



An Ongoing Theme

by Maureen Becker
Executive Director

Success is an ongoing theme at IPMBA. We enjoy celebrating the achievements of our members and their bicycle units. Never does a week go by without at least one bike patrol success story appearing in the media somewhere in the world. Bikes may be able to operate in stealth mode, but they sure are getting noticed!

Success must be the reason that use of bikes in public safety continues to increase. The latest figures from U.S. Department of Justice show that as of June 2003, 45% of local police departments (up from 43% in 2000), and 16% of sheriffs offices (down slightly from 17% in 2000), deploy officers on bikes.

These reports (*Sheriffs' Offices 2003* and *Local Police Departments 2003*) went on to provide detail about the number of bikes – a first! According to their research, there are 28,724 bikes in police departments and 3354 in sheriffs' offices. That is an average of six bikes per 100 sworn officers and two per 100 sworn deputies. The highest ratio is 11 bikes per 100 officers, in jurisdictions serving populations of 2,500-9,999. Big cities – those with populations in excess of one million – have a ratio of 3:1. All this data is important, but the very fact that it was collected speaks volumes about the role of the bike in law enforcement.

Bikes may be able to operate in stealth mode, but they sure are getting noticed!

Unfortunately, data on the use of bikes in the EMS field is not readily available. In 2002, the JEMS 200-City Report indicated that 52% of the nation's largest cities employed a bike team at least occasionally. It is likely to have increased since then as more EMS agencies are discovering the versatility of the bicycle and enjoying the access it provides to congested areas. Data on the third branch of public safety cycling – private security – is even more lacking. As a trend, security cycling has not yet “appeared on the radar screen” of the largest association of security professionals, ASIS, although IPMBA has brought it to their attention. It may take a few more success stories before they take notice.

Speaking of success, the second edition of the *Complete Guide* is making excellent progress. The review team has nearly finished submitting their comments, which will now be compiled and considered. The plan is to “launch” the book into production by the end of year in hopes of having the book make its debut at the conference. Now, that would be a success!

Note: for more information about the data referenced above, please download the Fact Sheet from the Fact Sheet (FAQ) page at www.ipmba.org.

After 30 Years ...

Officer passed on promotions to stay on streets

by James Carlson
The Capital-Journal
July 14, 2006

There is a picture on a wall in the basement of the Law Enforcement Center of the original five members of the force's bike patrol. Second from left is Artie Gonzales, with jet-black hair and a mustache. He is thin and muscled, a taut frame that is the product of years of physical activity.



Thirteen years later, Gonzales is the only member of that original group still on the bike patrol. But other than a small peppering of gray hair around his temples, the 36-year veteran hasn't changed. Still thin, still muscled, he is just as active as he ever was with the bike patrol.

That will change on July 28.

Gonzales, the longest tenured officer with the Topeka Police Department, will retire that day. Referred to by one fellow officer as the “consummate patrolman,” Gonzales refused numerous chances for promotion so he

(Continued on page 26)

inside

Board List.....	28
Instructor Corner.....	29-31
IPMBA Corporate Members.....	15
IPMBA Remembers.....	21-23
Issue Focus: Success.....	5-10
Member News.....	24-28
News from the UK.....	19-20
President's Column.....	2
Product Purchase Program.....	11-14
Product Reviews	
Cannondale Grind Pants.....	16
Crateworks.....	18
Cygolite.....	17



A good friend of mine left the IPMBA board this past September. Donald "Corky" Reed tendered his resignation and the entire board wishes him the best in all his

endeavors. Corky will be missed for his quick wit and his enthusiasm for improving IPMBA. Until the annual conference in Baton Rouge (April 14-21, 2007), I will assume the role of Education Director. I held this position for my first two years on the board, so I'm familiar with its functions and the education committee. I look forward to working with this dedicated group of IPMBA members in the coming months.

Merriam-Webster defines professionalism as "the conduct, aims, or qualities that characterize or mark a profession or a professional person." As public safety officers, we always try to present a professional image to the public. We do this for many reasons. It helps us in dealing with the public, giving testimony during a court proceeding, or working with the medical staff in an emergency department. Many police departments strive to achieve CALEA accreditation to show their professionalism. All department heads discuss professionalism during annual budget talks.

Just as you and your department try to show your professionalism to the municipal administration and the public, IPMBA tries to present a professional image also. There are many ways that IPMBA has done this, including:

- ▶ Having full time staff responding to members' questions, concerns, and requests for information. These are usually responded to within 24 hours.
- ▶ Publishing a quarterly newsletter that is professionally designed and edited.

While improvements don't happen overnight, they are always

- ▶ Maintaining a user-friendly website for individuals interested in public safety cycling. This website is updated regularly to keep the information current and fresh.
- ▶ Posting an online database to locate instructors in the US and abroad.
- ▶ Being governed by a board of active public safety cyclists who have a combined 147 years of experience in law enforcement, EMS or the fire service and 83 years as public safety cyclists.

While these things help make IPMBA a professional organization, we will not rest on our laurels. As a board, we have worked to develop our own professionalism. We have brought in experts to help with board member development and strategic planning, created an orientation for new board members, and strived to

improve both internal and external communications.

IPMBA is currently in the process of developing the 2nd edition of the *Complete Guide*, complete with new lesson plans and a professionally developed PowerPoint slides. Each year our annual conference gets better and better because we bring to you the very best instructors.

These are exciting times. While improvements don't happen overnight, they are always happening. I hope each of you will benefit from them. If you have any comments for your board, please feel free to contact any of us. You can find our contact information on our website at www.ipmba.org.

I wish each of you a happy and safe holiday season.

Jim Bowell

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Note: these items can found at <http://www.hiddengoldgifts.com/ipmbacyclingjersey.htm>, or can be ordered by phone or email.



ipmba news

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success

Success is defined pretty easily. If an idea works after time and effort put it in motion — it is a success. A goal reached is a success. In public safety cycling, success takes many forms. A patrol makes an exceptional arrest ... a suspect is tracked down ... bicycles are donated ... a life is saved ... bike units reduce crime ... funding is allocated.... *all* success stories! Please enjoy, and be inspired by, the following snapshots of public safety cycling success. Pages 5 - 10.

Violent Crime in City Drops Significantly

Police attribute drop to creation and strengthening of special crime units

by **Steven Overly and Will Skowronski**
Diamondback Online - College Park (MD)
September 18, 2006

College Park crime has seen significant drops in nearly every area except theft, police officials said last week, indicating substantial gains toward curbing the city's violent crime trends that peaked last year.

Maj. Kevin Davis, who last November was named commander of District 1 — the Prince George's County Police area where College Park is located — said the creation and expansion of specialized police squads and a focus on community-based policing contributed to the decline in crimes like robberies, which plagued the city and the campus last year.

At this time last year, Davis said, city residents had reported 21 robberies in College Park. Fourteen have been reported this year, he said, and police have made six robbery-related arrests. That success is due in large part to the district's robbery suppression team, which Davis said was increased in size earlier this year to more effectively combat the crime.

Commercial robberies have experienced the largest decrease of all city crime this year, with a 63 percent drop, Davis said.

"That's big for the business owners," Davis said. "Not for those eight who were hit, obviously, but those are some encouraging numbers."

Davis said since people willing to commit robbery are often later involved in more serious crimes, the crime has always drawn strong concern by officials, particularly in College Park.

(Continued on page 6)

Police Get Some New Wheels

by **Joseph Cole**
Hamden Chronicle - Hamden (CT)
October 13, 2006

"They help us all year round and nobody really thanks them," said Connecticut Classic Chevy President George Civitelli about why the car club chose to make a donation to the police department.

Originally the car club had looked to donate bullet-proof vests to the department. However, regulations and guidelines made purchasing the vests too impractical for the club. So Civitelli turned to friend, car club co-founder and former Police Chief Jack Kennelly for suggestions.

"I asked Jack if he thought [the bicycles] would be appropriate and he seemed to think so," said Civitelli.

The bicycles themselves are specially equipped and reinforced for high-impact use on trails and the streets. They even include sirens. Civitelli estimated the cost of each around \$1,000 fully equipped. He said they were outfitted by Zane's Bicycle Shop.

"They do a lot of police bikes for a lot of cities," said Civitelli. "They are one of the best."

The bikes will allow officers to patrol hiking and other areas where a squad car can't easily go.

The money for the bikes came from the annual Memorial Day car show the club holds at Quinnipiac University. Civitelli said it is one of the largest shows in Connecticut and requires a lot of preparation. He also expressed thanks to the university for providing grounds year-after-year for the show. The next one will be the 13th show.

He estimates that the club has given away more than \$200,000 to charitable organizations since its inception. Recipients have included hospices and cancer fighting organizations.

"People don't really know how much we help," said Civitelli.

The bicycles were presented to the town during the Legislative Council's October full-council meeting, during which President Al Gorman called the club and their donation a blessing to the community.

"It is exciting to see the cars," said Gorman. "But it is more exciting to see these gentlemen and their involvement in the community and the benefit we get from it."

Police Chief Tom Wydra was in attendance to officially accept the bicycles, though they had already been officially delivered to the department and assigned to officers. The officers and bicycles were on hand in the council chambers.

I hope in the near future we are able to utilize these in an effective way," said Wydra. "Especially along the canal line."

"But it is more exciting to see these gentlemen and their involvement in the community and the benefit we get from it."



Wetaskiwin Times Advertiser - Alberta, Canada
September 11, 2006

Kudos to the Wetaskiwin RCMP's bike patrol for their quick work in tracking down to suspects after a shoplifting complaint.

Const. Drew Burchett explained the case saying RCMP responded to a shoplifting complaint at the Extra Foods.

"Information received indicated that two males entered the store and departed without paying for a number of food items," reported Burchett.

"A member of the Wetaskiwin bike patrol happened to be in the area and responded almost instantly."

Both males, an adult and a youth who was outstanding on a Canada-wide warrant, were apprehended a block away and charged. The youth was sent to remand in Edmonton.

"In many cases, the bicycle can respond quicker than the traditional police car," explained Burchett, adding the Wetaskiwin detachment utilizes two police bicycles for general patrol duty.

"Police on bikes are not expected and as a result we can get close to the bad guys before the even notice we're police."

Charged with theft and possession of stolen property is 29-year-old Peter Anthony Schickerowski and a youth who cannot be identified.

"Police on bikes are not expected and as a result we can get close to the bad guys before the even notice we're police."

Violent Crime in City Drops

(Continued from page 5)

"[College Park has] a huge population of people walking around on foot, and when you have folks walking around on foot it presents an opportunity to criminals to prey on," Davis said.

Davis said police have been directed to conduct frequent stops of suspicious people on foot, which he said leads criminals to second guess coming into the area. One hundred thirty-two suspicious people were stopped this year, compared with 92 at this time last year, he said.

The increase in stops was made possible by 14 officers added to District 1 after a large class of police recruits was graduated in August, Davis said.

"We're getting younger officers, we're getting more officers, and the more officers you get the more time they have to do more than just respond to calls of service," Davis said.

Davis said 129 recruits began training in July, and another class of more than 100 starts in October, which Davis said should help drive continued downward trends.

"What that means is that a few months down the road I get another infusion of young police officers in District 1 and that gives me the ability to do things like create a second special assignment team and add manpower to the robbery suppression team," Davis said. "It's amazing what you can do with additional human resources."

Citizen efforts have also contributed to the downward trend, with neighborhood watch efforts becoming centralized and more effective within the past year, said Kim Lugo, a College Park resident and coordinator of the city's neighborhood watch program.

"I have to say it's due to Major Davis organizing his shifts well and working with the community," Lugo said. "He is a big supporter of neighborhood watch. I think word is getting out that we're watching."

The city took action this year as well, and increased funding to \$500,000 annually for a supplementary police force of officers to patrol city streets. The force, referred to as contract police, is

made up of Prince George's County officers who work for about \$50 an hour during times they aren't scheduled to work for the county.

College Park Public Services director Bob Ryan said the funding is enough to pay for about 4 1/2 full-time officers.

The force "targets police services that the other agencies normally don't have time to do because they are responding to calls or working on their other investigative assignments," Ryan said.

The city also bought 10 bikes for the county police with about \$10,000 that was left over from the contract police program budget.

"Police on bicycles gives them a better feel for what goes on in the area," College Park Mayor Stephen Brayman said. "It also gives them access to areas that might be hard for them to breach in a cruiser."

Davis said the bikes will also bring officers closer to the community, eliminating the barriers — both perceived and physical — that a police cruiser creates.

"You see cops on bikes that you're more inclined to speak to and you're more inclined to get out and talk to them," Davis said. "You shouldn't only talk to a police officer when you're reporting a crime. Our guys are human beings, and I like them to be as approachable as they can be."

Contact reporter Steven Overly and Will Skowronski at overlydbk@gmail.com.

Who Says Bikes Aren't Useful?



by Brad Miller, PCI# 928
Lewisburg Police (PA)

I work in the town where Bucknell University is located. The university is actually divided into two halves. One half is in the Borough of Lewisburg and the other is in East Buffalo Township. Both Lewisburg and East Buffalo Twp. have police departments with jurisdiction on campus. Bucknell University also has a Department of Public Safety (BUPS).

Moral of the story:

Three bike cops corral and catch two bad guys...

Nine patrol officers in cars can only watch...

Quoting an obviously intelligent person, "Bike cops rule!"

I was on duty, riding with an officer whom I had trained in August. We decided to roll onto campus to chat with one of the Bucknell officers who was also in my August class. He was the only BUPS officer on bike that night. We met in a part of campus that was in East Buffalo Twp. While we were chatting, another university officer called for assistance. Someone had just

smashed out some windows at a fraternity, and the suspects were running along "Frat Road". Well, there we were....three bike cops, only about 100 yards away. My partner and another BUPS officer, who was on foot, took off for the bad guys. The other BUPS bike officer and I spotted a second person that we were going to deal with for public drunkenness, but he went into a dorm before we reached him, so we decided to let him go in favor of assisting the other officers.

My partner called on the radio and exclaimed, "They're heading towards the place where we had our class!" Of course, this meant nothing to the officers in cars, but the bike cops knew! The BUPS officer raced for that location to bring up the rear. As a veteran officer, I realized that playing catch-up isn't the best option, so I let my partner know that I was staying on the road in case they doubled back. I spotted someone who did not match the description of the actors, but I asked what he was doing. He told me that two guys wearing red shirts had just run past his window. They were our actors. I called my partner and told him where the actors were headed. As I rode in that direction, there one was...walking in the middle of a wide open field!! It was about 1:00am, dark and quiet... I headed full speed for the perp and contemplated how I was going to take him

down. The phrase "swift and silent" came to mind. He never even heard me coming!

I rode right up on him and grabbed him with a flying dismount. I took him into custody and called for a car to pick him up. We now had two East Buffalo Twp. PD (EBTPD) officers (in cars), three Lewisburg PD officers (in cars) and four Bucknell University PS officers (imagine this...in cars). We exchanged information (and "high-fives"), but we didn't know what happened to the other guy. I decided to ride back towards the frat to find my partner (who crashed his bike in a muddy field *snicker*). As I began to ride past a building, a BUPS car pulled alongside. Right then, I heard something in the bushes. That's right. I HEARD something that the officer in the car would never have heard.

There are a lot of skunks on campus, and I didn't want to go rolling in and find myself face-to-face with one, so I ditched my bike and peeked around the corner to see....yep, actor #2. I grabbed him and, after a brief struggle, took him into custody. At this point, an EBTPD officer arrived at my location. EBTPD does not have bike officers. He exited his car and yelled, "WHO SAYS BIKE PATROL ISN'T USEFUL!!!" I was too busy doing my happy dance at that point to really pay attention to him.

Moral of the story:

Three bike cops corral and catch two bad guys...

Nine patrol officers in cars can only watch...

Quoting an obviously intelligent person, "Bike cops rule!"

There was a lot of talk about that incident and how useful the bike patrol units were in this situation and other cases. We're here to stay!

Brad is an IPMBA Police Cyclist instructor who has been a police cyclist since 2002. He is a life-long cyclist and can often be found riding trails in the Appalachian Mountains in central Pennsylvania. He can be reached at ofcbrad@hotmail.com.



Photo: www.cammandale.com



*Baltimore Sun - Baltimore (MD)
September 22, 2006*

The Baltimore City Fire Department has been awarded a \$30,000 grant for training and equipment for a team of bicycle-riding paramedics, the department announced yesterday. The Paramedic Bike Team has about 30 members. The grant will also fund the department's public awareness campaign for Fire Prevention Month in October. Baltimore insurance company Riggs, Counselman, Michaels & Downes and Fireman's Fund Insurance Co. provided the grant money. *Editor's note: Congratulations to team leader Chris Caisse, whose six-year effort has finally paid off!*

Roanoke bicycle police receive gift from Target

by Reed Williams
*Roanoke Times - Roanoke (VA)
October 13, 2006*



Downtown bicycle patrol Officer Jared Wilburn is sporting new wheels, courtesy of Target stores.

The Roanoke Police Department received \$762 through the Target and Blue Law Enforcement Grant Program. The department used the money to add a new Cannondale to its fleet of roughly 25 mountain bikes.

Wilburn, one of three full-time officers who patrol downtown by bicycle, is loving his black-and-white ride, which has "Police" emblazoned on its frame. He says it's lighter and better suited for climbing hills.

The gift comes just in time for the holiday season. It's a time of year when police ratchet up bicycle patrols in chaotic shopping areas that tend to attract shoplifters, robbers and other crooks.

Police Chief Joe Gaskins said that bicycle patrols are an effective community-policing tool that also help reduce crime during the holidays.

The department has about 50 officers who are certified to patrol by bicycle, although most do it only as temporary or overtime assignments.

Starting the day after Thanksgiving, the department will have between six and eight bicycle officers patrolling retail areas on a typical shopping day, Wilburn estimated.

Steve Porter, executive team leader for assets protection at Target in Roanoke, recalled an incident last holiday season when a bicycle officer quickly responded to a call reporting an unruly shoplifter.

"We called them, and the bike patrol was there," Porter said, snapping his fingers for emphasis.

Bike Cops Arrest Man in Killing

by Brad Wong
*P-I REPORTER - Seattle (WA)
November 2, 2006*

King County prosecutors are expected to charge a homeless man who is suspected of stabbing an acquaintance to death in Belltown last week, Seattle police said.

Bicycle patrol officers stopped the 42-year-old man Wednesday for jaywalking at Eighth Avenue South and South Jackson Street, said Sean Whitcomb, department spokesman.

At first, the officers did not recognize him as a murder suspect. But later they realized he was wanted in connection with the early morning stabbing on Oct. 24 of Martin A. Harris, 41.

Officers had responded to a fight at the Franklin Apartments at 2302 Fourth Ave. Police believe the two men, who knew each other, did not live at the complex. Harris was stabbed many times, including in the chest.

Bicycle patrol officers stopped the 42-year-old man Wednesday for jaywalking ...

The department had issued a bulletin to its officers and the document included the suspect's photograph. "We had a good sense who he was," said Whitcomb. "We were looking for him."

The department's media affairs office learned of the arrest on Thursday, Whitcomb said. Prosecutors were to file charges Friday.

Brad Wong can be reached at 206-448-8137 or bradwong@seattlepi.com.

by **Brian Keller**
Colorado State Patrol (CO)

The Colorado State Patrol Executive Security Unit is responsible for law enforcement and security for the Colorado Capitol, adjacent State buildings, the surrounding grounds, and Veteran's State Park.

In 2000, the Executive Security Unit established a mountain bike team to enhance law enforcement efforts and security at the Colorado Capitol and surrounding areas. Having the mountain bikes has proven to be an extremely effective way of providing rapid and effective law enforcement services to the area.

The Colorado State Troopers who are assigned to the bike team have all been IPMBA trained and certified. Jess Leyba, PCI



Photo by Trooper Brian Keller.

#838, is the current instructor. This specialized training allows the troopers to maneuver quickly through tight spaces such as parking spaces and alleys, where attempting to maneuver a vehicle would take much more time or be impossible. Troopers are able to navigate flights of stairs and

quickly respond to calls for service. When large numbers of people are at the Capitol for a rally or protest, the Troopers are able to negotiate their way through the crowds efficiently and are therefore better able to monitor the activities within those crowds. The State Patrol bike unit has also been involved in joint patrols with the Denver Police Department bike unit.

One application for the bikes have proven to be especially beneficial is drug interdiction. Since the inception of the bike team at the Capitol, drug arrests have increased and drug-related problems in the area have decreased. Officers are able to closely



Photo by Trooper Brian Keller.

monitor areas where drug dealing is a problem and in many cases are able to ride up to suspected dealers before they can react and attempt to flee. Troopers have also had to pursue drug dealers who have attempted to run after being caught in the act. Having the mountain bikes has been extremely helpful in these situations.

The Colorado State Patrol Executive Security Unit is an excellent example of how effective mountain bikes and IPMBA techniques can be if put to good use.

Brian, a Colorado native, joined the Colorado State Patrol in 1999. In October of 2003, he transferred to the Colorado State Patrol Executive Security Unit. He is trained as a dignitary protection specialist. He successfully completed the IPMBA Course in August 2006 and joined the bike team at the Colorado Capitol. He can be reached at briantank@msn.com.

2006 Mocean Grant for Public Safety Cycling

The folks at Mocean are busy collecting entries for the fourth annual Mocean Grants for Public Safety Cycling. The entries have taken a slightly different format this year – more like an essay contest and less like an application. Essays must be submitted to moceanbl@aol.com no later than 5pm, California time, on January 15, 2007. Once again, there are three categories – police, EMS, and campus public safety. First prize winners in each category will be awarded \$500 and second prize winners will be awarded \$250. The funds can only be used for the 2007 IPMBA Conference.

And the 2006 winners were....

Emergency Medical Services
Chief Michael Fischer
EMS-Rescue Special Operations
Taneytown, Maryland

Colleges/Universities
Officer John Deering
U. of Wisconsin at Madison Police
Madison, Wisconsin

Law Enforcement
Sergeant Mark Pacini
Ocean City Police Department
Ocean City, Maryland

Officer Curtis Galbreath
Franklin & Marshall Police
Lancaster, Pennsylvania

Corporal Scott Fogel
Quakertown Borough Police
Quakertown, Pennsylvania

Chris Burke
Hamilton County Park Rangers
Cincinnati, Ohio

Need inspiration? Turn the page!



If you need a little bit of inspiration, here is a peek into some of the winning entries.

How long has your bike unit been operating?

Ocean City has been operating a bike unit since 1993; Quakertown since 1999; Hamilton County Rangers since 1994; Franklin & Marshall (F&M) since 2003; University of Wisconsin at Madison (UW) since 1992; and EMS-Rescue Special Operations was just in the process of being formed. The founder of EMS-Rescue saw this grant as an opportunity to get his team off on the right foot.

How many members does your bike unit have?

Ocean City – 50 full-time + 25 seasonal officers; Quakertown – eight current and two waiting for training; Hamilton County – 37 full-time and 19 part-time (all rangers); F&M – six officers; UW – 14, including two IPMBA instructors; EMS-Rescue – 12.

How many bikes does your bike unit have?

Ocean City – four original Treks and 20 Raleighs; Quakertown – two Treks; Hamilton County Rangers – 16 bikes spread over five districts; F&M – four bikes; UW – 12; EMS-Rescue – four department-owned and several personally-owned bikes.

What type of training is required of your bike unit members?

Ocean City's full-time officers attend the IPMBA Police Cyclist Course, while the seasonal officers receive two days of training. There are currently no IPMBA instructors on staff. Quakertown also requires the IPMBA PC Course, and officers are usually sent to Bethlehem for training. Hamilton County Rangers reports that more than half of their full-time officers have completed the IPMBA Course, taught by Cincinnati PD, but that training is not required to ride the bike on shift. F&M also requires the IPMBA Course, and most officers attend class in Lancaster. UW has two IPMBA Instructors on staff, and all officers must complete the IPMBA PC. EMS-Rescue is a relatively new team, but the hope is to institutionalize IPMBA training within the organization.

Which, if any, IPMBA conferences have you attended?

The applicants from Ocean City, Quakertown, Hamilton County Rangers, F&M, and EMS-Rescue had never attended the conference.

The UW application was submitted by two members, one of whom has been attending since 2000 and one of whom attended in 2003.

How is your bike unit used?

...Our bike unit's greatest contribution is its use in the heavy foot and vehicle traffic in the area of our Boardwalk. Ocean City attracts thousands of visitors in the summer season, and there are lots of liquor establishments, including one of the country's largest nightclubs. The bike officers patrol the parking lot and entrances to reduce and prevent crime. They also patrol neighborhoods which are home to college-aged workers and visitors who often violate noise and liquor laws...

...Directed enforcement and saturation patrols. Patrolling the downtown district, pocketed housing developments, around schools, and in the parks, as well as during special events...

...Daily patrol use during special events and on the park trails...
...For regular patrol and special events, both on campus and in the surrounding neighborhoods. It is important for us to build relationships with our neighbors...

...East Campus – three dormitories, 16 liquor

establishments. Also special events and football games...

...Carnivals, parades, local and county events, walks and runs...

How does your bike unit serve the community?

Ocean City keeps its community safe by being highly visible and mobile; their bike officers are statistically the highest producing officers in the department. Quakertown hosts an annual bike rodeo for children and conducts education programs at the schools. Hamilton County Rangers actively engages in community policing and creates a safe environment by combating liquor and drug use and other crime. They have conducted an annual bike rodeo since 1997. UW bike unit members serve on a countywide task force on bicycle safety and education issues. They have been instrumental in establishing a program in which bike law violators can choose to go to bike school in lieu of receiving a ticket. EMS-Rescue has participated in Fire Prevention details and bike rodeos as well as demonstrations of EMS response.

What is your bike unit's mission?

Most applicants stated that their bike unit mission mirrors the overall department mission to create a safe environment for the members of their communities. Most also

emphasized the unique ability of bike personnel to respond swiftly and also to be proactive. UW includes in their mission the desire to improve bicycle safety and educate the community about the rights and responsibilities of cyclists.

What are the goals and objectives of your bike unit?

To maintain the current bicycle fleet...to obtain specialized training for all bike personnel...to engage the community...to set a positive example for youth...to provide a safe and pleasant atmosphere...to increase coverage on trails...to create a problem-free environment...to patrol areas inaccessible to cars...to reduce the number of bike crashes and resulting injuries...to reduce crime.

What has your bike unit accomplished thus far?

In 1994, Ocean City bike officers located and arrested a fleeing serial rapist who was charged with and convicted of 25 rapes. Upon hearing cries for help, alert bike officers pursued a suspicious male on foot, ultimately catching him. The bike patrol was recognized for their efforts by then-president Bill Clinton in a Rose Garden ceremony. Hamilton County Rangers points to an increase in arrests and warnings since the inception of the bike patrol. At F&M, a bike officer observed a car break-in and arrested the thief, who was then linked to 20 other car thefts. UW reports success in terms of bike education, having seen a 4% decrease in the number of bike violations since 2003 and a 15% increase in the number of Bike Ed attendees.

Why are you applying for this award?

Unanimously...bike units lack funding, but they do not lack a passion for improving their capability to better serve their communities.

How will you use your new-found knowledge to better your community?

...To put another highly-trained officer on the street...to enhance our community interaction and enforcement...to keep ourselves and our public safe and save taxpayer money by doing our own maintenance...to share new ideas with my fellow bike officers...to make my community a safer place to live, work in, and visit.

IPMBA thanks Mocean for their generosity and continued support of IPMBA and our members. For more information about Mocean uniforms, please visit www.mocean.net or email Bill Levitt at moceanbl@aol.com.

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 80 fine companies, including several from beyond the U.S. borders.

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

Some loyal readers may notice that the listings in this issue are a little shorter than they have been in the past. The listings have been abbreviated somewhat in order to accommodate more participants, however, the full listings can be found in the Industry & Resources section at www.ipmba.org.

ABS SPORTS

Product: Super Saddle
Regular Cost: \$99
Cost to Members: \$89
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

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



ANDUSA & Co.

Product: Montague Paratrooper Folding Bike
Regular Cost: £550 + Delivery
Cost to Members: £475 + Delivery
Contact Name: Chulan Weeresinghe
Phone: ++(0)2082419826/**Fax:** ++(0)2082410999
Website: www.montaguebikes.co.uk
Email: sales@montaguebikes.co.uk

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

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%
Contact Name: Mike Beatty
Phone: 800-928-5558/**Fax:** 210-828-3299
Website: www.bikeworld.com
Email: mike.beatty@bikeworld.com

Contact Mike Beatty at 1-800-928-5558

BRATWEAR

Product: Bike Uniforms
Regular Cost: Contact for Product List
Cost to Members: 10% off Standard Price List
Contact Name: Sales
Phone: 253-517-4000/**Fax:** 253-517-4004
Website: www.bratwear.com
Email: sales@bratwear.com

BRAVE SOLDIER

Product: Ointments, Shave Gels, Lip Balms, etc.
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Contact Name: Albert Yeh
Phone: 888-711-BRAVE/**Fax:** 323-852-6604
Website: www.bravesoldier.com
Email: brave@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
Contact Name: John Shelly
Phone: 877-420-2766/**Fax:** 714-242-1927
Website: www.broform.com
Email: js@broform.com

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

BUSHWHACKER USA

Product: MESA Rear Rack Trunk
Regular Cost: \$55
Cost to Members: \$35
Contact Name: Jeff Sims
Phone: 800-344-1256/**Fax:** 801-829-6104
Website: www.bushwhackerbags.com
Email: jss1205@aol.com

BYCYCLE, INC.

Product: Bicycle Saddle
Regular Cost: \$80
Cost to Members: 20% off Retail
Contact Name: Jim Bombardier
Phone: 877-397-2165/**Fax:** 503-892-3544
Website: www.bycycleinc.com
Email: bycycleinc@qwest.net

CANE CREEK CYCLING COMPONENTS

Product: Suspension Seatpost
Regular Cost: \$139
Cost to Members: \$83.40
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
Contact Name: Mike Munter
Phone: 800-527-1527/**Fax:** 800-583-7583
Website: www.cascadedesigns.com
Email: mike.munter@cascadedesigns.com

CHRISTINI TECHNOLOGIES

Product: All Wheel Drive Mountain Bikes
Regular Cost: \$3100-\$4500+
Cost to Members: \$1800 +; quantity discounts
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
Contact Name: Greg Bohning
Phone: 877-477-4736/**Fax:** 815-572-0121
Website: www.cyclesiren.com
Email: sales@cyclesiren.com

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

The Product Purchase Program was updated January 2006. 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.

**CYCLE SOURCE GROUP**

Product: Bikes & Accessories
Regular Cost: Contact for Product List
Cost to Members: 20-35% off Retail
Contact Name: Peter Carey

Phone: 877-533-7245/**Fax:** 515-232-0279
Website: www.swbikes.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
Contact Name: Ashley Foster

Phone: 843-259-8368
Email: cycloplastact@hotmail.com

DANALCO

Product: Sealskinz & Chillblocker Waterproof Socks & Gloves

Regular Cost: Contact for product list
Cost to Members: Net Price
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
Contact Name: Emilio De Soto II

Phone: 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
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

Contact Name: Bertie Anderson
Phone: 760-468-1800
Email: bertiea@hotmail.com

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
Contact Name: John Okon, Erin Borddors

Phone: 800-359-2514/**Fax:** 773-770-4201
Website: www.dowrap.com; www.sweatvac.com
Email: john@dowrap.com

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.
Contact Name: Anthony Cocivera

Phone: 800-935-9553/**Fax:** 508-429-9119
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
Contact Name: Paul Aeita

Phone: 800-999-8277/**Fax:** 970-241-3529
Website: www.ekosport.com
Email: paeita@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.

Contact Name: Seth Leitman
Phone: 866-343-5551/**Fax:** 914-220-8396
Website: www.electrictransport.net
Email: seth@electrictransport.net

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
Contact Name: ELHN Rep

Phone: 203-364-8644/**Fax:** 860-693-9381
Website: www.elhnbadges.com
Email: elhnbadgedesign@aol.com

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

Contact Name: Thomas White
Phone: 425-333-6161/**Fax:** 425-333-6355
Website: www.thecomfortseat.com
Email: daedalus@nwlink.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.

Contact Name: Doug Canfield
Phone: 972-851-9990/**Fax:** 972-851-9993
Website: www.texaselectricbikes.com
Email: dcanfield@evtech.us

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

EYE SAFETY SYSTEMS, INC.

Product: Protective Eyewear - Military, LE, Tactical
Regular Cost: Contact for List Prices
Cost to Members: 20-30% off List Price
Contact Name: Willy Breen

Phone: 208-721-4072/**Fax:** 208-726-4563
Website: www.essgoggles.com
Email: wbreen@essgoggles.com

FOSTER GRANT SUNGLASSES

Product: Ironman Sunglasses
Regular Cost: \$24.99-\$100 MSRP
Cost to Members: 40% off MSRP
Contact Name: Bill Paine

Phone: 215-335-9218/**Fax:** 215-708-1096
Email: painews@aol.com

**FUJI AMERICA**

Product: Bikes & Accessories
Regular Cost: Contact for Product List
Cost to Members: Special Prices on Selected Models

Contact Name: Steve Harad
Phone: 215-824-3854 x1111/**Fax:** 215-824-1051
Website: www.fujibikes.com
Email: sharad@fujibikes.com

GATORZ EYEWEAR

Product: Eyewear
Regular Cost: \$139-\$159
Cost to Members: 25% off published retail rates
Contact Name: Gatorz Eyewear

Phone: 800-767-4287/**Fax:** 858-748-5544
Website: www.gatorz.com
Email: tom@gatorz.com

GITA SPORTING GOODS

Product: Giordana Apparel
Regular Cost: Contact for Product List
Cost to Members: 10% off Giordana
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

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

IMBA: INTERNATIONAL MOUNTAIN BICYCLING ASSOCIATION

Product: IMBA Membership
Regular Cost: Varies; see website
Cost to Members: \$10 off any IMBA Membership
Contact Name: Scott Gordon

Phone: 888-442-IMBA x106/**Fax:** 303-545-9026
Website: www.imba.com
Email: membership@imba.com

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

IOSSO PRODUCTS

Product: Cleaners & Lubes for Guns & Bikes
Regular Cost: Contact for Product List
Cost to Members: 20% off Retail
Contact Name: Marianne Iosso

Phone: 888-747-4332/**Fax:** 847-437-8478
Website: www.ioosso.com
Email: iossoproducts@ioosso.com

Product Purchase Program

Industry

KENDA USA

Product: Premium Bicycle Tires & Tubes
Regular Cost: MSRP
Cost to Members: 60% off MSRP
Contact Name: Karen or Cindy
Phone: 614-866-9803/**Fax:** 614-866-9805
Website: www.kendausa.com
Email: bicycle@kendausa.com
Contact for Order Form.

KUJI SPORTS CO. LTD.

Product: Helmets; Public Safety Helmets
Regular Cost: \$39.99-\$159.99
Cost to Members: \$17-\$50; Public Safety: \$25
Contact Name: Bill Paine
Phone: 215-335-9218/**Fax:** 479-254-0289
Website: www.ironmanhelmets.us
Email: painews@aol.com
Public safety: available in black or white & with choice of stickers: police/EMS/Sheriff/Fire Dept/Security

LANE SUNGLASSES

Product: Protective Eyewear & Goggles
Regular Cost: Contact for Product List
Cost to Members: 30% off Retail for Quantity Purchases
Contact Name: Neal Dykstra
Phone: 800-542-7850/**Fax:** 219-956-2112
Website: www.lanesunglasses.com
Email: eyewear@netnitco.net

LEONARD CONSULTING GROUP

Product: S&W and Fuji Bikes, Lightman Strobes, Duty Gear
Regular Cost: See Website
Cost to Members: 10% off Regular Prices
Contact Name: Mark Leonard
Phone: 501-517-5338/**Fax:** 501-653-2969
Website: www.themaskedmerchant.com, www.4bike-police.com
Email: LCGInc@sbcglobal.net
When ordering online, use coupon code IPMBA 10 for 10% discount.

LIFT & STORAGE SYSTEMS, INC.

Product: Automatic Bike Lift Storage Systems
Regular Cost: \$4,295 (30 bikes); \$6,590 (60 bikes)
Cost to Members: \$4,000 (30 bikes); \$6,000 (60 bikes)
Contact Name: Shawn Jones
Phone: 800-825-4777/**Fax:** 651-777-1535
Website: www.liftnstore.com
Email: sjones@liftnstore.com

LIGHTCYCLES

Product: Bicycle Parts & Accessories
Regular Cost: Contact for Product List
Cost to Members: 20-25% off Retail
Contact Name: Bob Light
Phone: 518-420-4666
Email: lightrj@plattsburgh.edu
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
Contact Name: Lou Ann Hamblin
Phone: 734-697-6342
Website: http://home.comcast.net/~kdvonk/LouKaLLC.html
Email: louannblackwidow@aol.com

MADISON BICYCLE SHOP

Product: Bikes, Uniforms, and Accessories
Regular Cost: See Website for Product List
Cost to Members: Up to 15% off; six months financing same as cash
Contact Name: Sal Piccolo
Phone: 973-377-6616/**Fax:** 973-822-3551
Website: www.madisonbicycleshop.com
Email: contact@madisonbicycleshop.com
Complete police application.

MAKLITE

Product: Illuminated Safety Light Products
Regular Cost: \$10.95 (9" Strips With Velcro)
Cost to Members: \$7.00
Contact Name: William Maki
Phone: 800-888-5427/**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
Contact Name: Crystal Trout
Phone: 800-448-3876/**Fax:** 618-395-4711
Website: www.marwiusa.com
Email: info@marwiusa.com

MAXIT DESIGNS

Product: Headgator(TM)/Hothead™/Thermal Beanie™
Regular Cost: \$17.50 Headgator(TM)/Hothead(TM); \$15.4 (Beanie)
Cost to Members: \$10.50 Headgator(TM)/Hothead(TM); \$9.40 (Beanie)
Contact Name: Liz
Phone: 800-556-2948/**Fax:** 916-489-7031
Website: www.maxit-inc.com, www.headgator.com
Email: info@maxit-inc.com
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)
Contact Name: Ben Burgis
Phone: 800-4MAXXIS/**Fax:** 770-962-7705
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
Contact Name: Bill Levitt
Phone: 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
Contact Name: Joe Solomon
Phone: 800-736-5348/**Fax:** 617-491-7207
Website: www.montagueusa.com
Email: jsolomon@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
Contact Name: Keith Rohrlick
Phone: 888-421-2032/**Fax:** 412-781-4120
Website: www.nugonutrition.com
Email: krohrlick@nugonutrition.com
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
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
Contact Name: Bruce Burns
Phone: +44 (0) 1422 824777
Fax: +44 (0) 1422 824666
Website: www.openhouseproducts.com
Email: bruce@openhouseproducts.com
Provide IPMBA membership number when ordering.

PARADIGM TACTICAL PRODUCTS

Product: FRISKER PRO Hand Worn Metal Detector
Regular Cost: \$194.95 + S&H
Cost to Members: \$155 + S&H
Contact Name: Camilla Cutler
Phone: 978-352-6633/**Fax:** 978-352-7799
Website: www.frisker.com
Email: sales@paradigmactical.com

PATROL CYCLE LLC

Product: Patrol Cycle Shoe
Regular Cost: \$109.95/Web Direct \$79.95
Cost to Members: \$67.95
Contact Name: Mark Eumurian
Phone: 800-208-2032/**Fax:** 651-773-8762
Website: www.patrolcycle.com
Email: bgorton@patrolcycle.com

POLAR DESIGN, INC.

Product: Hydration Backpacks
Regular Cost: PolarPak 1.0 \$42.95
Cost to Members: PolarPak 1.0 \$18.30
Contact Name: Jeff Skillern
Phone: 208-426-9058/**Fax:** 208-424-8687
Website: www.polarpak.com
Email: jeff@polarpak.com
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
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
Contact Name: Kenneth Batchter
Phone: 800-645-4443/**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
Contact Name: Michael Carrizales
Phone: 800-276-0706/**Fax:** 281-251-4786
Website: www.publicsafetylogos.com
Email: sales@publicsafetylogos.com
 Code: 20PMBA04 and IPMBA membership number must accompany order.

**R & B FABRICATIONS, INC.**

Product: Panniers & Safety Vests
Regular Cost: Contact for Product List
Cost to Members: 15% off Retail
Contact Name: Tina Lime
Phone: 800-553-1911/**Fax:** 419-594-2250
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
Contact Name: Bob Brothers
Phone: 800-865-7840/**Fax:** 800-459-2598
Website: www.redmangear.com

RUBEL BIKE MAPS

Product: Bicycling Street Smarts: 48-page booklet
Regular Cost: See website for price schedule.
Cost to Members: Free shipping on any size order.
Contact Name: Andy Rubel
Phone: 617-776-6567/**Fax:** 617-623-1523
Website: www.bikemaps.com
Email: info@bikemaps.com
 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
Contact Name: Molly Nygaard
Phone: 800-760-2518/**Fax:** 303-333-9292
Website: www.rudyprojectusa.com
Email: molly@rudyprojectusa.com

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

SIGNAL MEASUREMENT CO.

Product: GPS & Communication Mounts
Regular Cost: Contact for Product List
Cost to Members: 30% off Retail
Contact Name: Tom Polcyn
Phone: 800-527-1079/**Fax:** 281-356-0099
Website: www.smc-corp.com
Email: tpolcyn@smc-corp.com

SPENCO IRONMAN CYCLING GLOVES

Product: Ironman, MTB, & Police Gloves
Regular Cost: \$25-\$45
Cost to Members: \$11.75-\$19.50 plus shipping
Contact Name: Bill Paine
Phone: 215-335-9218/**Fax:** 215-708-1096
Website: www.ironmancycling.com, www.mtbseries.com
Email: painews@aol.com
 Order directly through Bill Paine.

SUPERIOR GEAR

Product: Chain Stain Away Pant Protector
Regular Cost: Base/Standard Model: \$14.99
Cost to Members: 10% off Regular Price
Contact Name: Frank Pollari
Phone: 888-519-2250/**Fax:** 807-473-4597
Website: www.chainstainaway.com
Email: sales@superior-gear.com
 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
Contact Name: Debbie
Phone: 800-469-7924/**Fax:** 800-469-7893
Website: www.swagman.net
Email: debbief@swagman.net
 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.
Contact Name: Ginny Weisel
Phone: 800-289-8379 x 13/**Fax:** 315-986-2104
Website: www.terrybicycles.com
Email: ginny@terrybicycles.com
 10% off wholesale on Terry saddles. Contact Ginny via email for pro deal order form.

TIMEX WATCH CORPORATION

Product: All Timex Products
Regular Cost: Contact for Product List
Cost to Members: 33% off MSRP
Contact Name: Bill Paine
Phone: 215-335-9218/**Fax:** 215-708-1096
Website: www.timex.com
Email: painews@aol.com

TRACY LEIGH ENTERPRISES

Product: Electric Police Bike
Regular Cost: \$2500 & \$1900
Cost to Members: \$1999 & \$1600
Contact Name: Robert Grippo
Phone: 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
Contact Name: Pete
Phone: 541-482-1750/**Fax:** 541-482-1132
 Call to establish an account for your department to be eligible for wholesale pricing on all products.

**VISION 2000 LEEDS LTD.**

Product: Mobile Surveillance Systems for Push Bikes
Regular Cost: £1500 + VAT
Cost to Members: 10% discount
Contact Name: Alex Hayes
Phone: 01132 370293/**Fax:** 0113 2370294
Website: www.v2k.co.uk
Email: alex@vision-2000.co.uk
 Email contact details and IPMBA membership number.

**VOLCANIC MANUFACTURING**

Product: Bikes, Accessories, Outdoor & Camping Gear
Regular Cost: Contact for Product List
Cost to Members: Average of 25% off MSRP
Contact Name: Mike McKernan
Phone: 360-943-8613/**Fax:** 360-943-8613
Website: www.volcanicbikes.com
Email: mike@volcanicbikes.com

WTB

Product: Tires, Saddles, Headsets, Pedals, Wheel Parts
Regular Cost: Contact for Product List
Cost to Members: Wholesale Prices
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: AX, CH, DC, MC, PO, V
Contact Name: Melissa Edge
Phone: 888-454-9325 435-259-6970
Website: www.zealoptics.com
Email: melissa@zealoptics.com
 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
Contact Name: Ryan Oliver
Phone: 305-885-8646/**Fax:** 305-675-0221
Website: www.zensah.com
Email: tactical@zensah.com
 When ordering online, type "IPMBA30".

ZOIC CLOTHING

Product: Cycling Apparel
Regular Cost: Retail
Cost to Members: 30% off Retail
Form of Payment: AX, V, MC, CH, DC
Contact Name: Alyssa Slamal
Phone: 866-355-9642
Fax: 858-625-0746
Website: www.zoic.com
Email: alyssa@zoic.com



IPMBA proudly recognizes the following organizations (in box at right) for their continued support and assistance to IPMBA and the

profession of public safety cycling. They have helped to ensure that we can continue our mission of providing education, training, and resources for public safety cyclists worldwide. To become a corporate member, contact Maureen at maureen@ipmba.org or 410-744-2400.

Welcome New Corporate Member

POLICE BIKE STORE

Bikes • Accessories • Lights
CCR Registered - PO's Accepted
Multiple Item Discounts Provided

Police Bike Store has recently joined IPMBA's Corporate Membership Program! Police Bike Store, based in Moline, Ill., has been selling bicycles to the law enforcement and security communities since its opening in 2002 as ABikeStore.com. The owners are bicycle enthusiasts who have conducted extensive research to ensure they offer only quality products. They pledge to provide mountain bikes that are specially designed to perform well and hold up under the demands of daily public safety riding, as well as a safe and secure, user-friendly online buying experience. They carry Fuji and Smith & Wesson bikes; Bushwacker bags; Alerte, NiteRider, and Lightman lighting systems; NiteRider sirens; Bell helmets; Ultimate Support workstands; and Velo Cache and RAKK storage stands. Contact Michael Espejo at 309-797-9028 or info@policebikestore.com, and visit www.policebikestore.com.

Cycle Source Group has Moved!

Cycle Source Group, suppliers of Smith & Wesson public safety bicycles, and an IPMBA Corporate Member, has relocated to Iowa. Their new contact information is as follows:

Cycle Source Group

2105 SE Fifth Street
Ames IA 50010

Phone: 877-533-7245/515-232-0277

Fax: 515-232-0279

Website: www.swbikes.com

Contact: Peter Carey

Email: peterc@cyclesg.com

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



Cycle-Force UK

Charles Beral
++44(0)1344 862550
Info@www.cycle-force.co.uk
www.cycle-force.co.uk



Cycle Source Group

Peter Carey
515-232-0277
peterc@cyclesg.com
www.swbikes.com



Fuji Bicycles & Advanced Sports

Steve Harad
215-824-3854
sharad@fujibikes.com
www.fujibikes.com



Mocean

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



Police Bike Store

Michael Espejo
309-797-9028
info@policebikestore.com
www.policebikestore.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



Volcanic Bicycle

Mike McKernan
360-943-8613
mike@volcanicbikes.com
www.volcanicbikes.com



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

Product Review: Cannondale Grind Pants

Stylish, comfortable, durable...and affordable

by Brad Miller, PCI# 928
Lewisburg PD (PA)
IPMBA Industry Relations Committee

All public safety cyclists seem to be looking for the perfect pair of shorts or pants – stylish, comfortable, durable and also affordable. Many of us need both shorts and pants, depending on the weather in our region. And let's not forget the padded shorts to keep us comfortable.

Buying all of these items can be quite costly and often requires dealing with several different vendors.

Does this sound familiar? If so, read on and search no more. A Cannondale representative asked my opinion of the Cannondale Grind pants as a patrol uniform. I said that I would try them out and see how they would fit into the public safety cycling realm.

As I pulled the Grind from its packaging, I noticed that the material felt tough and durable. The material is an "Epic" encapsulated fabric that will withstand the harshest treatment you can dish out. It is described as waterproof and dirt resistant and I have proven that it is both! The fabric is six times more breathable than Gore-Tex and will not saturate, and eventually leak, as Gore-

Tex will. Each thread is encapsulated in silicon, which will not wear off in the dryer like other fabrics that are just coated with a waterproofing material. As for durability, I have been wearing these for several months, and have had, as any experienced cyclist, several contacts with the ground. Be it from taking down a suspect or downing the bike on technical terrain, the Grind still looks like new.

Let me take a moment to describe the Cannondale Grind pants. They are actually a three-in-one set. The pants zip off to become shorts. So what's the third part, you ask? They actually come with removable padded shorts. The padded shorts are constructed with Fourteen40 chamois, and are, in my opinion, the most comfortable padded shorts on the market. No more searching for pants, shorts and padded shorts! You get all of them in one convenient package.

I really like their features. The pant legs incorporate two adjustable Velcro straps on each leg to ensure a perfect cycling fit. There are adjustable straps on the waist and two zippered vents on the front, which help provide much needed air conditioning on hot days.

Another nice feature is the "Yank This" strap system, which is incorporated inside the Grind. There are two straps in the front, which when "yanked", pull the shorts up so that they do not grab on the seat when mounting/dismounting. Upon dismounting, you simply flip the tabs upwards and they return to their normal position. This feature allows the Grind to be slightly baggier than most cycling shorts, but still safe for

quick dismounts. Many cyclists shy away from the "Sgt. Dangle"- style tight shorts and wind up compromising their safety by wearing a loose fitting short. The "Yank This" allows you to be modest and stylish while still maintaining a proper fit.

For some agencies, the color may be a problem. Like most cycling pants and shorts, the Cannondale Grind is only available in black, which hides dirt and grease. If your department does not permit you to wear black trousers, the Grind may not be an option unless Cannondale broadens their color selection.

Another downfall, which I quickly resolved, is that the Grind does not have belt loops. Therefore, there is no way to secure a duty belt to them. However, if your duty belt has a Velcro backing, a few strips of industrial strength Velcro from your local department store or sporting goods store will fix this problem in a hurry. In fact, my duty belt stays in place better than with the traditional belt keepers.

The last concern I had was the lack of pockets. Is this an issue? I argue that it is not. There is only one large cargo pocket, on the right side. Inside that pocket are a smaller mesh pocket and a magnetic key keeper. Why is it that we like to have 18 pockets on our pants in which to put all of our notebooks, Miranda cards, etc., etc.? If you are like me, you've probably found yourself conducting a pat down of yourself trying to find a piece of paper or your pager because there are too many pockets. With the Grind, there's only one pocket, so you KNOW where the item you are looking for is. Food for thought... K.I.S.S.

Now for the bottom line. The Grind pants can be purchased at any Cannondale supplier. The MSRP is \$125. This may seem steep at first glance. However, if you price buying a quality pair of pants, shorts and padded shorts, you will pay a lot more than \$125. The quality and comfort of this product is outstanding for the price tag. For more information on the Cannondale Grind, visit www.cannondale.com. And while you're at it, check out the latest law enforcement bikes at <http://www.cannondale.com/bikes/07/cusa/specialty/law/index.html>.

Brad is an IPMBA Police Cyclist instructor who has been a police cyclist since 2002. He is a life-long cyclist and can be found riding trails in the Appalachian Mountains of central Pennsylvania. He is diligently working to encourage Cannondale to join IPMBA's Product Purchase Program. He can be reached at ofcbrad@hotmail.com.



As for durability, I have been wearing these for several months, and have had, as any experienced cyclist, several contacts with the ground ... the Grind still looks

by Marc Zingarelli, EMSCI #179
Circleville Fire Department (OH)

I have a few rules in life relating to things I believe I'll never do, and the problem with setting rules like this is that I eventually have to break one. Just recently I broke two of those rules at the same time.

I've been searching for the perfect headlight setup for my patrol bike. My criteria were simple. I wanted a light that would safely illuminate a road for eight hours. Most of my personal bicycles are equipped with wheel or hub dynos (generators), and I usually also carry a halogen lamp for those real dark areas. The reason is simple. Battery life! Halogens eat batteries and when you ride for hours in the dark, you can't rely on simple light packages to provide hours of uninterrupted, high-output light; hence the two-light combination. The problem with this approach is that it is not a simple solution for bike patrol lighting and it makes you rely on two different systems.

I investigated a wide variety of products. I considered every light I knew of and even considered a Shimano Dyno Hub for unlimited power. Most people I consulted advised me to check out the various LED lights, but I was skeptical. Don't get me wrong – I love LEDs and think they are very useful. But most of the ones I had seen did not have a good beam (either too fuzzy or too narrow) or they didn't have the brightness we require. And so it was that I broke my first rule: "LED's will never be used alone."

While looking at all my pure halogen options, I discovered many interesting choices that might have made the cut if I hadn't been pinned to the floor with sticker shock. Thankfully, I decided to visit one more web site – Cygolite. A few years ago when the price of a single 10w halogen light was as high as \$200, Cygolite came up with an innovative solution. They used two 6w bulbs aimed at different angles to provide the same beam while allowing you to ration power by shutting a bulb down. The real kicker was that the whole setup cost less than \$100, and it is still being sold, now for around \$50.

Imagine my surprise when I saw that they had an all LED light with a claimed output equal to a 20w halogen, with a nine-hour runtime and a price under \$200. It was then that that I broke my second rule: "Never buy anything that hasn't been reviewed thoroughly by at least three trusted sources." I ordered it "sight unseen" and immediately after I clicked the "confirm order" button, I wondered if I had lost my mind.

Two days later, my Cygolite Dual-Cross 300 arrived and I was prepared to be disappointed. How wrong I was! The first thing I did was plug in the battery on the rapid charger. The instructions said it would take four hours, and it was close. While waiting on the battery to charge, I started mounting things. I like the mount, a quick-release which allows for instant placement, removal and adjustment. The cool thing is that it also rotates. So no matter where you place it on your bars, or if your bar isn't flat, you simply rotate it clockwise or counter-clockwise until the light sits level and your beam is

properly placed. The next thing I liked was the battery. It doesn't use a water bottle cage; instead, it uses Velcro straps and non-slip foam to secure it to one of the bike tubes (I picked the down tube so it wouldn't interfere with cables). My friends in Shreveport, LA, would love this as they need two water bottles in their cages in that heat! But would it stay put? I rode around in the daytime with it, went down some stairs and curbs, and rode a little off-road. The battery stayed secure, so the only thing left was the night test.

As I mentioned earlier, this is a pure LED light. One of the issues I have with strong LED's is the narrow beam. Cygolite

overcame this by using two bulbs aimed differently to create one great beam. The company's literature says that their "Exclusive Crossfire™ projection crosses the beams, maximizing ground coverage and visibility." Note – for this reason, you cannot turn one light off and run it as a single.

The first test after reading the directions (which is a must for this light) was brightness. I turned on my 10w halogen

helmet lamp. I then turned the Dual-Cross 300 onto its low setting and found the beam to be just as bright, but with a much whiter light. I turned it up through its settings, and it was easily much brighter than the 10w halogen. The literature claimed that the light would last nine hours on the low setting and four hours on the high. During a six-hour shift, I never ran out of light and never turned it off, though I saved the high setting for when I was actually moving. The light's low battery indicator did not light up during the shift, so it must have had plenty of juice left.

Another interesting aspect of this light is that it flashes. There is a slow flash, a strobe flash, an S.O.S. flash and a walk mode. Walk mode is the most fascinating of the flash modes because it does not actually flash. Rather, it is an ultra low power steady mode. In walk mode, the Dual-Cross 300 is as bright as most good LED lights that you can find for under \$50, and the manufacturer claims that the battery will last for 60 hours! I can see many uses for walk mode, such as when you are parked or otherwise off your bike, or in well-lit areas in which you have no problems seeing but need to be seen by other vehicles. It could also be great in the daytime on a rainy or foggy day.

I have used this light for several events and I like it more each time. To say I'm amazed by this light is an understatement. I'm sold on it. The light output and the price are a great combination and if you're looking for a lighting system that will last your whole shift, I urge you to check it out at www.cygolite.com.

Lt. Marc Zingarelli is the Bike Patrol and Continuing Education coordinator for the Circleville Fire Department in Circleville, Ohio. He is a life member of the Adventure Cycling Association, and an avid all weather bike commuter who can be found traveling on a bike almost anywhere year round. He can be reached at marczing@earthlink.net.



Traveling with a bicycle has never been easier for bicycle dealers and their customers. Crate Works bicycle transport systems offer simple, hassle-free, dependable bicycle cases that are lighter than most carriers and UPS-able so the hassle of going to the airport with a bicycle can be avoided all together.

Crate Works products include the PRO1, the strongest corrugated-cardboard bicycle box on the market. The PRO1 boasts Crate Works rigid CORR-X Frame Plate, numerous tie downs, reinforced handholds, foam chocks and an H-Strap System for additional support. When not in use, the box is fully-collapsible for easy storage. MSRP is \$109.



The PRO XLC is constructed of corrugated plastic, which is stronger than cardboard but still lightweight and durable, and will stand up to constant abuse when shipped via the airlines. The PRO XLC boasts the same features as the PRO1 and retails for \$169.

Crate Works also manufactures the PRO XLTC for recumbent bikes and tandems, and stocks all replacement parts.

For more information call 1-800-934-5214 or visit Crate Works on the Internet at www.crateworks.com.

Ed's note: This product has not been reviewed by an IPMBA member; however, as conference-time approaches, the staff is often asked questions about shipping and traveling with bikes. This information is being provided to make IPMBA members aware that Crate Works offers an alternative to regular bike boxes. Any IPMBA member who has experience using Crate Works is welcome to submit a review for publication. Please contact Maureen@ipmba.org.

Safe Kids Helmets Available through

Ironman Products is an active participant in the Safe Kids Program. If you need helmets for a bike rodeo or other bike safety education program, please contact Bill Paine at 214-335-9218 or painews@aol.com. Helmets are available for \$3.75 plus shipping. For more information about Ironman helmets, visit www.ironmanhelmets.us.



Business and Pleasure have Never Mixed So Well

Make your plans now to attend the
2007 International Police Mountain Bike Association Convention in Baton Rouge, Louisiana!
April 14 - 21, 2007

Baton Rouge has been shaken and stirred with the perfect mix of history, mystery and charm. Louisiana's Capital City nestled on the mighty Mississippi River has everyone raising their glasses. Travel through the swamp in search of alligators and other wildlife or dive into the colorful history of Louisiana politics at one of the Capital City's many museums and historical attractions. With abounding opportunities to experience the history, culture, music, food and magic of Louisiana, you can't afford to miss the 2007 Convention!

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News from the UK.

Seminars, Shows, and Thanks



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

I can't believe it's time for the next issue of *IPMBA News* already!

15th and 16th July saw the 4th UK Emergency Services mountain bike users' seminar, hosted by Hampshire Police at the National Oceanography Centre, Southampton. This event is going from strength to strength and this year attracted over 60 delegates from all over the UK, Holland and the USA. The event was opened by Assistant Chief Constable Readhead of Hampshire Police, and subjects covered included the Emergency Services response to the 7/7 bombings as a split London Ambulance Service (LAS)/ City of London Police lecture; Public Order Tactics by our Dutch colleagues; Evidence Gathering/Use of Bike-Mounted Video Cameras, conducted by our host; Defence and Survival Tactics, courtesy of Chris Davala; Violent Person Contact and Apprehension Tactics, again by the gang from the Netherlands; and the use of Targeted Mountain Bike Patrols as a Fire Prevention Tactic, courtesy of Lowell Williams of Merseyside Fire and Rescue. This last was an eye opener for me as I had never considered mountain bike use as a fire fighting tool in the UK. Numerous other lectures and on-bike skills sessions were held and next time round, I hope to be able to attend some of the paramedic-oriented sessions to get more of an insight into their work.

Representatives from Kreative Innovative Technology (KIT), Cycle-Force UK, Mocean, Keela and Discreet Equipment Services were present for the weekend with a good selection of product samples, including bikes, clothing, protective equipment, accessories and video equipment. Having the chance to talk directly to the companies producing this equipment is an invaluable information sharing opportunity.

On the evening of the first day, we all attended a dinner at the De Vere Hotel in Southampton. The Mayor of Southampton, John Slade, was the guest of honour, and he presented the prizes to

the top three places from the obstacle course held earlier that day. Third place went to Martin Dodd from the London Ambulance Service (LAS) with a time of 2:50. Second place went to Rob Wilson of South Yorkshire Police with a time of 2:47. First place was taken by Tom Lynch of LAS with a time of 2:20. Well done to these three and commiserations to the rest of the participants (my time was 4+ minutes, but hey, speed isn't everything!) The mayor was presented in return with a very special pair of Dutch wooden shoes – equipped with SPDs for maximum cycling efficiency! Saturday evening finished with various groups conducting expeditions into Southampton for a bit of recreation and sampling of local produce.



Once again this event was an opportunity to meet new faces and reunite with old friends, and I've finally had the chance to meet the legendary Kirby Beck!

I want to take this opportunity to express my thanks to Steve Baxter and his team for running this event and to Southampton City Council, without whose support Steve would have struggled to succeed. Rumour has it that the 2007 event could be a 'Capital Affair'. Watch this space.

In other news, Sunday 14th May 2006 saw the launch of the Two Shires Ambulance Service cycle responder team in Aylesbury. Two Ambulance Technicians,

Dylan Robson and Roger Nicolls, have been equipped with mountain bikes and equipment and are responding to the full range of emergency calls within Aylesbury Town Centre. It is hoped that they will be provided with the opportunity of treating patients at the scene, avoiding the need to transfer some to hospital, allowing the patients to quickly continue with their day and enabling the ambulance crews to concentrate on those patients needing them most. The new team has been drawn on experience gained by cycle responders in High Wycombe and Milton Keynes, successfully treating falls, cuts, cardiac arrests, etc. Stoke Mandeville based Ambulance Technician Chris McGhie, a former illustrator for UK comic 'The Beano' has used his talents to produce cartoons and posters to promote the team. Good luck to the guys from Aylesbury.

Thanks to Charlie Irvine for this article from his website, Bikesquad.org:

Officers from Whitechapel Safer Neighbourhoods team, Metropolitan Police have been proving a hit over the school holidays with young cyclists on the Berner Estate. Word has spread that the cycling SNT members are expert bike mechanics - and when the officers go on cycle patrol on the estate young people go scrabbling for their bikes.

PC Colin Jarrett, who with PCSO Oyenu Olugbala has proved a particular hit, said: "One evening we had more than 30 children lining up for us, to have their gears or tyres checked. After we've fixed up whatever it is for them then the word spreads further. Every time we come to the estate there they all are waiting for repairs. Now it's not just the children by any means!"

SNTs were established in partnership with the Metropolitan Police and Tower Hamlets Council, and Tower Hamlets was the first in the country to have SNTs rolled out across the entire borough. The SNTs, which work to priorities set by the public, have contributed to an eight per cent reduction in crime in the borough so far this year.

(Continued on page 20)

(Continued from page 19)

Perhaps in need of the tender loving care provided by the Aylesbury gang is the poor unfortunate officer who, whilst on duty and in full uniform, was cycling back to his station. This station, located somewhere within our Capital City, is accessed along a narrow alleyway. The officer has made this journey many times and probably knows it like the back of his hand. Anyway, he was about to execute a right turn, across the traffic, into this alley. He waited for the approaching traffic to pass and, when a kindly taxi driver stopped, leaving a gap for him to utilise, he set off up the alley. The next thing he recalls is lying in the road looking at the tow rope connecting the taxi that had stopped to the taxi in front of it. He hadn't seen the 'On Tow' sign as it was on the back of the rear taxi and the traffic was heavy enough to hide the hazard lights on both vehicles. He had been scanning the road a few feet to his front and checking for side traffic as he moved off but, as it was so close to him and only 18 to 24 inches above the ground, had missed spotting the rope. He

suffered two broken ribs but was recovering well, last time I heard. His identity and station remain a secret but I understand Insp. Neil Herriot of Bishopsgate, City of London, knows him very well.

By the time you read this, the International Cycle Show at the Excel Centre, London, will have been and gone. Emergency Services Cyclists will be represented again with the Metropolitan, City of London and Thames Valley Police as well as the London Ambulance Service and hopefully St John Ambulance Brigade all in the public eye at various times during the show. We will have a review of the show ready for the Winter 2007 issue.

In addition, IPMBA UK took a large step forward by taking a booth at the 999 Emergency Services Show at the Royal Horticulture Halls in London. This will mark the first time that we have been involved with an event expected to attract members of 999 services from around the

country. It should do much to enhance the image of emergency services cycling and raise awareness regarding the need for



Photo courtesy: Matt Langridge

Cycling Seminar in Southampton

specialised training. More on that in my next report.

Well, that's it for the time being. Don't forget, if you have any incidents or experiences you want to share with everyone, you can contact me by e mail at matt.langridge@thamesvalley.pnn.police.uk.

Safe cycling...and enjoy. We get paid to do this!

National Study Day for Bike Patrol in the Netherlands

Biking below the Sea

by **Tommy Hamelink, PCI #865**

Politie Haaglanden (The Hague Police), Netherlands

For the third year in a row, the National Study Day for Bike Patrol was hosted by a Dutch police force. The host of this year was Police Department Flevoland and they did their best to impress us. They even organised even a full day of sun!

Approximately 180 police cyclists from the Netherlands and Belgium participated in a challenging series of workshops around the new Police Department's training centre.

Police cyclists are always competitive as was visible on the obstacle course and in the bike football game.

On the city tour, there was the chance to visit Almere, a city built in one of the biggest and newest polders in the Netherlands. (A polder is a tract of land, lower than the sea, which has been diked and reclaimed.) The first houses were built only 27 years ago. Hence "biking below the sea"; to be exact...five meters below sea level.

In the Netherlands, we often use the bike patrol for crowd management. Two workshops concentrated on working together with police horses and K9 units. You can imagine that they were

very impressive and that it will take some nerve to cycle between two big police horses.

During the very nice lunch, the hosting police department had another surprise.



Photo courtesy: Tommy Hamelink

Former Olympic and World champion cyclist Leontien van Moorsel gave a special training session, so ten lucky police officers got the chance to feel like pro cyclists.

Several police bicycle suppliers were present to display their latest products and solicit feedback for future development. There was also a stand from the IPMBA to provide information and answer questions.

The third day was a very interesting day, with thanks to the Bike Team from the Flevoland Police Department.

Next year, we hope to meet again in the eastern part of the Netherlands. For more information and photos of the 2006 Bike Patrol Study Day, please visit www.bikepatrol.nl. To be put on the mailing list for the 2007 Study Day, please email info@bikepatrol.nl.

~ IPMBA Remembers ~

Officer Michael Briggs
Manchester Police Department
New Hampshire
End of Watch: Tuesday, October 17, 2006

Biographical Info
Age: 35 Tour of Duty: 9 years
Badge Number: 83



Cause of Death: Gunfire **Date of Incident:** Monday, October 16, 2006
Weapon Used: Gun; Unknown type **Suspect Info:** Apprehended

Officer Michael Briggs succumbed to a gunshot wound inflicted the previous morning when he and his partner responded to a domestic disturbance call.

Both officers were on bicycle patrol and they located one of the participants in an alley at the corner of Lake and Lincoln Streets. Officer Briggs was shot in the head as he was questioning the male subject.

Officer Briggs was transported to Elliott Hospital, where he remained until succumbing to the wound.

The suspect fled the state but was arrested later in the day while hiding in his grandmother's home in Dorchester, Massachusetts.

Officer Briggs was a US Marine Corps veteran and had served with the Manchester Police Department for 5 years. He had previously served with the Epson Police Department for at least 4 years.

Officer Briggs is survived by his wife and two children.



Thousands Pay Tribute to Slain Manchester Police Officer

by David Tirrell-Wysocki
Associated Press Writer
October 21, 2006

MANCHESTER, N.H. -- Several thousand police officers on bicycles, motorcycles, horses and on foot marched more than three miles through downtown Manchester on Saturday to honor a fallen comrade — “a hero who would rush into burning buildings” — who was shot to death in the city this week.

They came from throughout the region for the funeral of Officer Michael Briggs, killed while on bicycle patrol early Monday. His bike, mounted on a Manchester cruiser, was in the procession, as was a riderless horse, the traditional symbol for a fallen officer.

Briggs’s flag-draped coffin rested at home plate in Merchantsauto.com Stadium, home of the minor league baseball team he and his young sons often watched.



About 4,000 officers and several hundred members of the public filled the stands as color guards from many agencies lined the outfield and his Manchester colleagues filled the infield.

“Lord, this hero has fallen — a hero who would rush into burning buildings, a hero, Lord, who gave himself for us,” said the Rev. James Young of New Rye Union Congregational Church in Epsom, where Briggs grew up.

Briggs won heroism awards last year for saving residents of a burning

Manchester apartment building.

Gov. John Lynch, who met Briggs at one of the heroism ceremonies, praised the officer and decried the violence that killed him.

(Continued on page 22)

Thousands Pay Tribute to Slain Manchester Police Officer

(Continued from page 21)

“We are united in grief and, yes, in anger at this senseless crime,” Lynch said, declaring “We have been violated as a state and as a people.”

Briggs’ partner the night he was shot, Officer John Breckinridge, praised his friend as “the kind of guy that all of us want to be and don’t quite get there.”

He recounted how Briggs spoke to people on the street — folks that Breckenridge would have dismissed — earning respect by treating people with respect and dignity.

Breckinridge told how on their final patrol on Monday, after responding to a domestic violence call in which shots were fired, he and Briggs were about to head back to the station, when Briggs suggested they check one more thing. They had 15 minutes left in their shift.

“Mike did what he did best. He was a smart and aggressive cop,” Breckinridge said.

“Come on John, let’s go,” and we went,” Breckinridge said.

That’s when Briggs encountered his killer.

“In a blink of an eye Officer (Nate) Linstad (another partner) and I lost a partner and a friend. We all lost a part of ourselves.”

Briggs, 35, was shot in the head in a dark alley. He died the next day.

Michael Addison, 26, of Manchester, is charged with capital murder.

Two of Briggs’ pallbearers were officers from Epsom, where Briggs was a part-time officer nine years ago when Officer Jeremy Charron was killed while checking a suspicious car. He was the last New Hampshire officer killed on duty, and Briggs was one of his pallbearers.

Former Epsom Police Chief Roger Amadon, who hired both men in the small town, was moved to tears evoking Charron’s memory while eulogizing Briggs.

“Together, they will patrol the streets of heaven to keep them eternally safe,” he said.

Amid the tears, there were light moments, as when Tracie Davison, one of Briggs’ three sisters, spoke of Briggs’ attempts to ride a motorcycle.

It was on vacation at York Beach, Maine, where he took a motorcycle for a short ride, even though he hadn’t been on one for a long time.

“He ended up in some bushes, in some trash cans, and walked the motorcycle all the way back to the cottage,” prompting years of ribbing, she said.

“He had not ridden a motorcycle since and we were glad he decided to pedal a bike instead,” she said.

With temperatures in the 40s, EMTs handed out blankets and handwarmers to some in the stands. An officer brought a leather police jacket to Briggs’ 11-year-old son, Brian, who was wearing one of his dad’s short-sleeved bicycle uniform shirts.

Many residents stood along the procession route that took Briggs’ coffin by City Hall; the Hillsborough County Jail, where he once was a corrections officer; and by Manchester police headquarters, which is named after Officer Ralph Miller, the last Manchester officer killed in the line of duty — 30 years ago this month.

Among the several hundred shivering in the stadium were about 30 Boy Scouts, Cub Scouts and their leaders from Manchester.

“We felt that it was kind of our duty to be part of it and be part of the city as a community joined together for a tribute to somebody who protects us everyday,” said Assistant Scoutmaster Doug Williams.

Nine-year-old Cub Scout Alex Yatzus said he was there to say thanks.



“I know that Michael did a lot of good things for people and I just wanted to thank him here,” he said.

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~ IPMBA Remembers ~

IPMBA Remembers

Gary Martin and Gary Dudley

On August 22, 2006, the law enforcement community was stunned by the news from Indiana. About two dozen police officers were cycling across the state to raise money for COPS (Concerns of Police Survivors). Tragedy struck when their support van was hit from the rear by a large, single vehicle freight truck. The impact forced the support vehicle into the group of bicyclists, killing two and injuring three others. Retired Lake County Sheriff's Department Chief of Police, Gary Martin, died instantly. He was a criminal justice instructor at Indiana University Northwest. The other victim was the ride organizer, Lt. Gary Dudley of the Indiana State Police. Although it was reported that the ride would not continue, the last leg was ridden in honor of Martin and Dudley. The ride took place in Indianapolis on Thursday, August 31, beginning at the Hinkle Field House at Butler University and ending at Crown Hill Cemetery, where Trooper Dudley was laid to rest. IPMBA member Al Simpson of Greenfield, Indiana, who was able to participate in the ride, said it was a very moving experience. He met Trooper Dave Bersten, who worked at the Academy with Martin, as well as several of the ride's other founders. He was joined by former IPMBA member Bob True of the IU-PUI Police Department. The ride raised more than \$19,000 for the local COPS chapter.



Photo courtesy Al Simpson

You won't have to ride the stairs of the Old State Capitol Rotunda ...

... or practice maneuvers at the Alligator Bayou ...

**... but you *will* have to come on down to the 17th Annual IPMBA Conference
Baton Rouge, Louisiana
~ April 14 - 21, 2007 ~**

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Bike Officer Goes to the Dogs

by Denise Clay

denise.clay@temple.edu

Submitted by Chuck James, PCI #809

Temple University Police (PA)

Jake, the Department of Campus Safety Services' new canine officer, is pretty hard to miss.

He's a shiny, black Labrador retriever with a confident gait that says "I'm working." While he won't bite you if you try to pet him, it's best not to do that because he

may feel threatened and snap at you, said his handler, Officer Alan Kuterbach.

But if you see Jake sit down, it might be best to leave the room. You see, Jake is a

bomb detecting dog, and when he sits down, he's telling everyone in the room that an explosive, or something that may be used as part of an explosive, is in the room as well.

"He's trained to find 17 different types of explosive materials," Kuterbach said. Jake and Kuterbach became Temple's newest crime-fighting duo after completing about four months of bomb detection training at the Philadelphia Police Academy, said Capt. Denise Wilhelm.

In a world that seems to have a new terrorist threat almost weekly, the decision to have Temple join Penn State, San Francisco State University, the University of Illinois at Champaign-Urbana and Florida International University as a campus with a bomb detection dog seemed a logical one, Wilhelm said.

After talking to other universities that have bomb detection dogs and seeing how they've worked out for them, it seemed like a good investment for the University, she said. "Because we have the Liacouras Center and host so many high-profile events, we see [Jake] as a positive tool," Wilhelm said. "We used to have the Philadelphia Police Department and SEPTA come to the Liacouras Center and do our bomb sweeps for us. Now we can do it."

When he heard that Temple was getting a bomb-detecting dog, Kuterbach, who's been a Campus Police officer for almost four years, jumped at the chance to be its handler. He was interviewed for the position, went through the training, and now, Jake is a part of his family, he said.

Not that it was easy at first, Kuterbach admitted. "I actually have a yellow Lab at home," he said. "At first, it was a little awkward. They weren't comfortable with each other. Now, they're best friends. They wrestle and play together. One dog takes care of my family while the other goes to work with me."

It took a lot of training for both man and dog to be ready for their duties, Kuterbach said. In addition to Jake's learning how to detect explosives, Kuterbach had to learn healthcare issues and the do's and don'ts of being a bomb detection dog handler, he said. Not every dog makes the cut as a bomb detector, Kuterbach said. A dog that's too aggressive won't make it. While drug detecting dogs and other types of canine officers are taught to tear into packages of drugs to see what's inside, that kind of behavior from a bomb sniffing dog could prove disastrous, he said. "If it's an active bomb, it could go off if it's licked or bitten," Kuterbach said. "That's exactly what you don't want to happen." Jake has already made his mark, Kuterbach said. He's done bomb sweeps at the Liacouras Center and also helped SEPTA police officers with an emergency on one of its trains recently. Police department officials are watching Jake's performance before deciding whether to invest in another dog, Wilhelm said. "We'll see how successful we are with Jake and will go from there," she said. "So far, it's been wonderful."

Ed's Note: Alan Kuterbach became an IPMBA member and certified IPMBA Police Cyclist in March 2005. He was a member of the Temple University Bike Team for three years. IPMBA wishes him the best of luck in his new assignment.



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by Tommy Hamelink, PCI #865

Politie Haaglanden (the Hague Police), the Netherlands

It cost me a year of writing, rewriting, developing and a lot of lobbying, but in May 2001, my police force granted permission for me to start a small bike patrol at my police station on Jan Hendrikstraat.

Despite the fact that we are a bicycle country, it was hard to get all the proper equipment. The bike uniforms had to be ordered from America, and the purchase of bicycle was more complicated than we thought.

My colleagues in Leiden and Arnhem had started patrolling on mountain bikes in the summer of 2000. By evaluating their first experiences, I was able to avoid many of their mistakes. Also, I looked at the experiences in America, where my colleagues already had more than 12 years patrolling on mountain bikes. From their experiences, plus my own, I compiled a list of demands.

The preference was for a bicycle and supplier which satisfied the following requirements:

- Robust and suitable for proactive surveillance.
- Easily accessible replacement parts and components.
- Available in white, with guaranteed uniformity from year-to-year.
- Good customer service.

Furthermore it was important that the bicycle had a police force look.

Many bicycles in the shops are so-called “year” models. Therefore, a bicycle that this year is white can next year be green, and the components can change. This can make achieving the desired uniformity very difficult.

For this reason, a white frame was chosen. All components were examined on price and quality and used to build a custom police bike.

The member of the police service garage provided the bicycle with real police force stripes and logos. The first Haaglandse police force mountain bike was born, Bike #1. Soon, other teams and bicycle manufacturers started copying it.

From the moment I went out for the first patrol on Bike #1, the reactions were great. From shop owners to youth, from rough sleepers to known criminals, all were very positive about this form of police force surveillance. Now, five years later, the bike patrol has developed into a successful surveillance tool in the Police Force.

With Bike #1, I made dozens of arrests, many red-handed. I arrested bicycle thieves, burglars and even armed robbers, many of whom are still puzzling, “where did this police man come from?”

After 4.5 years, Bike #1 was written off and his life was threatened by components cannibalism. To give Bike #1 an appropriate final resting place, I made contact with the National Police Museum in Apeldoorn, The Netherlands. They were more than willing to provide Bike #1 with a new home. After some maintenance and polishing, Bike #1 was on 9 May 2006 officially transferred to the Conservator of the National Police Museum.

Tommy can be reached at info@bikepatrol.nl.



Injured Bicyclist Wins \$3.1 Million Settlement

Settlement provides support to cyclist

Ed's Note: IPMBA Instructor Kirby Beck, who retired in 2005 after 28 years as a police officer, has decided to put his experience as a cyclist, a cycling instructor, and a police officer to work. He recently founded Kirby Beck Consulting (www.kbeckconsulting.com) to serve as a resource in matters relating to cycling. One of the services he offers is that of expert witness. As an Effective Cycling Instructor, a League Cycling Instructor, and one of the architects of the IPMBA Police Cyclist Course, Kirby has a great deal of knowledge and experience to share. His love of cycling and his desire to help keep his fellow cyclists safe has inspired his work. Six years ago, Kirby testified in the case of a cyclist who was struck and permanently disabled by an automobile. The case has finally come to a close, and Kirby is pleased to see that the courts decided in favor of the injured cyclist, both because the funds are needed to provide medical care and support, and also because it reinforces cyclists' right to legally use the roads.

Scott Nelson, a resident of Elk River, Minn., is in a nursing home for life due to a permanent brain injury. A *Star Tribune* newspaper carrier in an automobile struck him in October 2000 as Scott legally rode his bicycle on Highway 10 in Elk River. After more than five years of litigation, a \$3.1 million settlement in his favor will provide support and vindication for Scott and his family, but also a strong precedent for bicyclists' rights. Bicycles are legal transportation on Minnesota highways, but attorneys defending the driver/sub-contractor, the carrier, and The Star Tribune Company claimed that Nelson assumed the risk of traveling by bicycle on a busy highway. Nelson's attorney, Fred Soucie of Soucie & Bolt, proved with expert testimony from John S. Allen, national author and certified League of American Bicyclists Cycling instructor; and Kirby J. Beck, one of the authors of the *Complete Guide to Police Cycling*, that Nelson was following the rules of the road at the time of the collision.

Source: *League of American Bicyclists*, www.bikeleague.org.

(Continued from page 1)

could work on the streets, closer to the people.

It isn't surprising then to hear the job will be difficult to leave.

Officer Artie Gonzales, with the police

THE GONZALES NUMBERS

- 13 — Years on bicycle patrol
- 20 — Average miles ridden each day on the job
- 15 — Marathons run in four different states
- 36 — Years with the Topeka Police Department

bicycle unit, is retiring from the Topeka Police Department after 36 years of service.

"I'm sure I'll miss it," he said Thursday. "I'll miss the public service, the helping people."

Police work hasn't always been in his blood. When Gonzales was growing up on the east side of Topeka, he didn't like police officers.

"The ones in my neighborhood were prejudicial," he said. "They'd get out of their cars and yell racial slurs at people."

Then when he was a teenager, he got pulled over and didn't have his license. The officer, instead of giving Gonzales a hard time, politely told him to get a license and let him go. That changed things for him.

Gonzales was a military police officer in the U.S. Army — he fought in the Tet Offensive in Vietnam — so when he got out, police work was a natural choice.

Lt. Ron Brown, who has worked with Gonzales for 24 years, said he has never known a better patrolman.

"Artie's approach with citizens was always even-tempered and calm," he said. "I mean he wasn't afraid of making an arrest, but that wasn't his first thought."

Gonzales concurs with that assessment.

"It's not always about the arrest," he said. "Our primary job as policemen is to help people."

His desire to help people led him to pass on numerous opportunities to move up in the department.

Promotions would have meant more desk time, less people time.

"He was always ready to go take down a report from a citizen or talk to a lady about her lost dog," said Sgt. Jim

Roy, who rode with Gonzales for five years. "He just likes being out there."

When the force started the bike patrol in 1993, Gonzales, who had run marathons, volunteered.

"I thought, 'This is great. I can be outside and ride the bike and get paid,'" he said.

Through winter storms and blistering summer heat, he rode his route. Sgt. Jim Roy, who rode with Gonzales for five years, said that in their first year together there were only three days that they didn't ride.

Early on in the bike patrol's existence, Gonzales remembers standing by his bike with his partner when a nearby

... He said that in the first year on his bike he had more people approach him than in his previous 23 years in a car.

"There's something about a policeman on a bike that's more approachable," he said. **"I think it's the shorts."**

woman said, "Policemen on bicycles — what a waste of taxpayers' money."

He would disagree. He said that in the first year on his bike he had more people approach him than in his previous 23 years in a car.

"There's something about a policeman on a bike that's more approachable," he said. "I think it's the shorts."

At 58, Gonzales is also one of the oldest bike patrolmen in the International Police Mountain Bike

Association. A few years back, the association told him that he was the 12th oldest bike officer.

"What a distinction, huh?" he said.

On Thursday, Roy talked about one of the funnier moments he had with Gonzales. The two were riding into a 20 mph snowy wind with freezing temperatures.

"We both have our heads down to avoid the snow, and because of the wind we're going really slow," he said. "I looked up and saw a parked car, so I move to the left of the street. I guess he just kept his head down. I look back and he just runs right into the back of the car. It was like a slow-motion crash from 'Laugh-In.'"

Mishaps aside, Gonzales was good enough that he is one of only four officers in Kansas licensed by the IPMBA to train bike officers. He has trained officers from Kansas, Nebraska, Missouri and the majority of Topeka's bike officers.

In his 36 years on the force, Gonzales has fired his gun once, a few months into his first year. It was a burglary at a gas station, and he didn't hit anybody.

"I killed the potato chip rack, though," he said.

For Gonzales, the police work is all about talking with people.

"You've got to have empathy for people," he said. "When I'm training new officers, I always tell them, 'You've got to treat people fair.'"

James Carlson can be reached at (785) 295-1192 or james.carlson@cjonline.com.

Retiring cop known for the respect he's shown the homeless

by James B. Meadow
Rocky Mountain News
September 14, 2006

On the 16th Street Mall in downtown Denver, Joshua Valerio, 28, left, patrols with his father, Ed, 62, who is retiring after six years of regularly making the rounds on his bicycle. The homeless are sad to see Ed Valerio go. "He respects us," said a man named Courtney.

Morning was more of a theory than a fact as Ed Valerio moved through the darkness and reluctantly got his bicycle ready for his last patrol among the have-nots of society, the ones he has sometimes arrested and rousted, but always respected.

After six years and 35,000 miles – "I think that's enough to go around the world, isn't it?" – to say nothing of two broken hands, a broken nose and more cases of road rash than he can remember, the 62-year-old bike cop was staring glumly at the end of the 30-year career corridor that would take him to retirement.

Sure, he'd be riding again on Thursday with other members of the District 6 mall patrol, but that would feel like a formality. Not the kind of solo style Valerio always preferred, the M.O. that allowed him to stop and chat with the souls who sleep in doorways or under bushes or on top of sidewalk steam grates. Men and women beset with alcoholism and mental illness; adrift, invisible, overlooked, scorned. Ed Valerio's kind of people.

"The one thing my dad taught me is everybody is a person," says Joshua Valerio, another bike cop who happens to be Ed's son and is riding along on his father's last real bike patrol Wednesday. "He always said, 'Treat them with respect and they'll treat you with respect.'"

"Ed is a cop, but he's the best type of cop," says Mike McManus, an outreach worker for the Colorado Coalition for the Homeless, who adds that Valerio has been known to stand up to other cops who might be unfairly hassling a homeless person.

"Even the guys he's busted respect him," says McManus. "They know he cares about them."

'He's the only cop I really like'

That's the way Courtney sees it. Last week Valerio busted him on an outstanding warrant. Courtney didn't take it personally.

"He's the only cop I really like," says Courtney, 40, not particularly miffed that the Valerios have woken him up at 7:10 a.m. and told him to move on from Civic Center.

"He shows a more humane side," says Courtney. "He respects us."

He also fights for them – and Alvin Gray Grass knows it.

At 6:45 a.m., Valerio gently wakes up Alvin from what appears to be a placid sleep atop a steam grate near Tremont and 15th. It's a courteous wake-up call, and Alvin is cool with that. He's also cool with the way Ed once went after some bullies.

Seems the night crew in the building right by the corner decided it would be hilarious to drop buckets of water on Alvin and others. The water was poured from four stories up – and it came splashing down on bitter wintry nights.

When Valerio heard about it, he did two things. He found the guys doing it and told them he would "personally kick your ass" if it didn't stop. Then he found their supervisor and complained. End of problem.

But some problems end only in tragedy.

"This is where Rick died," says Valerio, voice growing soft. He's looking at a space in the Voorhies Memorial of Civic Center. Suddenly, it's December 11, 2003, the day Samuel "Rick" Burrier died of pulmonary disease on one of the coldest nights of the year. Rick died sleeping under an Indian blanket Valerio had purchased for him when he was on vacation with his wife at the Grand Canyon.

"I worried about them being cold. It's a different world out here," says Valerio, shaking his head.

Appointment reminders

When he talks about extra things he's done for the homeless – and he does so reluctantly – Valerio's voice acquires a matter-of-fact tone. This is what happens when you *see* the homeless instead of looking past them. It's the reason why becoming a bike cop six years ago "changed my dad's life," says Joshua.

"I found I could do a lot more on the bicycle," says the father. "I could go places you can't go in a car."



Photos By Darin McGregor © News

He also found that people – businessmen, street people, everybody – treated him differently when he was on a bike, that he became much more approachable.

Valerio & son are now cruising down the Cherry Creek Bike Path. They encounter Georgia, a borderline schizophrenic woman pushing a shopping cart stuffed with all her possessions. Ed reminds her she has an appointment with human services; Georgia doesn't think she'll go. Ed gently tries to persuade her to go. Georgia doesn't think so. Ed shrugs and slowly shakes his head.

He comes upon Shawn and Kelly, a young married couple sleeping on the bike path under the Colfax Avenue Bridge. Kelly had a miscarriage four

(Continued on page 28)

(Continued from page 27)

days ago. They're both working at the Pepsi Center but don't have enough money for a place. Ed puts in a call to outreach worker McManus and arranges a meeting.

Two joggers stop and tell Joshua and Ed about a guy sleeping near the bike path. The cops gently wake him, tell him he has to move on. Ed wishes he didn't have to. "The guy wasn't bothering anybody. You couldn't even see him."

Makeshift tents by the river

Of course, sometimes he's glad to wake them up. Sometimes "it's scary when they don't move right away." Sometimes they're dead.

Soon he'll be able to concentrate on woodwork projects and playing golf. But he might as well be talking about a trip to the dentist for all the enthusiasm he can

Ed and Joshua are riding the bike path toward Confluence Park. The father's mood soon darkens as he and Joshua lock up their bikes and navigate the steep slope under the Park Avenue exit of I-70 on foot, down to the Platte River.

The men and woman they wake and tell to move on are not Valerio's people. Chances are some are using heroin and have hidden their stash and syringes. The makeshift tents several sleep in may be home to a low-rent but growing prostitution activity.

Today he has Joshua with him. But, surely Valerio doesn't come to these places alone?

"Yeah, I do," he says sheepishly. "I know, it's stupid. But I do."

He wishes he could do it longer. Five years ago, he opted for a certain retirement plan. Time's up. He has to quit.

Soon, he won't have to rise at 4:30 a.m. four times a week and work his typical 10-hour shift no matter what the weather is. Bone-snapping cold, pouring rain, blazing heat – it didn't matter. He rode.

Soon he'll be able to concentrate on woodwork projects and playing golf. But he might as well be talking about a trip to the dentist for all the enthusiasm he can muster.

Then, the old zing is back in his voice. He is at a press conference, talking about the homeless.

"They're great people; they're just like the people you meet in office buildings or high-rise condos, they just sleep in the street," he says.

Then he listens while Joshua answers a question about what he admires most about his father.

"He taught me how to be a man and how to treat people with respect," says Joshua, voice suddenly cracking, eyes filling up with tears.

Son hopes to bike like dad

It is expected that the department will allow Joshua to replace his father on the bike patrol for District 6. At least Ed and Joshua hope so. So do the homeless.

"I want to try and fill my dad's shoes, even though they're about a mile long," says Joshua.

As Joshua speaks, his father looks down, suddenly fascinated by his fingernails, not willing to look up.

Maybe he's thinking about Georgia and whether she'll keep that appointment. Or Sean and Kelly. Or Alvin. Or the hundreds of other souls he's met in the course of all those miles and all those years.

Maybe he's thinking about how much they mean to him and how much he'll miss them. The homeless. The unwanted. Ed Valerio's kind of people.

Editor's Note: Upon reading the above article, recently retired Topeka bike officer Artie Gonzales (see cover story) was moved to share his thoughts.

"...he had a very rare trait that you don't find often enough in officers these days, compassion. When I was a training officer in a patrol car, I used to tell recruits that our primary job is to help people, not arrest them. It is important to develop the ability to be able to merely speak with people on a human level." Artie's words sum up the essence of police cycling. IPMBA wishes both Artie and Ed all the best for their retirement.

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On July 10-14, 2006, the second UK Instructor Certification Course was taught at Portsmouth. There were nine students in attendance, six from Great Britain and three from the Netherlands. The students and instructors were able to enjoy the hospitality of the British military while staying on the base at Southwick. Once accents were sorted, the class began in earnest. Despite having only one day of rain, the students from the UK were still able to ride their bikes and did so with the expected high degree of ability. The three students from the Netherlands also maintained the persona of the Dutch as very skilled cyclists. Everyone worked hard, enjoyed themselves, and by the end of the week walked away with an IPMBA Instructor number! Many thanks to the Hampshire Constabulary, especially Steve Baxter, Paul Peplow, and Andy Burnham, for hosting the course and ensuring that it went smoothly. Cheers everyone!!



July 10-14, 2006 ~ Portsmouth (UK). **Sjef Brouwers**, Police Training Centre Mijkenbroek, Breda, Netherlands; **Andrew Buddle**, South Yorkshire Police, South Yorkshire; **Haydn Crooks**, South Yorkshire Police, Sheffield; **Alan Hockley**, Hampshire Constabulary, Southsea Station, Portsmouth Hants; **Wout Hoeks**, Police Training Centre Mijkenbroek, Breda, Netherlands; **Karl Hughes**, Doncaster Urban SNT, Doncaster; **Elizabeth Portman**, South Yorkshire Police, Cudworth Barnsley; **Neil Sinclair**, City of London Police, London; **Corne Sprangers**, Police Training Centre Mijkenbroek, Breda, Netherlands.

After years of discussion, the IPMBA Board finally approved the Security Cyclist Course in 2003. The first 24-hour Security Cyclist course was taught at the 2004 IPMBA conference in San Antonio. The first people authorized to teach the course were Police Cyclist Instructors. The Board, however, decided to allow Security personnel, who were neither sworn police officers nor EMS professionals, to become certified as IPMBA Security Cyclist Instructors, or SCIs. Because prospective SCIs must meet the same requirements as prospective PCIs and EMSCIs, including one year full-time or two years part-time experience, it took a couple of years.



IPMBA Security Cyclist #001 is Francis Tutell, a Security Supervisor with Abbott Northwestern Hospital in Minneapolis, MN, where he has worked for more than three years. Francis, a committed bike commuter, completed his *IPMBA Security Cyclist Course* in June 2005. Since that time, he has become their bike team leader. Francis successfully completed the *IPMBA Instructor Course* in August 2006 at the University of Washington in Tacoma. Francis has no current plans to enter law enforcement. His college major has prepared him for someday becoming a youth minister or counselor. Francis enjoys his role providing and managing security for a major hospital in the diverse

urban core of Minneapolis, and sees no reason to move on any time soon. He is very happy and serious about having the distinction and title of *IPMBA Security Cyclist Instructor #001*.

We welcome Francis to the IPMBA Instructor cadre and look forward to the leadership he will bring from the Security sector of Public Safety Cycling.

August 21-25, 2006 ~ Tacoma (WA). **David Anderson**, Tacoma Police Department, Tacoma WA; **Lee Cooper**, Kennewick Police Dept., Kennewick WA; **Jay Dalton**, US Navy, Marietta GA; **Matthew Diezsi**, Seattle Police Department, Seattle WA; **Brett Iverson**, Colorado Springs Police, Colorado Springs CO; **Jody Maberry**, WA State Parks - Riverside Park, Nine Mile Falls WA; **Bryan Mallin**, University of Illinois at Chicago Police, Chicago IL; **Lee Ann Neubauer**, University of Illinois at Chicago Police Department, Chicago IL; **Rick Oakley**, Washington State Parks, Issaquah WA; **Brian Switala**, Univ. of Wis Milwaukee Police, Milwaukee WI; Seattle WA; **Francis Tutell**, Abbott Northwestern Hospital Security, Minneapolis MN; **Jef Van Arsdall**, Corvallis Police Department, Corvallis OR; **Kerry Zieger**, Seattle Police Department, Seattle WA.



Photos courtesy Kirby Beck

Motorist-Bicyclist Safety Video

The League of Illinois Bicyclists, with funding from the Illinois Department of Transportation, has produced a nearly seven-minute video on motorist-bicyclist safety, which can be viewed at <http://www.bikelib.org/video>. The video, narrated by Robbie Ventura, a teammate of Lance Armstrong on the former U.S. Postal Service Team, presents the do's and don'ts for new drivers for when they encounter bicyclists on the road. To make Illinois roads safer for bicyclists, DVDs have been distributed to 900 high school and private driving education programs and to more than 900 police and sheriff's departments.

Safe Routes to School

In August 2006, the League of American Bicyclists released a short video highlighting the benefits of the Safe Routes to School program and issuing a call to action. This four-minute film is designed to introduce the program to parents, educators, school boards, community groups, council members, and public safety officers. It can be found in streaming video at www.bikeleague.org/programs/saferoutes/video.php or by contacting the League at 202-822-1833.

Bike Fit

Bike fit was the topic of the month of October for both the League of American Bicyclists and the American Physical Therapy Association. The American Physical Therapy Association (www.apta.org) offered hints for setting up a bicycle properly and avoiding bike-fit-related injuries. It also featured a series of stretching exercises designed for

cyclists and a downloadable education brochure which would make a nice handout. These resources and more can be found by doing a search on "bike fit" at the APTA's website.

The League took it a few steps further by describing various approaches to bike fit and offering several resources. A do-it-yourself toolkit appears on the Colorado Cyclist site at www.coloradocyclist.com/bikefit, but the League's article advocates for a professional bike fit for anyone who logs more than a just a few miles. Designed primarily for bike shops, Bike Fit Kit (www.bikefitkit.com) offers bike fit kits which may be a worthwhile investment for departments which fit a lot of riders. The Quick Fit Kit costs \$950 and includes instructional materials. There are other tools out there to help improve bike fit, including <http://www.ultracycling.com/equipment/bikefit.html> (Boulder Center for Sports Medicine). The methods vary, but all agree on one thing: in order to stay comfortable and injury-free, proper bicycle fit is a must.

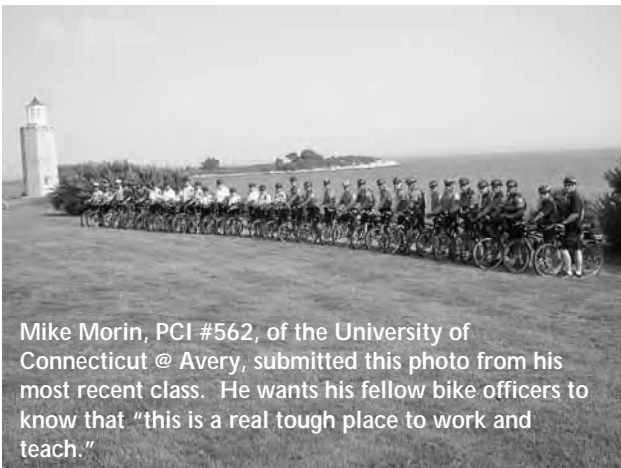
Dietary Guidelines for Americans 2005

The guidelines for good nutrition seem to change every day as research reveals new and often conflicting information, but the *Dietary Guidelines for Americans* is published jointly every five years by the U.S. Department of Health and Human Services and the U.S. Department of Agriculture. The *Guidelines* provide authoritative advice for people two years and older about dietary habits for good health and reduced risk of disease. The 2005 *Guidelines*, released in April 2005, can be downloaded from <http://www.healthierus.gov/dietaryguidelines/index.html> or ordered from the U.S. Government Printing Office (866-512-1800 or <http://bookstore.gpo.gov> – publication #001-000-04719-1). Also available are the Executive Summary in English and Spanish, a consumer brochure, and links to numerous resources and tools, including a calorie and BMI calculator.

www.healthierus.gov/dietaryguidelines/index.html or ordered from the U.S. Government Printing Office (866-512-1800 or <http://bookstore.gpo.gov> – publication #001-000-04719-1). Also available are the Executive Summary in English and Spanish, a consumer brochure, and links to numerous resources and tools, including a calorie and BMI calculator.

AAA Foundation for Traffic Safety offers several bike safety videos (not new, but still relevant). *Biking: Get the Big Picture* (8:19; \$14.95) is a fast-paced presentation that emphasizes visual skills needed to ride a bicycle safely. Geared for 6-8th graders, it provides tips for riding near parked cars, intersections, and making left turns. *Otto the Auto on Bicycle Safety* (16:10; \$19.95), an animated video designed for K-6th grades, includes four presentations that teach children about different aspects of bicycle safety: Basic Riding Rules, Picking the Right Bike, Fitting Your Helmet, and Drive Your Bike Like a Car. These resources, and more, are available at <http://www.aaafoundation.org/products/index.cfm?category=bikeped>.

The American Academy of Pediatrics offers a series of fact sheets for parents: Bicycle Safety Myths and Facts (<http://www.aap.org/family/tbikmyth.htm>), About Bicycle Helmets (<http://www.aap.org/family/thelmbat.htm>), Safe Bicycling Starts Early (<http://www.aap.org/family/bicycle.htm>), and The Child as Passenger on an Adult's Bike (<http://www.aap.org/family/tippadulbike.htm>).



Mike Morin, PCI #562, of the University of Connecticut @ Avery, submitted this photo from his most recent class. He wants his fellow bike officers to know that "this is a real tough place to work and teach."

Correction:

The last issue of *IPMBA News* listed the names of the members of the Education Committee. Barbara Winstead of the Cincinnati Police Division was inadvertently omitted from the list. We sincerely regret the error.

www.ipmba.org
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IPMBA Courses

Every course record submitted to the IPMBA office is reviewed first by a member of the IPMBA staff and then by a member of the Education Committee. The staff member checks the course records to ensure that all required paperwork has been properly completed and submitted. The Education Committee member checks the paperwork to ensure that all IPMBA Course policies have been followed and reviews the evaluations and incident reports. These reviews have revealed the need for a few reminders.

There are several areas in which the course policies have not been followed. The most common violation is the **student to teacher ratio**. The maximum ratio is **10/1**. The recommended ratio is **7/1**. Experience has shown that a lower student to teacher ratio maximizes the educational experience and minimizes the risk of injury. By increasing the ratio to more than 10/1, the instructor increases the risk to the students. IPMBA stands behind its training programs and instructors, but only if the guidelines are followed. It is the instructor's responsibility to educate the administration about the guidelines and why they exist, and advise them of the additional risks of assigning too many students to a single instructor. We have seen as many as 26 students in a class with only one instructor. This is unacceptable by IPMBA's standards, even if aides were present to provide assistance. There should be no more than 10 students per certified IPMBA instructor.

The **passing written test score** is 76%. We have found many students who have a listed passing score of 74% and 72% and the course record shows passing. Passing is 76%. If a student does not achieve a 76%, the instructor can administer the other version of the test. This can be done immediately, or within the next two months. Re-tests of the on-bike skills are also permitted. More information about retesting can be found in the section of the course instructor manual entitled "Testing." Students must pass both portions of the test (written and on-bike) in order to pass the class.

There also seems to be some confusion about the **number of hours**. The course **MUST** be at least 32 hours in duration, whether it is held over the course of three days or four. If the course is three days, please be sure to indicate the number of hours per day. The only exception exists in the UK, for which a 32-hour class comprised of a pre-read and 24 hours of instruction has been approved.

Course Records

All instructors have to complete an IPMBA course record AND roster for each class taught. These forms must be filled out completely, including written and on-bike test scores. Incomplete course records are subject to delayed recording and may affect your instructor status.

Other required paperwork is as follows: evaluations, waivers, and incident report forms. An acknowledgement postcard is sent out (via US mail) for each course record received. If any items are missing from your course paperwork, it will be noted on the postcard. Please submit the items requested immediately and attach the postcard so it can be matched up with the previously submitted, incomplete course paperwork. This will minimize the chance that you will receive a second postcard.

Some course paperwork is submitted months after the course completion date. Course paperwork should be submitted within one month of the course.

Maintaining Instructor Certification

In order to maintain your status as an active IPMBA Instructor, you must do the following:

PCI/SCIs:

Teach at least one class every twelve months, NOT every calendar year.

PCI/SCI/EMSCIs (those with dual certification):

Teach at least one of either type class every twelve months.

EMSCIs:

Teach at least one class every 24 months.

All Instructors:

Maintain IPMBA membership.

If you don't meet these requirements, your name will be removed from the IPMBA website and you will be listed as inactive in our database.

If your last class taught was 12-23 months ago, you must:

- Co-teach one class with an active IPMBA instructor and have that instructor complete an Instructor Reactivation Evaluation* form OR
- Attend an IPMBA Instructor Course. You will not have to complete a new instructor packet, or pay the instructor application fee, but you will be required to pay for the IPMBA Instructor Course.

If your last class taught was 24-36 months ago, you must:

- Co-teach two classes with an active IPMBA instructor and have the instructor(s) complete an Instructor Reactivation Evaluation* form OR
- Attend an IPMBA Instructor Course. You will not have to complete a new instructor packet, or pay the instructor application fee, but you will be required to pay for the IPMBA Instructor Course.

If your last course taught was more than 36 months ago, you must:

- Attend an IPMBA Instructor Course. You will not have to complete a new instructor packet, or pay the instructor application fee, but you will be required to pay for the IPMBA Instructor Course.

* The Instructor Reactivation Evaluation form is available from the IPMBA office. The evaluating instructor can fax the completed Instructor Reactivation Evaluation form to the IPMBA office, or send it in with the course paperwork. Once the form is received, it will be evaluated by a member of the Education Committee. Upon approval, the instructor will be returned to active status.

Instructors must be present for 90% of class time.

If you have any questions, please contact the Acting Education Director at education@ipmba.org.

~~101~~ 102 Things to Do in Baton Rouge

Tour the Louisiana State Capitol ~ Dine on jambalaya, crawfish pie, and filé gumbo ~ Tailgate at a Southern or LSU Sporting Event ~ *Shop at the Mall at Cortana or the Mall of Louisiana* ~ Take in a River Bats, Tigers, or Jags Game ~ Visit stately plantation homes in St. Francisville or along River Road ~ Up, Up, and Away! at the Pennington National Balloon Championship ~ Red Stick monument on the bluff at Southern University ~ Walk through the LSU Campus. Pay special attention to the Indian Mounds! ~ LSU Rural Life Museum/Windrush Gardens ~ **LA Art & Science Museum** ~ Irene W. Pennington Planetarium ~ Greatest Show on Earth: Angola Prison Rodeo ~ **Kiss the Irish at the St. Patrick's Day Parade** ~ Local blues musicians at Phil Brady's ~ Boutin's – enjoy Cajun dining *and* music ~ USS Kidd and Veterans Memorial Museum ~ Alligator Bayou on Bluff Swamp ~ BREC's Baton Rouge Zoo ~ Broadway Series at Baton Rouge River Center Theatre ~ *Performing Arts: Baton Rouge Symphony, Little Theatre, Swine Palace, Baton Rouge Ballet, and more* ~ Red Stick Farmers' Market ~ Stroll/Jog/Bike along the Mississippi River levee at sunset/sunrise ~ Spanish Town Parade ~ Tony's Seafood, featuring a live catfish farm ~ *Old Governor's Mansion* ~ **Old State Capitol** ~ Cooking demonstrations at Magnolia Mound Plantation ~ **Bonfires on the Levee** ~ Blues Week! ~ **Delta Queen paddle wheel riverboat** ~ Magnolia Cemetery ~ *Southern University Museum of Art* ~ Odell S. Williams African American History Museum ~ Baton Rouge City Park: tennis, biking, walking, running ~ "Mike the Tiger" on the LSU Campus ~ "La Cumba" the Southern University Jaguar, on the SU Campus ~ **Mardi Gras** ~ **Baton Rouge Gallery in City Park** ~ Comite and Hooper Road Bike Trails ~ Tickfaw State Park ~ Highland Road Observatory ~ Audubon Golf Trail ~ Ancestor hunt at the State Archives ~ Old Bogalou Fire Station ~ Try your luck at Belle of Baton Rouge Casino and Casino Rouge ~ *Go antique shopping* ~ Louisiana Governors' Mansion ~ The Enchanted Mansion: A Doll Museum ~ West Baton Rouge Museum ~ Old Arsenal Museum ~ Fest for All ~ Downtown Fourth of July Celebration ~ *Live after Five, Spring and Fall* ~ Screen Classic Silent Films in City Park ~ Farmers' Market Authentic Louisiana Arts & Crafts ~ Rent a Harley and head for the Feliciana Hills ~ Take the ferry across the Mississippi River ~ Neubig's Gallery ~ Plaquemine Locks ~ Challenger Mission at the Challenger Learning Center, LA Art and Science Museum ~ Buy a cookbook – River Road Recipes, or one by John Folse or Holly Clegg ~ *Mid-city shopping* ~ Pause and Refresh at the classic Coca-Cola sign on Third Street ~ Ride the antique carousel at the Mall of Louisiana ~ Play around at Blue Bayou Water Park, Celebration Station, or Dixie Landing ~ Fluker's Cricket Farm ~ *Ride the downtown trolleys* ~ Ice skating ~ Rooftop sushi at Tsunami ~ International Festival ~ Earth Day ~ Louisiana State Museum ~ Shaw Center for the Arts ~ George's under the Perkins Road overpass ~ Gospel music at the Greater King David Baptist Church ...

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