gauge your students' knowledge prior to the start of the class.

The test was developed by League Cycling Instructor Fred Oswald (LCI #947). It was intended as a "Bicycle Diversion Training Program" – a supplement or alternative to the traffic fine for bicycle-related traffic violations (including violations by motorists who endanger or harass cyclists). It can, however, be adapted for a variety of purposes, including training police and other law enforcement officials in the Rules of the Road as they pertain to bikes. For more information about the test, contact fred at f.oswald@earthlink.net.

[Http://crankmail.com/fredoswald/CyclingKnowledgeTest.pdf#search=%27effective%20cycling%20test%27](http://crankmail.com/fredoswald/CyclingKnowledgeTest.pdf#search=%27effective%20cycling%20test%27).

Carl, who works for King's Daughters Hospital in Madison, Indiana, was certified as an IPMBA Instructor in 2002. He can be reached at cdlunsfo@seidata.com.

More Miles Doesn't Mean Better Training

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

Instructor candidates have to wonder why we talk about Maslow's *Hierarchy of Needs* in the IPMBA Instructor course. Some of you may remember it from your college psychology or sociology classes. Quite simply, Maslow's principles apply to IPMBA Cycling classes. IPMBA trains adult learners who are civilian police officers, medics and security personnel. We do not train Marines or Army Rangers. Expectations are different and so is the training philosophy. Using a torture ride as a "right of passage" or a "bonding drill" should be saved for an in-service exercise if you really think it's necessary; riding fast and far as a way to impress students with how good you are is tasteless, tacky and unprofessional.

The most basic level of Maslow's Hierarchy looks at physiological needs like food, water, and shelter. If students aren't sufficiently hydrated, lack adequate nutritional stores, or have improper clothing for the weather, their ability to learn is going to suffer. They may not be able to perform the skills, and likely will not even assimilate information into their knowledge base.

The next level in the Hierarchy dictates that students need to feel both comfortable and safe. Most of the students coming into my basic IPMBA Cyclist classes have not been serious cyclists. Many do not have the conditioning to ride a bicycle for miles and hours on end. Some haven't even

ridden a bicycle for more than a few blocks since they got their driver's license! Some individual departments have established fitness requirements to even get into the training course. That is to be commended and emulated. But even then, putting in miles instead of developing and honing public safety and traffic skills, may not be the best use of limited training time.

How does this all relate to Maslow? We occasionally hear about IPMBA Instructors who take basic students on long rides that last an entire afternoon and cover 20 to 30 miles – or more. What does it accomplish? For many of the students, this distance is just too far. Their

Most experienced urban bike officers, who are expected to do police work, don't ride 30 miles in an entire shift, let alone ride in one stretch.

butts hurt, their legs and feet hurt, and their backs and necks feel stiff and painful, too. This pain may even affect them throughout the remainder of the class.

The important lesson from Maslow is that once the students' comfort or feeling of safety is gone, the learning process essentially stops. If the idea is to let them know their fitness level needs improvement, the point can be made in a much shorter distance. In my classes,

students have complained about going too far after only a 12-15 mile ride that was mostly flat and not very fast! If the reason for the ride is to expose them to riding in traffic, you can accomplish that by riding in concentrated areas where traffic is complicated and requires proper riding and lane use techniques.

If students come into your class with sub-par fitness, I can guarantee you that you won't get them in shape in a single week. Not if you are trying to teach them how to function as a public safety cyclist. Once they possess the basic skills, and have realized that they need to get in better shape, students can improve their conditioning on their own time.

Let's look at some facts. Most experienced urban bike officers, who are expected to do police work, don't ride 30 miles in an entire shift, let alone ride in one stretch. The majority of their riding is done slowly so they can better police their area. Realistically, what is the farthest a bike officer will ride to an emergency or call in progress? A mile or two is the farthest most will ride to a hot call. Any farther than that and it won't be hot anymore, or, there will be car-bound officers on scene already.

So, how far is too far when it comes to a group ride for class? IPMBA Instructors teaching a basic course should keep their group rides to less than 6-10 miles at a time. Instructors who are serious "roadies" may want to read that – and the above

(Continued on page 28)



Congratulations, New IPMBA Instructors!

Congratulations to the following individuals for successfully completing the IPMBA Instructor Course! Two were held recently, one in Washington D.C., July 18-22 and one in El Paso, Texas, August 8-12.



Washington DC Graduates:

Carmon Bair, Wright State University Police Dept., Dayton OH; **Mark Balazik**, GWU Police Dept., Washington DC; **Jeff Braden**, George Washington Univ. Police Dept., Washington DC; **Brian Burke**, Bristol Police Dept., Bristol RI; **Adam Clifford**, Bristol Police Dept., Bristol RI; **Todd Clingenpeel**, Roanoke Police Dept., Roanoke VA; **Michael Glaubach**, George Washington Univ. Police Dept., Washington DC; **David Heffer**, George Washington Univ. Police Dept., Washington DC; **Craig Medley**, Annapolis Police Dept., Annapolis MD; **James Pierce**, Miami Dade County School Police, Miami FL; **Robert Williams**, SUNY @ Purchase Police Dept., Purchase NY; **Francis Williams**, George Washington Univ. Police Dept., Washington DC.

IPMBA is proud to announce that the U.S. Border Patrol has selected IPMBA as its training provider. PCITs Tom Woods and Kirby Beck certified 14 border patrol agents at an Instructor Course held in El Paso, August 8-12, 2005. These instructors will be responsible for preparing their fellow agents to use their bicycles effectively as part of protecting the U.S. Border. All agents in the class are responsible for patrolling sections of the US-Mexico border, where they encounter unforgiving terrain and challenging riding conditions.

El Paso Graduates: **Leon Baker**, US Border Patrol, El Paso TX; **Ernest Galvan**, US Border Patrol, El Paso TX; **Gonzalo Hernandez**, US Border Patrol, Weslaco TX; **Alfredo Jimenez**, US Border Patrol, San Diego CA; **Dan Jones**, US Border Patrol, El Paso TX; **Carlos Lopez**, US Border Patrol, Laredo TX; **Salvador Maciel**, US Border Patrol, Calexico CA; **Mario Mata**, US Border Patrol, Eagle Pass TX; **Thomas Matthews**, US Border Patrol, El Paso TX; **Abelardo Meza**, US Border Patrol, El Paso TX; **Gregory Nicklaw**, US Border Patrol, Nogales AZ; **Raul Orozco**, US Border Patrol, El Paso TX; **Edward Signorino**, US Border Patrol, Yuma AZ; **Robert Velez**, US Border Patrol, Deming NM.



Special thanks to Naipo Robertson of UTEP Police (front & center), who, according to Tom and Kirby, help make this one of the best IC's yet!

More Miles Doesn't Mean Better Training

(Continued from page 27)

paragraph – again. To you, 6-10 miles may seem like merely a good start, *but we are not training roadies!* The pace should be set by the slowest rider in the group. Painfully slow is better than just plain painful! If a student is too unfit to be there and is holding back the rest of the students, address it privately after class, and negotiate with them about dropping out of the training.

If your area is particularly hilly, you may wish to make the route shorter and offer more rest breaks. It is always a good idea to give riders a break somewhere in the middle to make sure they hydrate, rest their infrequently used muscles, use a rest room and to get the blood flow back into their buttocks. If you go much farther, or forget to give them a break, the students' learning process will suffer too.

If you are one of those Instructors who believe that riding great distances is important, you may wish to view it from a different perspective. Students who hurt aren't having fun, nor are they learning

anything. They may in fact become distracted, and as a result, become more dangerous. Pain and discomfort trumps learning. All that may be accomplished is to make students think badly of you, your class and IPMBA.

Kirby is a founding member of IPMBA, one of the authors of the Complete Guide to Police Cycling, and a former member of the Board of Directors. Since retiring, he has begun a bicycling consulting business, offering his service as an expert witness and educator. He can be reached at kirbyp42@aol.com.

Helmet Caution

Don't forget this important piece of equipment when practicing tactics

On 15 August 2005, Matt Langridge of the Thames Valley Police in Thames Valley, England, reported an incident in which an inspector became embroiled in a struggle with a suspect. While they were wrestling, the suspect managed to get his arm around the inspector's head, causing the helmet strap to cut into his windpipe. Unable to undo the strap because his arms were impeded, the inspector bit into the suspect's stomach area, which was smothering his face. He then managed to roll his attacker off of his face and

unbuckle his helmet as the fight continued. He sustained bruised ribs and scratched knuckles, and the suspect was apprehended.

IPMBA member Peter de Vogel of Politie Zuid-Holland-Zuid offered the following advice for defending oneself against the grabbing of one's helmet.

"Police mountain bikers wear helmets. In our contacts with the public, we usually unbuckle our helmets to prevent injury if the helmet is grabbed. As we know, in stressful situations we may forget to

unbuckle the helmet, or, there may not be time. Therefore, in my force, we practice two ways of dealing with someone who grabs or twists your helmet.

The techniques described below and illustrated with photos should be practiced under the supervision of an IPMBA-certified trainer."

Peter can be reached at peter.de.vogel@zuid-holland.politie.nl.

Matt can be reached at matt.langridge@thamesvalley.pnn.police.uk.

If the suspect grabs your helmet and pulls you forward, do not resist. Go with the flow. Push with your hand in the groin. This causes imbalance for your opponent. You may also pull his ankle, causing your opponent to fall and loosen his grip. You can then step away and summon him to stop, or, if necessary, use your OC spray.



If the suspect twists your head, do not resist. Turn and use your elbow. Step away and use an armlock or OC spray.



First Security Cyclist Course held in Canada

Steve Forbes, PCI# 743, became the first IPMBA Instructor to conduct a Security Cyclist Course in Canada. The class was held July 16-19, 2005, at the Chinook Centre in Calgary, Alberta, one of the largest shopping malls in Western Canada. Steve reports that the students enjoyed the experience and did very well. The security officers will patrol the parking lots, loading docks, and other areas difficult to reach by automobile. Director of Security Jody Reid also attended the course.

Steve, an officer with the University of Guelph in Ontario, is one of only two IPMBA Instructors in Canada. In addition to training police and security cyclists, he is actively involved in civilian cycling education. He can be reached at sforbes@sec.uoguelph.ca.



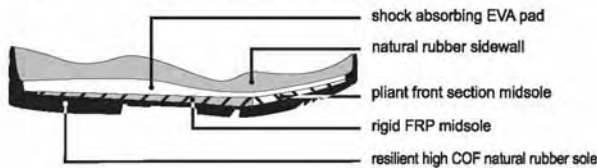
AVOID INJURY

When cycling the support of properly designed footwear with a stiffened sole is essential to prevent work related injury and maintain long term foot health whether riding clipped in or with regular pedals. Plantar Fasciitis and Metatarsalgia are just two of the painful foot conditions that can result from wearing inappropriate footwear when riding on bike patrol.

WEAR APPROVED FOOTWEAR

Patrol shoes are made for public safety bike patrol officers and designed for pedaling efficiency and comfort on the bike while the aggressive natural rubber tread gives real grip when in pursuit off the bike.

SM-801 SHOE SECTION SHOWING THE UNIQUE BIO SOLE CONSTRUCTION



SPECIAL IPMBA DISCOUNT PRICE

67.95

PLUS SHIPPING & HANDLING 8.90

REGULAR RETAIL 109.05

Made from soft top grain leather, Patrol shoes breathe naturally for comfort and hygiene and can be polished to look smart and professional. The SPD-compatible midsole accepts all popular MTB cleat systems.



SM-801 PATROL SHOE

ORDER www.patrolcycle.com
freecall 800 208 2032

DISTRIBUTED BY
PATROL BIKE SYSTEMS
P.O. BOX 9308
ST PAUL, MN 55109-0308



PRESIDENT
Monte May ('07)
Kansas City PD
11109 Hickman Mills Drive
Kansas City MO 64134
816-234-5550
president@ipmba.org

VICE PRESIDENT
Jim Bowell ('08)
Troy FD
19 E Race Street
Troy OH 45373
937-335-5678
vp@ipmba.org

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

CONFERENCE COORDINATOR
Jeff Brown ('08)
Dayton PD
335 W Third St
Dayton OH 45402
937-333-1108
conferences@ipmba.org

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

EDUCATION DIRECTOR
Donald Reed ('08)
Denver PD
1331 N Cherokee St
Denver CO 80204
303-475-4292
education@ipmba.org

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

EMS COORDINATOR
Neil Blackington ('07)
Boston EMS
767 Albany Street
Boston MA 02118
617-343-2367
ems@ipmba.org

MEMBERSHIP COORDINATOR
Chris Davala ('08)
Maryland State Police
2765 N Salisbury Blvd
Salisbury MD 21811
410-641-3101
membership@ipmba.org

The holidays are here!
Maybe Santa will leave an IPMBA jersey under your tree! See page two for more details and place your order today!

LOOKING FOR GREAT IPMBA PRODUCTS?

Check out Hidden Gold Gifts & Collectibles!

Official Supplier of IPMBA Merchandise

Great-looking products at even better-looking prices!

 *Polo Shirts*
 Hats
 Henleys
 More

 "Visit IPMBA at www.ipmba.org"

IPMBA LOGO PRODUCTS: FOUND ONLY AT HIDDEN GOLD GIFTS & COLLECTIBLES

SHOP FOR GREAT PRODUCTS TODAY
www.hiddengoldgifts.com/IPMBA.htm

Email: hiddengoldgifts@comcast.net
Call: Chris at 615-394-8552

Join IPMBA Today

For individual public safety cyclists.
 Mail, with membership fee of \$50, to address on page two.

Name _____
 Title _____
 Home Address _____
 City _____ State _____ Zip _____

_____ Country _____
 Home Phone () _____
 E-Mail _____
 Department _____
 Department Address _____
 City _____ State _____ Zip _____
 Country _____
 Dept. Phone () _____
 Dept. Fax () _____

New Membership
 Renewal (Membership Number (_____)
 Police EMS Security
 Other _____

How did you hear about IPMBA: _____

 **PATROL BIKE SYSTEMS**

"We put cops behind bars"

The most comprehensive one stop shop for all your patrol biking needs. Staffed by knowledgeable experienced cyclists who have been serving law enforcement for over 10 years. We not only sell bicycle equipment, but we ride them, build and service them and race them. We carry top of the line brand names at nationally competitive prices. Call us for firsthand experience on how we can assist you in your bike patrol needs.

We carry:

- Bicycles
- Bicycle Accessories
- Clothing
- Shoes
- Communications Equipment
- Law Enforcement Lighting
- Helmets
- Tools
- Books and Service Manuals

Patrol Bike Systems Inc.
 PO Box 9308, St. Paul, MN 55109-0308
Phone: 651-773-8763 Toll Free: 800-208-2032 Fax: 651-773-8762
 View our soon-to-be-updated online catalog at www.patrolbike.com

The 16th Annual IPMBA Conference ~ May 6-13, 2006

Dayton, Ohio: The Birthplace of Aviation

Top 10 Reasons Why Dayton is One of America's Most Bicycle Friendly Communities:

1. A network of nearly 150 miles of paved bicycle paths, linking nearly every town in the Greater Dayton Area.

2. Bike Miami Valley, a nonprofit bicycle advocacy group formed by Horace "Huffy" Huffman, Jr. in 1965 to promote and enable safe bicycling in the Miami Valley, is one of only a handful of multi-jurisdictional bicycle advocacy groups in the nation.

3. Since the late 1800s, Dayton has been the home of the Davis Sewing Machine Company, predecessor of the Huffman Manufacturing Company, now Huffy Bicycle Company, one of the largest bicycle companies in the world.

4. The Bicycle Friendly Manual, a bikeway development guide for landscape architects, engineers, planners, businesses, developers, bicycle advocates, and elected officials, was contracted by the Greene County Park District, with funding provided by several area organizations, including the city of Xenia and the village of Yellow Springs, and Bike Miami Valley.

5. The Dayton Cycling Club, also founded by "Huffy" Huffman, will celebrate its 45th anniversary in 2006. Membership of this touring/riding/racing group is about 700, and includes co-founder Clair Duckham, a 95-year-old avid cyclist who still rides 35 miles round-trip on his modern Campagnolo-equipped Bianchi every Sunday for breakfast.

6. The Ohio Bicycle Federation (yes, also founded by "Huffy" Huffman, in 1980), based in Dayton, is the only advocacy organization representing Ohio's bicyclists at the state level.

7. Public service organizations: Five Rivers MetroParks owns, operates, and maintains nearly 50 miles of bikeways, using bicycle officers to keep trails safe and teach safety courses; the Miami Conservancy District, formed in 1915 to build dams and conserve Dayton's river corridor, also owns, operates, and maintains nearly 30 miles of bikeways; and Greene County Park District, which leads the way in effective bike trail planning, development and maintenance with more than 50 miles of paved bike trails, including 12-15 active Trail Sentinels (volunteer safety assistants).

8. Yellow Springs, a small bike-crazy town recognized by the League of American Bicyclists as a "Bicycle Friendly Community" in May 2001.

9. Dayton is where the world's most famous aviators, Wilbur and Orville Wright, were bicycle manufacturers extraordinaire before their historic flight in 1903. The Van Cleve and St. Clair models were coveted throughout the Midwest. Many of the mechanical, moving parts on the first airplane were actually spare bicycle parts the brothers had on hand.

10. Most of Dayton's 1,300 public RTA buses are equipped with bicycle racks, courtesy of Bike Miami Valley's efforts in 1996.

Information courtesy of Bikemiamivalley.org

FUNDING



International Police Mountain Bike Association
583 Frederick Rd., Suite 5B
Baltimore MD 21228

NONPROFIT ORG
U.S. POSTAGE
PAID
BALTIMORE MD
PERMIT NO. 3361