

Spring 2003

ipmba news



Newsletter of the International Police Mountain Bike Association

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

Vol. 12, No. 2

Reprise: Putting the “I” in “IPMBA”

By Maureen Becker
Executive Director

The theme of the Fall 2001 issue of *IPMBA News* was “putting the ‘I’ in ‘IPMBA.’” In that issue, several IPMBA instructors shared stories about their experiences teaching overseas in places like St. Croix, Belgium, and the Netherlands.

In this issue, we once again focus on the international nature of public safety cycling and the ever-increasing presence of IPMBA overseas. During the 2002 IPMBA Conference in Ogden, Utah, we certified two instructors from Great Britain and one from Switzerland. Little did we know that by conference time 2003,

IPMBA would have been approached by the Metropolitan Police Department in London to not only participate in an informational seminar, but also to conduct two back-to-back Police Cyclist Courses. Little did we know that our international membership ranks would be swelled by the addition of 19 certified members from three different English police departments. And who could

Little did we know ... that an Australian officer would be awarded a prestigious Churchill Fellowship to travel to the US to obtain IPMBA training and to study the implementation of bike patrol in the United States

imagine that several of those officers would plan to attend the IPMBA Instructor Course in Charleston, West Virginia? Or that an Australian officer would be awarded a prestigious Churchill Fellowship to travel to the US to obtain IPMBA training and to study the implementation of bike patrol in the United States? Or that a member of the Jerusalem Civil Guard would offer to discuss the experience of being a bike officer in an area rife with acts of terrorism?

As this newsletter goes to press, the United States is engaged in war with Iraq, and we do not know if the situation will prevent our international members from joining us. We hope it won't. The IPMBA conference offers a rare opportunity for public safety cyclists from around the globe to come together and learn from one another. The conference solidifies the role of bicycles in modern policing, security, and emergency medical services. And it enhances IPMBA's role as the standard against which bike units from far and wide will be measured.

This issue's authors hail not just from the United States, but also from Canada, Great Britain, Israel, and the Netherlands. They represent police, EMS, and private security. They may come from different cultures and professions, but they all firmly believe in the effectiveness of the public safety cyclist and support the principles of the International Police Mountain Bike Association.

Bicycle Fleet Management

By T.J. Richardson, PCI #139T/EMSCI#010
San Antonio PD (TX)
President, IPMBA

With the ever-increasing presence of bicycles in the public safety sector, fleet managers may have an all new set of logistical issues and concerns in how to manage this highly fluid asset. What kind of bicycles do you buy? What kind of maintenance is involved? How should they be stored, and what is the best way to keep track of inventory? Welcome to Bicycle Fleet 101.

PURCHASING

When an agency is about to embark on a bicycle program, the first, and one of the most important issues, will be what type of bicycle to purchase. This will depend mainly on the capacity in which the bicycle will be used. The most common and fastest growing need for bicycles is in the public safety sector: police, emergency medical services and security. In making equipment purchases, keep in mind that the people who are served by these public safety personnel will be directly affected by the performance of the officer and his or her bicycle. The very lives of the public and the officers themselves may depend on the durability of the equipment they ride. Needless to say, this is no place to pinch pennies. Expect to pay anywhere from \$800 to \$1,200 for a reasonably equipped public safety bicycle. If the bicycles are to be added

(Continued on page 24)

inside



Announcements	18-19
Bike World News	20
Board List	24
Industry Page	13
Instructor Corner	26-27
IPMBA is Everywhere	2
Issue Focus “IPMBA Around the World”	5-11
Civil Guard (Israel)	7
Hague PD (Netherlands)	11
Kellogg Security (Canada)	10
Metropolitan Police (UK)	8
Niagara EMS (Canada)	9
North Yorkshire Police (UK)	5
Zuid-Holland-Zuid Politie (Netherlands)	11
Membership Form	26
News from Members	22
Training and Support	17
President's Column	2
Product Purchase Program	14-16

IPMBA. Doing it better, doing it first.

Well over a decade ago, the founding fathers of this organization had a vision. They saw bicycle officers from anywhere and everywhere gathering together to trade ideas on training, equipment and tactics. The officers would come together once a year and swap stories of their adventures, both on-duty and off. They would discuss ways the bicycles were changing the communities in which they served. They would ride together, train together, eat together and enjoy a shared spirit; the spirit of feeling the bike beneath them, the sun above them and the path before them.

These founding few needed help to get their idea off the ground, so they turned to the League of American Bicyclists, an organization that avidly promotes cycling. But when picking a

name for their fledgling organization, they did not call themselves the American Police Mountain Bike Association; no, their vision was far greater than that. They knew, even then, that this concept would eventually reach around the world. They called themselves the International Police Mountain Bike Association.

Will the acronym IPMBA someday come to mean the "Intergalactic" Police Mountain Bike Association? Maybe so. I don't speak Martian, but I hear there are some radical downhill trails on Mars.

As hundreds of public safety cyclists from all over the world prepare to gather in Charleston, West Virginia, to swap stories, train, ride, eat and enjoy each other's fellowship, it makes me wonder if the group of men and women that started it all really saw this coming. Did they know just how big this was going to be? I am sure it was in their vision, but I am not sure they saw it outgrowing their highest expectations. I am glad some of IPMBA's founders will be in Charleston to see participants from the United States, Canada, Australia, Israel, the United Kingdom, and who knows where else, gathering together for the 13th Annual IPMBA Conference.

IPMBA is Everywhere!

So far this year, IPMBA has had a presence at ASLET, NCEMSF, EMS Today, and Bike Walk Virginia. IPMBA will continue to promote the profession of public safety cycling during these upcoming events:

Bicycle Education Leader's Conference (BELC) ~ June 4-6, 2003, Portland (OR)

Presentation: The Role of Public Safety Cyclists in Bike Safety Education, by Pat Donovan, Puyallup FD (WA) and Jennifer Jolly, Longview PD (WA)

Police Security Expo NJ ~ June 24-25, 2003, Atlantic City (NJ)

Booth and Demonstration

International Association of College Law Enforcement Administrators (IACLEA)

June 28-July 1, 2003, San Diego (CA)

Booth

Police Security Expo Midwest ~ August 19-20, 2003, Rosemont (IL)

Booth and Demonstration

EMS Expo ~ September 23-25, 2003, Las Vegas (NV)

Booth and Presentations: Building an Effective EMS Bike Team by Pat Donovan, Puyallup Fire Department (WA) and *Utilizing EMS Bike Teams for Special Events* by Gene Williams, Cypress Creek EMS (TX)

This issue of *IPMBA News* is dedicated to the international public safety cycling scene. You will find articles by members from around the world, describing how bikes are working for them in their communities. The stories span the globe from Israel to Canada, from Netherlands to the U.K., and from police to EMS to private security. All share that spirit of doing things better from the saddle of a bike.

I am extremely honored to serve as IPMBA's president. When I joined this organization as a new bicycle officer, I had a vision too, but I never envisioned myself as being on the Governing Board, and certainly not taking an active role in leading the organization into the future. My vision has kept pace with IPMBA's growth. I see the path that is ahead of us, and the warmth of the sun above is matched by the spirit, power and drive of all of us who want to ride that path around the world.

We share more than a vision; we share a mission. That mission is to provide world-class training and resources to public safety cyclists around the globe. We will encounter obstacles as we ride that path – language barriers, cultural differences, riding on opposite sides of the street – but we will overcome them. As we continue to add members from different countries and cultures, we will expand the vast pool of knowledge and resources that makes us *the* place for public safety cyclists.

Will the acronym IPMBA someday come to mean the "Intergalactic" Police Mountain Bike Association? Maybe so. I don't speak Martian, but I hear there are some radical downhill trails on Mars. Until then, we will gather in places like Charleston, WV, and of course, my favorite place, San Antonio, Texas, in May of 2004. See you there.



ipmba  news

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

Officer Thomas J. Richardson

IPMBA President

Maureen Becker

Executive Director; Managing Editor

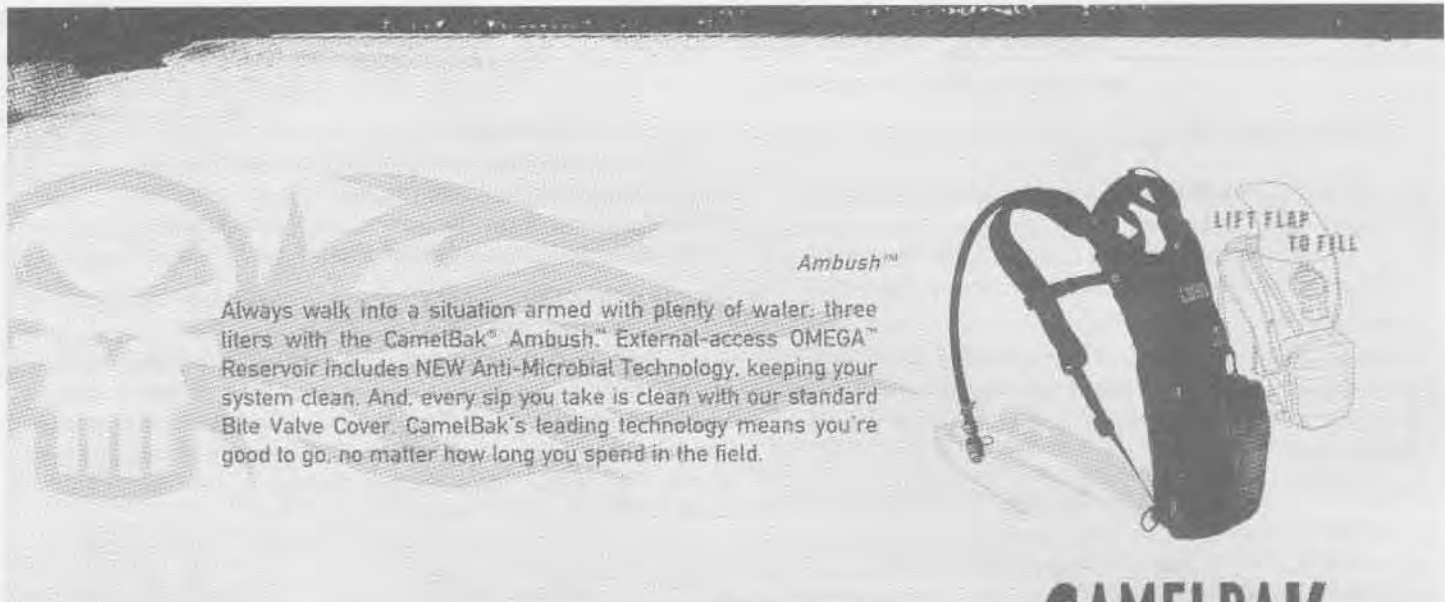
Jennifer Horan

Design and Layout

Copyright 2003 © International Police Mountain Bike Association (IPMBA). Reproduction without permission is prohibited.

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

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



Ambush™

Always walk into a situation armed with plenty of water: three liters with the CamelBak® Ambush™ External-access OMEGA™ Reservoir includes NEW Anti-Microbial Technology, keeping your system clean. And, every sip you take is clean with our standard Bite Valve Cover. CamelBak's leading technology means you're good to go, no matter how long you spend in the field.



CAMELBAK
HYDRATE OR DIE



WILL YOUR
OP LAST
20 MINUTES?
OR 20 HOURS?

CHECK US OUT ONLINE FOR A CHANCE TO WIN A FREE CAMELBAK SYSTEM.
WWW.WINCAMELBAK.COM

Dependability. Performance. Unsurpassed Quality.



A DIVISION OF
J. MARCEL ENTERPRISES

(206)722-1412

FAX (206)722-1521

www.olyuniforms.com

5920 M. L. King Jr. Way S.

Seattle, WA 98118





Pedaling Around the Globe

IPMBA was founded with the vision that public safety cycling would be international in scope. All around the world, the public safety cycling movement has been advanced – sometimes against all odds – by enthusiastic and energetic police, security, and EMS personnel. The following stories have been submitted by our international members and friends. Enjoy. *Pages 5 - 12.*

The North Yorkshire Police: York Community Cycle Unit Pilot

By Nigel Tottie
North Yorkshire Police
York, England

Mention Police Cycle Patrols to most UK residents and they will conjure up images from 50 years ago of the old village “Bobby” riding his rickety sit-up-and-beg bike around the streets, wearing a long black cape and traditional police helmet. Nowhere is this more true than in York, in the North of England. A medieval city, York’s centre is still surrounded by its castle walls and the city is nothing if not traditional in its values and outlook. Policing in York reflects these values, with Bobbies in their black pointed helmets and coats still a familiar sight strolling around the city centre, to the delight of many American tourists. All of this changed, however, when York’s police moved firmly into the 21st century by reinventing the cycle patrol!

On the 15th July 2002, North Yorkshire Police launched an innovative high-profile uniformed cycle patrol project in York. The “North Yorkshire Police York Community Cycle Unit,” established to carry out uniformed cycle patrols in York, was a radical shift away from the traditional foot and vehicle based patrols on which North Yorkshire Police, and most other UK forces rely.

The Unit’s objectives were:

- To deliver high quality, high profile patrols;
- To raise the profile of North Yorkshire Police amongst the community;
- To reduce crime and the fear of crime; and
- To increase feelings of safety within the community.

As will be seen, the Unit easily achieved these objectives within a very short period of time.

The project was funded by local businesses who paid for the Unit’s cycles, clothing and equipment (£13,287.94 – about \$20,400 – was raised); while salaries were funded by North Yorkshire Police.

TRAINING AND EQUIPMENT

To ensure their ability to patrol effectively on cycles, officers underwent training as Advanced Cycling Instructors with the City of York Council’s Cycle Training Department, and underwent a medical check by the North Yorkshire Police Occupational Health Unit.

Once deemed fit to patrol, the officers were equipped with good quality, cycle-specific uniforms to make patrolling in all weathers comfortable and safe. This proved to be one of the most important issues for the Unit and kept the officers healthy and motivated – function truly dictates form in cycle patrols. Normal uniform attire was found to be not only impractical but also unhealthy; for example, black uniform safety boots proved to be both structurally inadequate, falling apart within weeks with the constant cycling motion, and inadequately ventilated, causing Athlete’s Foot from the heat and moisture build-up on hot days. Once replaced with proper SPD compatible cycle boots, all of these problems disappeared – no more itchy toes!

Cycle design is at least as important as uniform design for police cyclists. Specially adapted Scott MTBs with front suspension forks and front disc brakes gave the handling and braking ability vital in urban areas, whilst high quality lights, blue lights and sirens also proved vital when responding to incidents in pedestrian areas. Visibility is of paramount importance to the police cyclist.



York bike patrol at York Minster Cathedral. *Photo Courtesy Nigel Tottie.*

PATROLLING METHODS AND BENEFITS

Officers patrolled in pairs at all times to ensure their safety and the security of their cycles and equipment, and each day at least one pair of officers was working. A combination of day and late shifts (but not nights) enabled officers to remain in the public eye

(Continued on page 6)

(Continued from page 5)
as much as possible, and ensured a high profile within the community.

Officers remained flexible in meeting community needs, and were set, or set themselves, tasks and patrol areas according to those needs. The officers were tasked either by self-monitoring of daily issues which could be tackled by cycle patrols, such as youth disorder, damage and crime hotspots; by central tasking through the Area Tasking

Research of these results showed that the cycle officers had an arrest rate 45% higher than that of their vehicle-based colleagues, a stop-search rate 164% higher and an arrest rate from stop-searches 71% higher – a direct result of the greater mobility, flexibility and increased speed of response enjoyed by cycle patrols!

On several occasions Unit officers successfully detained suspects after foot officers had been outrun, and several drug arrests were made by officers riding right up to offenders without being seen or heard, leaving them unable to dispose of evidence. As the officers did not meet the criminal stereotype of a police officer, both in their mode of transport and uniform, such arrests were surprisingly easy.

PUBLIC OPINION

In addition to the patrol benefits of the cycles, there was overwhelming support for the scheme from the public of York.

Officers handed out questionnaires to members of the public during the first six weeks of the scheme to gauge public opinion. Of the 30 questionnaires handed out, 26 were returned, all of which were clearly supportive of the scheme and in favour of its continuation. Most noteworthy was that all of the respondents stated that the presence of the cycle patrols made them feel reassured and less likely to be a victim of crime. The unit also received several letters of appreciation, and has been the subject of media interest on both a regional and national level.


Undoubtedly the approachability of cycle patrols is the key to their success. It was not unusual for Cycle Unit officers in York to find difficulty in moving around the pedestrianised areas of the City Centre due to the number of people who wished to stop and speak, initially about cycles and cycle patrols, and then about more general policing and community issues – clear evidence that accessibility works.

CONCLUSION

The benefits of cycle patrols for effective policing are clear, both in terms of physical results and efficiency. These results are in part due to the positive effects cycle patrols have on officers themselves. In York, the motivation of the team remained high throughout the pilot – not only did the officers greatly enjoy what they were doing, they were also constantly reminded of public approval; the stream of

appreciative members of the public wanting to stop and talk gave ample evidence of this.

Cycle patrols appear to hit all of the target areas for a police service trying to reassure its communities and reduce their fear of crime. They are perfectly suited to deal with the anti-social behaviour which impacts so many peoples' lives, combining speed and mobility with stealth of approach. Even with high-visibility uniforms, officers found it all too easy to approach individuals and groups without detection. Combine these factors with the public reassurance which cycle patrols promote, and it is easy to see that cycles strike the perfect balance between accessibility and mobility in the urban environment, arguably to the benefit of all.

The York Community Cycle Unit is currently undergoing an expansion which will see the four officers used during the pilot increased to ten, providing 24 hour cycle cover seven days a week. This expansion should see even better results returned for North Yorkshire Police. 

Nigel can be reached at nigel@nottie.freeseerve.co.uk.

It was not unusual for cycle officers, first on the scene of an incident, to make an arrest, wait for the van to collect their prisoner, and then cycle to the Custody Area and wait for the van to arrive some 5-10 minutes

and Co-Ordination Unit, which evaluates crime and disorder trends; or by Local Tasking Requests from community officers. This flexibility proved vital in meeting the expectations of the public.

The Unit's ability to patrol where vehicles cannot go – cycle paths, alleyways, woodland and parks – led to areas seeing a regular police presence for the first time. The medieval design of York, with narrow streets unable to cope with modern traffic flow, also allowed officers to respond more swiftly than vehicles to many incidents. It was not unusual for cycle officers, first on the scene of an incident, to make an arrest, wait for the van to collect their prisoner, and then cycle to the Custody Area and wait for the van to arrive some 5-10 minutes later!

The benefits of cycle patrols were best demonstrated by the Unit's results in its first six months, in which officers:

Arrested **102** offenders; attended **542** incidents; cycled **7071** miles; carried out **66** stop-searches; arrested **12** people as a result of property recovered from those searches; detected **70** crimes; carried out around **3465** hours of patrol; took no time off work due to sickness or ill-health; initiated a scheme in which **245** cyclists in York were dealt with for lighting offences; and saved North Yorkshire Police **£1500** in fuel costs.

U.K. Public Safety Cycling Seminar

21st & 22nd June 2003

In June 2003, North Yorkshire Police are holding a seminar for cycling emergency services at the Cyclists' Touring Club annual rally at York Knavesmire. This seminar will be addressed by various speakers and is an ideal forum for the sharing of ideas and best practices amongst the Police and Ambulance Services currently using cyclists within the UK. At present, around 12 UK police forces plan to attend, along with around five UK Ambulance Services. It is hoped that this seminar can be used to build a UK affiliate of IPMBA and, if successful, become a national event – perhaps the first IPMBA Conference in the UK?

Bikes Against Terror: The Israeli Experience

The Civil Guard, an all volunteer force, routinely face terrorist threats

By Michael Satlow
Jerusalem District Police Force (Israel)

For years, Israel was described as the opposite of the U.S. – its cities were safe, but its borders weren't. The current Intifada ("popular uprising") has changed that. Now, while street crime is relatively low, terrorism has become a major concern. In 2002, 261 lives were lost in 227 terror attacks. Given the size of the population

in comparison to that of the U.S., the loss of life is equal to four and a half 9/11 disasters.

The security situation has naturally had an impact on police work. Although there has been no appreciable increase in the police budget, an inordinate

amount of time has to be devoted to security-related issues. These include stopping and checking suspicious individuals, assisting the bomb squad with suspected car and package bombs, and setting up roadblocks when intelligence has specific information regarding an imminent threat. In the past year, the police managed to foil 45 attacks and prevent the explosion of 236 bombs, but at a heavy price; twenty-one policemen were killed and 70 injured in terror attacks and preventive actions. All this has been in addition to the regular diet of street crime, break-ins, theft, family violence, court orders, etc.

In order to help cope with this situation, the police augment their forces with the Civil Guard. This is a para-police unit founded in 1974, in response to a series of bombings. It is a voluntary, fully deputized civilian organization which serves parallel to the police. There are both non-uniform and specialized uniform divisions which serve together with regular police officers in traffic, uniform patrol, youth, and bomb disposal.

As an eight year veteran of the Civil Guard (and a three year veteran of bike patrol), I have been going out regularly with a career police officer to patrol downtown Jerusalem. This is the most sensitive area of Jerusalem and has been the scene of the vast majority of the bombings. Our response time has been dramatically cut during peak traffic hours, and our close relationships with the store owners have provided a valuable source of information. As of now, there are four regular police bike patrol units and 29 Civil Guard units spread out in both urban and rural environments. At present I am helping to organize a Civil Guard bike unit for the southern part of the city and am pushing for the expansion of the police bike patrol in central Jerusalem. For anyone bored with writing traffic citations, please feel free to visit Israel. I can guarantee you an interesting ride. 🚲

Michael can be reached at satlow_m@netvision.net.il.



Photos Courtesy Michael Satlow



The Israel Police Force: Maale Adumim

There is no shortage of appreciation for these volunteers

By Eitan Horwitz
Israel Police Force

The Israel Police Force (IPF) has bike patrol units in various cities throughout Israel as special units within the larger context of an extensive nationwide volunteer police force that numbers 50,000 people. Unfortunately, due to budgetary constraints and the security threats that Israel faces, there are no regular officers in bike patrol units.

The bike patrol I am in serves the city of Maale Adumim, which numbers 30,000 residents. Maale Adumim has many park areas and extensive walkways that allow the residents to traverse almost any area of the city without crossing a street. We are a city in Israel that deals with many terrorism threats in addition to the normal problems with youth gangs, drugs, domestic violence, and other common crimes.

Our unit currently numbers 10 uniformed bikers. Although we are a volunteer

corps, we have been provided with police training, served in motor patrols to acquire experience, and while on-duty we serve in the full range of police duties. Each of us serves at least 12 hours per month. The unit in Maale Adumim has been on the streets since October 2002 and has been involved in a range of activities: searches for suspected infiltration of terrorists, "minor" traffic policing, off-road patrols around the perimeter of the city to interdict infiltrators, maintaining contact with troubled youth to build relations and prevent disturbances, enforcing city ordinances, and providing backup and support to the regular motorized patrols. We also function as a part of the emergency police plan for any war scenario relating to the problems in Iraq.

We provide a service to the citizens and to the local police for which everyone – from the mayor to the citizens – feels grateful. Our unit derives no small amount of satisfaction when we hear the regular

officers express their appreciation for our help and when citizens stop us to let us know how they appreciate seeing a police presence in parks and walkways. We have even been asked to speak on various radio programs about the bike patrol.

We are out there and will continue to be. We are looking to expand our numbers. I am a lead officer in the bike patrol and I have taken regular patrol officers out on bike patrol so they can experience the difference and understand how the motor and bike patrols should work together. (And of course they love the biking, even though they are physically exhausted after just a few hours!)

I hope to be in attendance at the IPMBA Conference and to learn more about how to combat crime from the seat of bicycle. 🚲

Eitan can be reached at eitan@ehorwitz.com.

IPMBA Meets "The Met"

The oldest city police department in the world seeks IPMBA training

By Kirby Beck
PCI #0021/EMSCI#017
Coon Rapids PD (MN)
Past President, IPMBA

Near the end of 2002, the IPMBA office was contacted by Inspector Anthony Moore of the Metropolitan Police at Scotland Yard in London. He wanted an IPMBA Police Cyclist Instructor (PCI) to come to London and train some of his officers. As the largest, most visible police department in



Photo Courtesy Kirby Beck

Kirby being interviewed by the BBC.

England, "The Met" wanted to lead the way in standardized bike patrol training and policies for British police. Inspector Moore had been told that IPMBA was "the place to go" for experience, professionalism, and high-quality training; his research proved that was true. When asked if I would be able to travel to London for the purpose of training bike officers, I jumped at the chance. After all, the Metropolitan, founded by Sir Robert Peel in the 1820's, is the oldest city police department in the world. Much of what we still do day-to-day was originally developed by the Met. I used to keep a copy of Peel's *Principles For Modern Policing* in my COP office.

A government group for transportation alternatives in London, called *Transport for London* (TFL), was already working with the Metropolitan Police to address crime problems at transit stops. One of the tools they implemented was the Met's first true mountain bike patrol. The bike patrol was used to provide saturation patrol in selected areas where robberies and other crimes were on the increase, affecting patrons' sense of safety and threatening the use of transit and trains. TFL agreed to provide a grant to the Met for high-quality

training and for expansion of the bike patrols. This grant enabled them to bring an IPMBA PCI to London to conduct the Police Cyclist Course. It will also enable them to send several Met officers to the IPMBA Conference in Charleston to continue their education. Inspector Moore invited personnel from three other departments to participate in the training – Hampshire, City of London, and North Yorkshire.

I was in London from February 2 – 14, 2003. I was lodged in a police house, converted into a dorm-type facility, right next to Peel Centre – the Metropolitan Police training facility – near Hendon in North London. The training center can accommodate several hundred students, and has three 13-story dormitories to house the recruits during their 18-week basic training. The entire Metropolitan Police is comprised of over 26,000 officers.

Most of my time was spent working or preparing for class, as I was scheduled to present at a conference and conduct two four-day PC Courses. I did have about two days and several evenings to enjoy the sights and history of London. This limited exposure and the warm hospitality has piqued my interest in another trip to England someday.

The conference took place on February 3 at the New Scotland Yard. It was a daylong national conference on police and medical bike patrols, and the first such meeting of that scope in the UK. There were police, medics and vendors from all around the country. I was pleasantly surprised that medics were already using bikes nearly as much as the police. London Ambulance Service operates a nearly full-time bike patrol in Central London. The coordinator, Tom

Lynch, was at the conference and gave a presentation on the team and its success. Tom, a former BMX and mountain bike

champion, is incredibly knowledgeable and motivated. It sounds like he is currently a member of IAMBU, but he has put together his own training program. I put a bug in his ear about IPMBA's EMS programs.

I was asked to give a presentation on bike patrol uniforms and uniform policies found in the United States. It was during this presentation that I became aware of the differences in our culture—specifically, our slang. While discussing the purpose of a chamois and the type of underclothing to be used or avoided, I told the attendees that it was important to "take care of your fanny." Moore winced noticeably and looked like he was about to have a stroke. We were, after all, in the bowels of the ultra-politically correct environment of Scotland Yard. Each email he had sent from Scotland Yard concluded with a half page of "PC" disclaimers and warnings. Anthony was apparently visualizing the final years of his career spent counting buttons in the Quartermaster's warehouse. "You can't say *that* word at Scotland Yard," he told me. "Which word, fanny?" I asked him, and his face took on a purplish hue as he cringed again. By now the chuckles from the coppers in the room were quite evident, albeit muffled. "Okay," I said, totally confused. Later, after the laughter died down, I was told

that the word was slang for the front part of a female's bottom. Certainly it wasn't the first time in my 50 years that I'd put my foot in my mouth, nor do I suspect will it be the last. I later learned that fanny packs are called something like "bum bags." So next time you're in England, be careful what you tell people you are wearing!

Another cultural difference I noticed was the ability of the average British person to cycle safely in traffic. The streets in the UK, like

those in most of Europe, are incredibly narrow and crowded. With parked cars

(Continued on page 12)



York officers at the ancient city gates— now Bootham Bar.

Photo Courtesy Nigel Tottie

Doin' Calls by the Falls

Bike medics respond to over 200 calls in a single summer

By Michael A. Neumann
Niagara EMS, Ontario (Canada)

While I was growing up in Niagara Falls, Ontario (Canada), it was expected that I would someday work to serve my fellow humans. As a youngster, I worked for the Maid of the Mist Steamboat Company, introducing visitors to the mighty Falls in an "up close and personal" way. But I never thought I'd be back in Niagara Falls, working right beside one of nature's wonders. Today, I am a paramedic with Niagara Emergency Medical Services. Although I enjoyed working in the tourism industry, my childhood dream was to someday become a paramedic (just like Johnny & Roy). Now I've been one for 21 years.

Three years ago, Niagara EMS, with assistance from the Niagara Paramedic Association, developed a bike medic program. Initially, it was to be used only for special function duty, e.g., group events, marathons, bike races, etc. But two summers ago, we conducted a pilot project in which bike medics were assigned to patrol Victoria Park, Clifton Hill and Casino Niagara on weekends. These areas have a very high volume of vehicle and pedestrian traffic during summer months. As a result, ambulances were delayed getting to the scene of ill or injured people.

The most logical solution to the problem was to put medics on bikes. I had the privilege of being a part of the project from its inception. Our pilot project was such a huge success, that in summer 2002, the bike program became a permanent fixture. We worked 12 hours a day (1000-2200 hrs), seven days per week. During that time, the Niagara EMS Bike Medics responded to 254 calls in the Park/Clifton Hill and Casino Niagara areas. We arrived at the scene before the ambulance 58% of the time. Not a bad track record. To get to some of

those calls, we really had to bust our humps.

In addition to responding to medical calls, we took an active approach to bike safety and helmet use. I'm shocked at the number of people who still do not wear helmets. I find it especially disturbing when I see a family riding and the children are wearing helmets but the adults are not. Hopefully we can change that someday!

Our bikes have really developed over the past three years. At first, we had nice mountain bikes, donated by many sources. In 2002, we upgraded our mountain bikes and switched to disc brakes. What a difference that has made, especially during wet

weather! Our bikes are outfitted with nice pannier bags in which we carry enough supplies to handle about two calls before restocking. We carry an AED (Automatic External Defibrillator), Oxygen, Symptom Relief Medications, i.e., Nitroglycerin, ASA, Ventolin, Epinephrine, Glucagon and Oral Glucose. In addition, we have first aid supplies and a glucometer. The bikes have a fair bit of weight, but that's OK....I like to build on my legs!

I truly love being a bike medic. Being by the Falls, in the outdoors, meeting new people from all walks of life and from all around the world, and caring for our visitors and citizens has got to be the best duty ever! I highly recommend this approach to rapid on-scene medical care, especially in areas of high traffic volume.



Mike Neumann can be reached at ma.neumann@sympatico.ca.



Members of the Niagara EMS Bike Team in front of the Falls.

Photo Courtesy Niagara EMS

Rescue is Just Part of the Job...

That's what IPMBA member and certified EMS cyclist Randy Garrett of Niagara EMS in Niagara Falls, Ontario, said. Late last summer, a 45-year old woman tried to commit suicide, and Randy helped save her life. She climbed over the retaining wall and entered the water, but got stuck in the brush about 100 metres from the brink of the Horseshoe Falls. Randy, along with another paramedic and two Niagara Parks Police summer students, jumped into action. They climbed over the 1.4 metre wall and went down to the riverbank. Linking their arms together, they formed a human chain and brought the woman back to safety.

This was just one of hundreds of calls to which the Niagara EMS bike medics responded during the summer of 2002, and is just one example of how the quick response time and easy accessibility of the bike medic can save lives. IPMBA commends Randy and his fellow rescuers!



Around
the World
with
IPMBA

Getting Started ... the Hard Way

Promoting bike patrol in private security is not an easy task

By Dale Kidd
Kellogg Security
London, Ontario (Canada)

Two o'clock in the morning. I'm freezing my butt off in the late September Canadian night, riding around in nothing but my very thin uniform shirt, a pair of non-regulation navy blue shorts, cycling gloves, helmet, and duty belt. But I'm the one who volunteered for this, the one who persistently badgered my supervisor in the security department of the Kellogg factory for the opportunity to prove the effectiveness of bike patrols. And despite the fact that the temperature is coming awfully close to dipping below freezing, nothing is going to stop me from completing the final hour of my shift...


That was in 1997. The factory at which I am employed as a Security Officer had been plagued by a two-month rash of car thefts and vehicle break-ins in the employee parking lots. Throughout August and September, we had been hit at least twice every week. Video surveillance had been unable to capture sufficient detail to assist in the investigations. An extra officer had been detailed to foot patrol of the parking areas during the evenings, but the sheer size of the area to be patrolled had rendered him ineffective. The thieves struck at one end of the block while he was patrolling at the other. It was at this point that I seized the opportunity to propose trying bicycle patrol as a more efficient option. My proposal was simple: I would bring in my personal bike and patrol the employee parking lots during the high-risk time slot – from 1900 until 0300 hours. My supervisor, under increasing pressure from our client to end these occurrences, finally agreed to a two-week trial run.

My experiment was not without setbacks. Twice I found myself patrolling in the cold fall rain, without benefit of proper rain gear. I was repeatedly put on report by my company's mobile supervisors for being out of uniform. Shorts were not an approved option, and communications between my supervisor and our local office did not seem to be

finding their way to the patrol supervisor level, so I eventually ended up patrolling in my standard uniform trousers. Several times I was very nearly run down by employees in the busy parking lots during shift change, and I suffered several flat tires due to broken glass and other debris. But at the end of the two weeks, a remarkable fact was revealed: not a single vehicle had been stolen or broken into! The bike patrol experiment was granted an extension.

I wish I could write that bike patrols continued to thrive in our Security department, but alas, that was not to be. About a week later, two suspects were apprehended by our city police service a couple of blocks from our plant, breaking into vehicles in the parking lot of another factory.

Subsequent investigation tied them to several of the incidents at our site. With the threat gone, our client decided not to continue the

extra security coverage, and I returned to my regular duties. But my theory had been proven. The speed with which I had been able to cover the widespread parking lots had been sufficient to deter any further incursions by the thieves. And deterrence is the primary goal of the private security officer. The superiority of bike patrols in the deterrent role was established, and would lead to further experimentation on our site in years to come... 

Dale is a 15-year veteran of the private security industry. He can be reached at dale-kidd@rogers.com.






Patrolling in comfort – not!

Photo Courtesy Dale Kidd

Did You Know?



International factoids about IPMBA

-  IPMBA has attracted members from Australia, Barbados, Belgium, Canada, Columbia, England, Finland, Germany, Gibraltar, Israel, North Marianas Islands, Puerto Rico, and Switzerland.
-  IPMBA Instructors have conducted Police and/or EMS Cyclist Courses in Belgium, Brazil, Diego Garcia Island, Germany, Great Britain, Iceland, Jamaica, the Netherlands, Panama, the Philippines, the Republic of Georgia, Rwanda, St. Croix and the U.S. Virgin Islands.
-  IPMBA conference attendees have hailed from Australia, Canada, Guam, Great Britain, Israel, North Marianas Islands, and Switzerland.

Mountain Bike Patrol in the Netherlands

**Around
the World
with
IPMBA**

The idea of utilizing mountain bikes v. normal bikes for patrol came from the United States

By Peter de Vogel

Zuid-Holland-Zuid Politie (The Netherlands)

The use of normal bikes was common for the Dutch police, but the use of mountain bikes on patrol came to us from the USA. After successful testing, several regions now use mountain bikes for patrol, and more regions are interested in using them. Mountain bikes are used mostly in community policing, especially in areas that have dense populations and are not car-friendly.

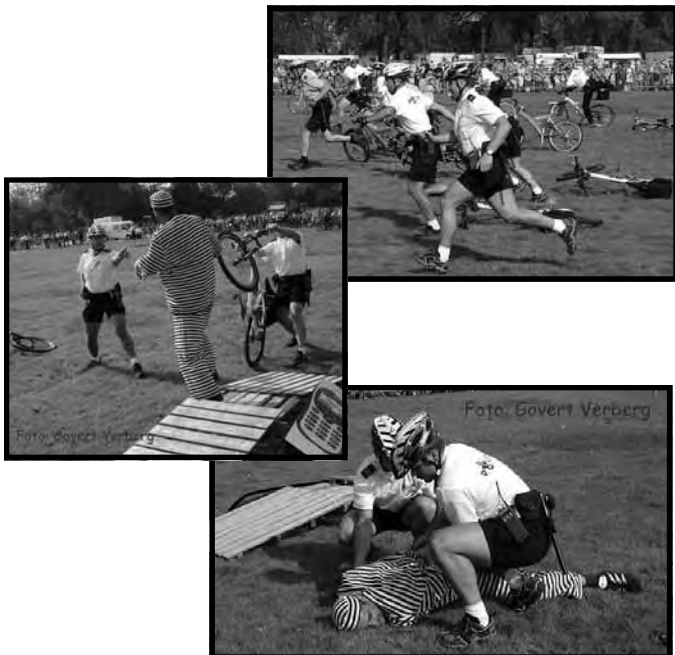
In the region Zuid-Holland-Zuid, where I work, mountain biking is used for community policing in the city of Dordrecht. We are more easily accessible to the citizens and quicker in responding to emergency calls. We are also involved with prevention of certain crimes, like drugs and shoplifting. We patrol the entertainment district in the evenings, when it is very crowded with cafe and theatre-goers. We also work as traffic control for festivals, markets and parades. Officers mostly work in pairs; however, solo patrol is also practiced.

After a successful testing period in our region, the management has decided the continuation of the use of mountain bikes for patrol. They even are considering expanding the team. The publicity has been enormous, and very favorable!

The mountain bike police are being trained in the use of mountain bike cycling skills, such as emergency braking and evasive maneuvers, stair-riding, and so on, to make the officers capable of using their bikes in a safe way. They are also being trained in arrest techniques, self-defense and the use of pepper spray and firearms.

A little story about a skillful arrest: two members of the team arrested a man in front of a lot of people by using an arresting technique. Amongst the public was an enthusiastic district attorney. He thought it was being acted. After being told it was a live arrest of a real suspect, he was even more enthusiastic about bike patrol.

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



Demonstrating for the crowds at the Annual Police & Fire Brigade Children's Party, The Hague, Netherlands.



Above, Zuid-Holland officers practice an arresting technique on fellow officer Peter de Vogel; below, the Zuid Holland Politie Bike Patrol.

Greetings from the Hague!

Things are going very well for the police mountain bike patrols. Strange that it has taken so long; the Netherlands has more bikes than people – 14 million people with 17.5 million bikes. Every city has bike lanes and bicyclists are protected by special law. We even have bike highways going from city to city.

Above left are some photos from a demonstration we conducted during the annual police and fire brigade children's party. This year, 26 police cyclists from ten different departments competed – 25 from the Netherlands and one from Belgium.

- Submitted by Tommy Hamelink, The Hague PD (Netherlands). Tommy can be reached at tommy.hamelink@wanadoo.nl.


**Around
the World
with
IPMBA**

IPMBA Meets "The Met"

(Continued from page 8)

present, there is rarely room for a car to legally pass a cyclist. Cycling on footpaths (sidewalks) is strictly forbidden. Because of the heavy traffic and lack of safe cycling facilities, English schools are required to train children to bike in traffic. They seem to do a much better job than the American schools. These officers knew how to ride in traffic and were comfortable doing so. It was a good thing, given the roundabouts and left-side riding I encountered for the first time.

Despite their skills, the Police Cyclist Course still offered a challenge, and they honed their basic and slow speed handling skills, perfected safer ways to overcome obstacles, and learned how to use the bike as a complete law enforcement tool. Quite a contrast to the British bobbies of the past. They rode simple three speed-type bikes, often their own, as transportation around their beats. They wore their regular uniforms and did not use their bikes to chase people or respond to emergencies. The bikes were used more for public relations than to supplement foot patrol. This new generation of "Biking Bobbies" was learning to do far more than their predecessors ever would have imagined.

Almost every officer passed the Police Cyclist exams and obtained IPMBA Police Cyclist certification. Several good candidates indicated an interest in becoming IPMBA Instructors. I'm confident we will see them at future IPMBA conferences, starting with the 2003 IPMBA Conference in Charleston, West Virginia. 

Kirby can be reached at Kirbyp42@aol.com.

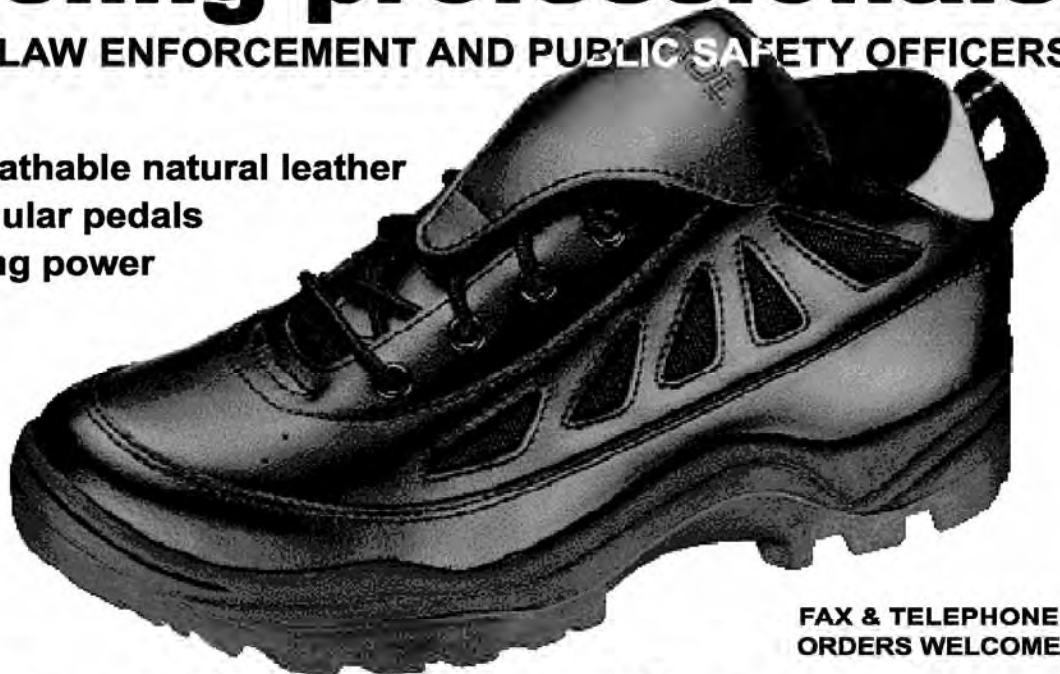


IPMBA received a glowing thank-you letter from The Met, praising Kirby's services.

for cycling professionals

EXCLUSIVE TO LAW ENFORCEMENT AND PUBLIC SAFETY OFFICERS

- comfortable breathable natural leather
- for clip-in or regular pedals
- bio sole pedalling power
- rubber outsole
- uniform black



IPMBA
MEMBER
PRICE
\$67.95
+ SHIPPING

**FAX & TELEPHONE
ORDERS WELCOME**

www.patrolcycle.com

**PATROL CYCLE LLC - 27699 VISTA DEL VALLE, HEMET CA 92544
PHONE: 909 634 5025 - FAX: 909 677 0349 - EMAIL: INFO@PATROLCYCLE.COM**

IPMBA is pleased to announce that the American Society for Law Enforcement Training (ASLET) and the International Mountain Bicycling Association (IMBA) have joined the Product Purchase Program (see pages 14-16). Both of these fine organizations will offer discounted membership to IPMBA members. IPMBA members may take advantage of the savings simply by submitting a copy of their current IPMBA membership card with the ASLET and IMBA membership applications.

ASLET is a tax-exempt non-profit, educational and professional association consisting of law enforcement trainers, educators, and administrators from across the broad spectrum of the law enforcement community. Members receive a subscription to the *ASLET Trainer*, access to a \$10,000 Accidental Disability Income Protection Plan, discounts on various products and services, and more.

IMBA is a non-profit organization whose purpose is to create, enhance and preserve trail opportunities for mountain bikers worldwide. IMBA encourages low-impact riding, volunteer trailwork participation, cooperation among different trail user groups, and innovative trail management solutions. Membership dues support their efforts to maintain and increase trail access around the world. Members receive a subscription to *IMBA Trail News*, access to a variety of discounts, such as the Bikes Fly Free and Subaru VIP Partners programs, and much more. IMBA also coordinates the National Mountain Bike Patrol Program, which promotes and supports local mountain bike patrollers and groups that inform, assist and educate mountain bikers and other trail users.

Support our Corporate Members

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

Alerte Systems

Gary Cason
800-728-1536
www.alertesystems.com
alerte@frii.com

Patrol Cycles LLC

Murline Staley
713-472-0894
www.patrolcycles.com
sales@patrolcycles.com



TIDALFORCE

Silvio Pappalardo
703-435-7102 x 179
www.tidalforce.com
silvio.pappalardo@wavecrestlabs.com

Trek Bikes

Eric Hill
920-478-2191 x 2438
www.trekbikes.com
Eric_hill@trekbike.com



TIDALFORCE



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

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

GAMEBIKE: Don't Train...Play!

By John Medford

Denver PD (CO)

IPMBA Industry Relations Committee

Do you dread that first week of bike duty? You know, when you finally get to park the patrol car and jump back on the bike. Your legs may not be as strong as they were when the bike got parked for the winter or for some other reason. Working nights in Colorado, I don't see much time on the bike, so I purchased a trainer in the hopes of keeping some of the form I built up through the summer. But I hated riding on the trainer. I tried parking it in front of the T.V., but the late-night infomercials and afternoon soap operas were not the greatest motivators to ride hard.

That all changed when I needed to contact CatEye on a warranty issue. While on their website, I saw an icon that said "GAMEBIKE! Play Don't Train." Who could resist that? I clicked on it and saw enough to make me ask the CatEye rep about it. The rep talked it up so much that I broke out the credit card.



The GAMEBIKE unit is the new training and gaming system designed by CatEye to work with the Sony Playstation or Playstation 2. The GAMEBIKE unit has several parts that attach to your bike and trainer, which turns them into the joystick for the Playstation. Included in the kit is a main unit, which is set under the front wheel and provides the steering input. A speed sensor for the rear wheel and a brake button that Velcros to your handlebar are also included. The game controller is the final

piece; it resembles the standard controller that comes with a Playstation unit, except this one provides inputs for the main unit and other sensors. The controller mounts to the handlebar using the same mount as CatEye headlamp. The unit is easy to hook up to your bike when it is in the trainer, but if the weather grants an outdoor ride, all of the attachments come off in seconds.

The GAMEBIKE works with most Playstation driving games, so pick your game and turn on the Playstation. The rest is up to you.

GAMEBIKE picks up the speed at which you pedal and translates it into acceleration on the screen. You can make the ride as hard or as easy as you want through gear selection. The first time I used the GAMEBIKE, I had only planned on a 30 minute ride. I was pedaling along to Gran Turismo and began to notice that I was drenched in sweat. A quick glance at the clock revealed the reason. I had been riding hard for 40 minutes. The time just flew by. I had become so involved with the game I completely lost track of time. GAMEBIKE has made using my trainer fun, and when I teach that early-spring bike school, I will have many more miles under my belt than what our Colorado weather would normally allow.

The GAMEBIKE system can be purchased at any CatEye dealer or directly from the manufacturer at www.gamebike.com. The system retails for \$150.00 but is well worth the expense.

If your trainer doesn't see much action, the GAMEBIKE will cause you to dust it off. It is fun to use, but if you have kids, watch out - you may never get a chance to use it!

John can be reached at collinsbicycles@aol.com.

Product Purchase Program

Welcome to the Product Purchase Program! The IPMBA Product Purchase Program, or PPP, is one of the coolest benefits of IPMBA membership. Why is it the coolest? Because it saves you money!

The Product Purchase Program – IPMBA’s exclusive member discount program – was introduced as a benefit of membership in September of 1997. It had four members, one of whom, PYI Spokeswear, is still participating. By the end of 1997, the number of participants had increased to twelve, including Chiba Gloves, Bike Control, and Sportworks.

Today, the PPP features over 30 suppliers offering discounts to IPMBA members. Members who take advantage of these discounts can pay for their IPMBA memberships in just one purchase. Here are a few examples. Your IPMBA membership costs you \$50 annually. Looking to increase the comfort of your ride? Save \$55 on a suspension seatpost from Cane Creek Cycling Components. Need the perfect gift for your favorite female cyclist? Terry Precision Cycling offers wholesale pricing on all merchandise. Maintaining a bike fleet? Stock up on your choice of lubes with discounts from ProGold or Iosso Products. The list of discounts goes on and on...bike seats, suspension, patrol shoes, bikes, training, lubes, gloves, lights, uniforms...

So when you need bikes, equipment, clothing, or accessories for on- or off-duty use, check the Product Purchase Program first, and watch your IPMBA membership pay for itself. **Have your IPMBA membership number and expiration date when you place your order.**

ABS SPORTS

Product: Super Saddle
Regular Cost: \$99
Cost to Members: \$89
Form of Payment: DC, MC, PO, V
Ordering Options: Phone, Fax, Email
Contact Name: Van Zevenbergen
Phone: 609-371-1554
Fax: 609-371-1554
Website: www.abs-sports.com
Email: sales@abs-sports.com

ABS Sports
 683 Rt. 33
 Hightstown, NJ 08520

ASLET: AMERICAN SOCIETY FOR LAW ENFORCEMENT TRAINING

Product: ASLET Membership
Regular Cost: \$50
Cost to Members: \$40
Form of Payment: C, CH, DC, MC, PO, V
Ordering Options: Fax, Mail
Contact Name: Van Benton
Phone: 301-668-9466
Fax: 301-668-9482
Website: www.aslet.org
Email: info@aslet.org

ASLET: American Society for Law Enforcement Training
 121 North Court St.
 Frederick, MD 21701

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

BIKE TRACK

Product: Mini-Mum Vertical Bike Hanger
Regular Cost: \$24.99-\$38.99 (with cable)
Cost to Members: \$17.49-\$27.29 (with cable)
Form of Payment: AX, MC, V
Ordering Options: Phone
Contact Name: Carol Weingeist
Phone: 888-663-8537
Fax: 802-457-3704
Website: www.biketrack.com
Email: info@biketrack.com

Bike Track
 P. O. Box 235
 Woodstock, VT 05091

BRAVE SOLDIER

Product: Ointments, Shave Gels, Lip Balms, etc.
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Form of Payment: AX, C, CH, DC, D, MC, PO, V
Ordering Options: Phone, Web
Contact Name: Jeffrey Neal
Phone: 323-653-5538/888-711-BRAVE
Fax: 323-852-6604
Website: www.bravesoldier.com
Email: info@bravesoldier.com

Brave Soldier
 8338 Beverly Blvd.
 Los Angeles, CA 90048

BUSHWHACKER USA

Product: MESA Rear Rack Trunk
Regular Cost: \$55
Cost to Members: \$35
Form of Payment: AX, C, CK, MC, V
Ordering Options: Phone, Fax, Email
Contact Name: Jeff Sims
Phone: 801-829-6801
Fax: 801-829-6104
Website: www.bushwhackerbags.com
Email: jss1205@aol.com

Bushwhacker USA
 395 E. 300 N.
 Morgan, UT 84050

CANE CREEK CYCLING COMPONENTS

Product: Suspension Seatpost
Regular Cost: \$139
Cost to Members: \$83.40
Form of Payment: MC, V
Ordering Options: Phone, Fax
Contact Name: Ryan McFarland
Phone: 800-234-2725
Fax: 828-684-1057
Website: www.canecreek.com
Email: lena@canecreek.com

Cane Creek Cycling Components
 355 Cane Creek Rd.
 Fletcher, NC 28732

CASCADE DESIGN

Product: Platypus Hydration Systems
Regular Cost: Contact for Pro-Form
Cost to Members: 10% off Wholesale
Form of Payment: CK, DC, MC, V
Ordering Options: Fax, Mail
Contact Name: Herb Gayheart
Phone: 800-527-1527 / 206-676-1414
Fax: 800-583-7583
Website: www.cascadedesigns.com
Email: herb.gayheart@cascadedesigns.com

Cascade Design
 4000 First Ave. S.
 Seattle, WA 98134

CS FERRULES

Product: Precision Machined Housing Ferrules for Cable
Regular Cost: \$2
Cost to Members: \$1
Form of Payment: AX, C, CH, DC, D, MC, PO, V
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: David Ortega
Phone: 707-781-9339
Fax: 707-781-9339
Website: www.csferrules.com
Email: csferrules@yahoo.com

CS Ferrules
 1903 Marylyn Circle
 Petaluma, CA 94954

CYCLE SOURCE GROUP (SMITH & WESSON)

Product: Bikes & Accessories
Regular Cost: Contact for Product List
Cost to Members: 20-35% off Retail
Form of Payment: C, CH, DC, D, MC, PO, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Peter Carey
Phone: 877-533-7245
Fax: 631-205-1435
Website: www.cyclesg.com
Email: peterc@cyclesg.com

Cycle Source Group (Smith & Wesson)
 445 County Rd. 101
 Unit # E
 Yaphank, NY 11980

DANALCO

Product: Sealskinz Waterproof Socks & Gloves
Regular Cost: \$29.95-\$39.95 socks; \$29.95 gloves
Cost to Members: \$15-\$20 socks; \$15 gloves
Form of Payment: C, CH, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: Sam Matthews
Phone: 800-868-2629
Fax: 800-216-9938
Website: www.danalco.com
Email: sam@danalco.com

Danalco
 1020 Hamilton Rd.
 Duarte, CA 91010

DE SOTO SPORT

Product: Triathlon Clothing
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Form of Payment: AX, MC, V
Ordering Options: Phone, Fax, Email, Web
Contact Name: Emilio De Soto II
Phone: 858-453-6672
Fax: 858-453-6783
Website: www.desotosport.com
Email: contact@desotosport.com

De Soto Sport
 5260 Eastgate Mall
 San Diego, CA 92121

DIADORA

Product: Bike Patrol Shoe
Regular Cost: \$90
Cost to Members: \$80
Form of Payment: MC, V
Ordering Options: Phone, Fax
Contact Name: Nelson Frazier
Phone: 800-FON-GITA x 319
Fax: 704-588-4322
Website: www.gitabike.com
Email: info@gitabike.com

Diadora
 12500 Steele Creek Rd
 Charlotte, NC 28273

EKO SPORT

Product: Power Grips, Air Suspension, Pumps
Regular Cost: Contact for Product List
Cost to Members: 20% off Retail
Form of Payment: CK, MC, V, D
Ordering Options: Phone, Fax, Email, Web
Contact Name: Jason Tillinghast
Phone: 970-241-3518/800-999-8277
Fax: 970-241-3529
Website: www.ekosport.com
Email: jtillinghast@ekosport.com

Eko Sport
 580 North Westgate Dr.
 Grand Junction, CO 81505

FUJI AMERICA

Product: Bikes & Accessories
Regular Cost: Contact for Product List
Cost to Members: Contact for Discount
Form of Payment: C, CH, MC, PO, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Kevin Moran
Phone: 800-631-8474 / 201-337-1700
Fax: 201-337-1762
Website: www.fujibikes.com
Email: info@fujibikes.com

Fuji America
 P.O. Box 60, 118 Bauer Drive
 Oakland, NJ 07436

Notes: Include "Attn Kevin" in email subject line.

HECKLER & KOCH

Product: Officer Survival for the Mountain Bike
 Officer
Regular Cost: \$795
Cost to Members: \$745
Form of Payment: CC, PO
Ordering Options: Phone
Contact Name: Pat Rios
Phone: 703-450-1900 x 293
Fax: 703-406-2361
Website: www.hecklerkoch-usa.com
Email: prios@heckler-koch.com

Heckler & Koch
 21480 Pacific Blvd.
 Sterling, VA 20166

**IMBA: INTERNATIONAL MOUNTAIN
 BICYCLING ASSOCIATION**

Product: IMBA Membership
Regular Cost: \$20 Basic; \$35 Supporting
Cost to Members: \$10 Basic; \$18 Supporting
Form of Payment: C, CH, DC, MC, V
Ordering Options: Fax or Mail
Contact Name: Pete Webber
Phone: 888-442-IMBA/303-545-9011
Fax: 303-545-9026
Website: www.imba.com
Email: info@imba.com

IMBA: International Mountain Bicycling Association
 P.O. Box 7578
 Boulder, CO 80306

Notes: 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
Form of Payment: C, CH, MC, PO, V
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: Marianne Iosso
Phone: 888-747-4332
Fax: 847-437-8478
Website: www.ioosso.com
Email: info@ioosso.com

Iosso Products
 1485 Lively Blvd.
 Elk Grove, IL 60007

LANE SUNGLASSES

Product: Protective Eyewear & Goggles
Regular Cost: Contact for Product List
Cost to Members: 30-60% off Retail
Form of Payment: CH, DC, MC, V
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: Neal Dykstra
Phone: 800-542-7850
Fax: 219-956-2112
Website: www.lanesunglasses.com
Email: eyewear@netnitco.net

Lane Sunglasses
 7640 N. 400 W.
 Rensselaer, IN 47978

ABBREVIATIONS:

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

MAKLITE

Product: Illuminated Safety Light Products
Regular Cost: \$10.95 (9" Strips With Velcro)
Cost to Members: \$7.00
Form of Payment: AX, D, DC, MC, PO, V
Ordering Options: Phone, Fax
Contact Name: William Maki
Phone: 800-888-5427 / 773-276-7500
Fax: 773-276-3331
Website: www.librasafety.com
Email: libre.safety@prodigy.net

Maklite
 1823 W. Webster Ave.
 Chicago, IL 60614

MARWI USA, INC.

Product: Lighting Systems
Regular Cost: \$99-\$259
Cost to Members: Contact for Discount
Form of Payment: COD, MC, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Kandi Phillipee-Watson
Phone: 618-392-2000
Fax: 618-392-2030
Website: www.marwiusa.com
Email: kandi.watson@marwiusa.com

Marwi USA, Inc.
 4287 N. Holly Road
 Olney, IL 62450

MAXXIS TIRES

Product: Bike Tires & Tubes
Regular Cost: Contact for Product List
Cost to Members: 50% off Retail (Pro-form)
Form of Payment: AX, MC, V
Ordering Options: Email, Fax, Phone
Contact Name: Chance Regina
Phone: 770-962-8229 x 124
Fax: 770-962-7705
Website: www.maxxis.com
Email: maxxidaddy@maxxis.com

Maxxis Tires
 545 Old Peachtree Rd.
 Suwanee, GA 30024

MOCEAN

Product: Uniforms
Regular Cost: Contact for Product List
Cost to Members: 25% off Retail
Form of Payment: AX, C, CH, DC, MC, PO, V
Ordering Options: Fax
Contact Name: Bill Levitt
Phone: 949-646-1701
Fax: 949-646-1590
Website: www.mocean.net
Email: moceanbl@aol.com

Mocean
 1635 Monrovia Avenue
 Costa Mesa, CA 92627

MODEL RECTIFIER CORPORATION

Product: Helmet Gear Cycle Visor
Regular Cost: \$14.98
Cost to Members: \$7.50
Form of Payment: C, CK, MC, PO, V
Ordering Options: Phone, Fax
Contact Name: Frank Ritota
Phone: 732-225-2100
Fax: 732-225-0091
Website: www.modelrectifier.com
Email: mrcsupport@modelrectifier.com

Model Rectifier Corporation
 80 Newfield Ave., Edison, NJ 08837

Product Purchase Program

Product Purchase Program

Continued from page 19

PROGOLD PRODUCTS

Product: ProLink Chain Lube, ProGold Lubes
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Form of Payment: C, CH, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: Doug or Van
Phone: 800-421-5823
Fax: 404-766-3977
Website: www.progoldmfr.com
Email: progoldmfr@aol.com

ProGold Products
4106 Stacks Rd.
College Park, GA 30349

PROMARK INT'L INC.

Product: Full Line Law Enforcement Equipment
Regular Cost: Contact for Product List
Cost to Members: 40% off Most Products
Form of Payment: CH, MC, V
Ordering Options: Phone, Fax
Contact Name: Kenneth Battcher
Phone: 800-645-4443/516-795-6543
Fax: 516-795-4259
Website: www.publicsafety mall.com
Email: promarkint@aol.com

Promark Int'l Inc.
134 Merrick Road
Amityville, NY 11701

PYI INC. SPOKES WEAR

Product: The Glove
Regular Cost: \$30
Cost to Members: \$15
Form of Payment: C, DC, MC, V
Ordering Options: Phone, Fax, Email
Contact Name: Fred Hutchison
Phone: 425-355-3669
Fax: 425-355-3661
Website: www.spokeswear.com
Email: info@spokeswear.com

PYI Inc. Spokes Wear
12532 Beverly Pk Rd.
Lynnwood, WA 98037

R & B FABRICATIONS, INC.

Product: Panniers & Safety Vests
Regular Cost: Contact for Product List
Cost to Members: 15% off Retail
Form of Payment: DC, MC, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Ron Eakins
Phone: 419-594-2743/800-553-1911
Fax: 419-594-2250/800-742-5345
Website: www.rbfab.com
Email: rbfab@bright.net

R & B Fabrications, Inc.
20128 Road 138
Oakwood, OH 45873

REDMAN TRAINING GEAR

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

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

Redman Training Gear
10045 102nd Terrace
Sebastian, FL 32958

RUDY PROJECT

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

Contact Name: Matt Morrow
Phone: 888-860-7597/303-333-9191
Fax: 303-333-9292
Website: www.rudyprojectusa.com
Email: info@rudyprojectusa.com

Rudy Project
1338 High Street
Denver, CO 80218

SIGNAL MEASUREMENT CO.

Product: GPS & Communication Mounts
Regular Cost: \$56.19
Cost to Members: \$33.71
Form of Payment: C, D, DC, MC, PO, V
Ordering Options: Phone, Fax

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

Signal Measurement Co.
12519 Wanda Ln.
Magnolia, TX 77354

SPORTWORKS

Product: Hitch-mounted Bike Racks
Regular Cost: \$325-\$565
Cost to Members: \$260-\$452
Form of Payment: C, DC, MC, V
Ordering Options:

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

SportWorks
15540 Wood-Red Rd. NE
#A-200
Woodinville, WA 98072

SWAGMAN

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

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

Swagman
300-1880 Government St.
Penticton BC, V2A 7J1 CANADA

TERRY PRECISION CYCLING

Product: Bikes, Accessories, Seats, Apparel
Regular Cost: Contact for Product List
Cost to Members: Wholesale Prices
Form of Payment: C, CH, DC, D, MC, V
Ordering Options: Phone, Fax, Email, Web, Mail

Contact Name: Amy Austin
Phone: 800-289-8379 x 46
Fax: 315-986-2104
Website: www.terrybicycles.com
Email: amy@terrybicycles.com

Terry Precision Cycling
1657 East Park Dr.
Macedon, NY 14502

TRACY LEIGH ENTERPRISES

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

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

Tracy Leigh Enterprises
P.O. Box 831
Brodheadsville, PA 18322

WTB

Product: Tires, Saddles, Headsets, Pedals, Wheel Parts
Regular Cost: Contact for Product List
Cost to Members: Wholesale Prices
Form of Payment: COD, MC, V
Ordering Options: Phone, Fax

Contact Name: Travis Haft
Phone: 415-389-5040
Fax: 415-389-5044
Website: www.wtb.com
Email: thaft@wtb.com

WTB
475 Miller Ave.
Mill Valley, CA 94941

The Product Purchase Program was updated January 2003. 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.

Advice from a two-time chief

By **Arnold Clevenger**
Chief of Police, Dunkirk PD (IL)

From November 1989 until July 2000, I served our department as police chief, stepping down to be replaced by a friend of the mayor. Having assumed the role under such controversial circumstances, the new chief found it difficult to gain the support of the community or the city council.

One of his goals was to start a bike patrol. We had tried it on an informal basis, riding our personal bikes during Halloween. I was really excited about the idea, so I readily volunteered and set out to sell the idea to the reluctant members of the council. I explained the benefits of bikes, especially for night patrol, and how they would help the community. It worked.

For about \$1500, we purchased a bike and a set of lights, and took an IPMBA Police Cyclist Course. Even before the training, I started riding around to get into shape, so that as soon as the training was complete, I would be ready to hit the streets.

Two years later, our bike unit has doubled in size. We have two bikes now...

Immediately, people began to talk with me, and not just about their problems. At first, they were concerned that I was being punished, but when they found out that I was excited about what I was doing, attitudes began to change. Conversations moved to the bike vs. car cost savings, my higher degree of visibility and availability, and the added security they felt from having a police officer who was so mobile. I was careful to give credit to those council members who were backing the bike patrol concept.


Our first festival found me everywhere! People were amazed at the way I seemed to appear out of nowhere. I proved the value of night bike patrol when I caught some kids stealing from booths after closing and was able to sneak up on a couple of fights before the combatants even knew I was there. On numerous calls, I arrived before the assigned cars – aren't shortcuts great?

But I didn't stop there. To further bolster community support and raise awareness, I organized a bike rodeo for the Optimist Club, and a "Bike-a-Thon" for St. Jude's Hospital. I addressed the Lions Club, the Career Women, the Kiwanis, and several elementary school groups. I also did some helmet giveaways, and held some safety classes. And I made sure that I notified the press about everything we were doing. A little good publicity goes a long way...the more you educate the community, the easier it is to get more equipment.

Two years later, our bike unit has doubled in size. We have two bikes now, and we're hoping to expand even more this year. The new officer, Andrea Weekly, rode to Washington, DC, with the Police Unity Tour.

Along the way, I've learned a few things that may be helpful in selling a new or expanded bike program to your administration and/or community...

1. Start by convincing as many political figures as possible that proactive enforcement reduces the need for reactive enforcement. You may find that the more recently elected ones are the most willing to listen.
2. Build similar support among local business leaders.
3. Keep initial costs as low as possible. You can expand the program as its popularity grows.
4. Choose officers who are well-liked, respected and excited about the program. They can help you accomplish #1 and #2.
5. Mention the bike program in other presentations to civic leaders.
6. Take your community supporters with you when you present the program to your local council. They're usually eager to help. And they vote.

By the way, as of July 2001, I'm chief again. The former chief is now a schoolteacher in another state. I guess things happen for a reason. 

Arnold can be reached at dunkirk1@earthlink.net.

HAVING TROUBLE GETTING DEPARTMENTAL SUPPORT?

Why your department should support your "outside" teaching

By **Sgt. Ashley Foster, PCI #356**
*Training Commander/Bike Patrol Coordinator
Medical University of South Carolina (SC)*

PMBA Instructors are frequently asked to conduct training beyond their own agencies – by academies, other departments, and IPMBA. As hard as it is for me to believe it, some instructors do not have the full support of their agencies in these situations. When I am selected as an instructor for the IPMBA Conference, my department sends me on department time and covers transportation, food and expenses. They realize the potential for national and/or international recognition that a department can receive when one of their officers teaches at that level. They also realize that although I am an instructor, I will bring knowledge back to my department. It is really hard for me to understand how an agency who asks us everyday to put on our uniforms, protect and serve the people and place the lives of others before our own, can refuse to offer support in training. I am fortunate that my chiefs come from extensive training backgrounds in both the military and law enforcement. They recognize the importance of training as well as the importance of teaching. I have never taught a class that I haven't learned from; with each class I teach, I become a better instructor and a better police officer.

In Law Enforcement, teaching is not just a way of exchanging knowledge. It is a way of saving lives – cops' lives.

Ashley can be reached at fosteram@musc.edu.

DOLLARS AND CENTS

IPMBA raises membership dues

Dear IPMBA Member:

It is my job as the IPMBA Treasurer to tell you about an unfortunate but necessary increase in the membership dues. Effective immediately, the annual IPMBA dues will increase to \$50 a year.

Let me take a minute to tell you why this increase is necessary.

In 1995, when IPMBA was still part of the League of American Bicyclists, the dues were increased from \$35 to \$40. They stayed at \$40 for 1995, 1996, 1997, 1998, 1999, 2000, 2001, and 2002 – nearly ten years. The Governing Board and the Executive Director worked very hard during these years to keep the dues steady. But now the cost of doing business has caught up with us. Increases in the cost of insurance, utilities, postage, printing, and various conference expenses have left us with very few choices.

We were faced with a critical decision: cut member services or increase member dues. After careful consideration and a lot of discussions about alternate funding sources (which we also intend to seek), we decided it was necessary to bring in an additional \$10 per membership.

The increase will be phased in gradually. Starting immediately, new membership will be \$50 a year. Current members will be allowed to renew at the \$40 rate throughout 2003, and as January 1, 2004, both new memberships and renewals will be \$50.

Given the way prices on everything have gone up over the past ten years, we expect that most everyone will see this increase as a necessary part of doing business. If you have any questions, comments or complaints about this or any other budget item, please contact me directly at treasurer@ipmba.org.

Thank you,

Mike Goetz

IPMBA Treasurer

P.S. Instructors — see page 26 to see how to obtain the new Membership & Certification Application.

Get Your IPMBA Stuff Here!

IPMBA is pleased to announce that IPMBA logo merchandise is now available through Hidden Gold Gifts. Hidden Gold Gifts is owned and operated by Officer Chris Hodges of the Nashville Police Department. Chris has been a part of IPMBA since 1993, when he was certified as an IPMBA Police Cyclist. He was certified as an IPMBA Police Cyclist Instructor in 1997. Chris also organized the 7th Annual IPMBA Conference in Nashville. He is currently on horse patrol for the Nashville Police Department.

Hidden Gold Gifts prides itself on offering logo merchandise to public safety personnel at reasonable prices without sacrificing quality and selection. If you have any suggestions or requests for specific types of items, please contact Chris directly.

Order your IPMBA merchandise today!

Visit: www.hiddengoldgifts.com/IPMBA
(accessible from www.ipmba.org)
Email: hiddengoldgifts@comcast.net
Call: Chris at 615-394-8552

LOOKING FOR GREAT
IPMBA PRODUCTS?

Check out Hidden Gold
Gifts & Collectibles!

Official
Supplier
of IPMBA
Logo
Merchandise

Great-looking products
at even better-looking
prices!



Polo Shirts
Hats
Henleys
More

"Visit IPMBA at www.ipmba.org"

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

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

IPMBA President Don Hudson Steps Down

IPMBA President Don Hudson of the Los Angeles Police Department has resigned from the Board of Directors of the International Police Mountain Bike Association. His term as President, which concludes in May, will be completed by Officer T.J. Richardson of the San Antonio Police Department, who was serving as Vice President. Secretary Kathleen Vonk will serve as Vice President. Hudson's term on the board concludes in May 2005; a replacement director will be named following the general elections at the Annual Conference in Charleston, West Virginia.

Don's decision to step down was related to a change in assignment, and he asked that this message be relayed to all IPMBA members:

Fellow IPMBA Members,

I joined IPMBA in 1994 because I truly wanted to be a part of something I thought was the best. At that time, I had no idea how great this organization is. Over the last nine years, I have had the privilege of working and training with some of the best in the world, and it truly saddens me to have to leave. I am leaving bikes all together, and don't know if I will ever come back to them. My new assignment will not afford me the time to work for IPMBA, so although it breaks my heart to say good-bye, I feel it is the best thing for the organization. I will remain a member and always pay my dues, but I won't be seeing you any time soon. I just want to say thanks for everything over the years. I have learned so much from IPMBA. To the Board, I am truly sorry, but you guys have so much talent, and at this point I would only hold you back. It is time for me to move on to something different.....if you should see a crusty old Harley dude out there on the road, pay a little respect, for it may be me...I love and miss you all.

Don Hudson



A letter to IPMBA Members...

To the IPMBA Family:

It was a surprise and a disappointment to lose Don Hudson from our Governing Board. With such little notice, I can only assume that a great opportunity presented itself and he had to make a hard decision and act with speed. I asked him what he would be doing now and he assured me that it was important, vital, and if he told me any more than that he would have to shoot me. I figured I would congratulate him and let it go at that.

With my position on the Board being Vice-President, in accordance with our by-laws, I move into the President's position until the conference in May. At that time, the board will appoint the new officers of the Governing Board. I am honored to take this position, as I follow in the steps of those members for whom I hold great respect: Kirby Beck, Tom Woods, Don Hudson, Kathy Vonk and my spiritual bike patrol leader, Allan Howard. I owe it to them and to you, as the members and family of IPMBA, to maintain a high standard of leadership. I can assure you that in the months before what we hope will be one of our largest conferences, that I will work diligently to keep our organization moving at a strong pace. As members, instructors, and industry partners for this organization, I would like to ask for your assistance and input to that goal.

My e-mail is open and my pager is on. I believe in customer service to our members and supporters. That means expediting answers to your questions and providing the resources you need as soon as we can. Our entire board and staff share this belief. Join us for the 13th Annual IPMBA Conference, May 22-24, 2003, in Charleston, West Virginia. I hope to see you there!

IPMBA. Doing it better, doing it first.

M. Richardson



INVITATION TO RIDE

The Bicycle Ride Across Georgia (BRAG) invites bicycling police officers to join the BRAG Security Team on BRAG 2003, June 14 - 21, 2003. We need you to help us courteously enforce our BRAG Safety Pledge (wear your helmet, single file in traffic, etc.) on the ride. We also need you to assist at any accidents, help us watch out for unregistered locals roaming through camp, and help enforce our Quiet Time at 10 p.m. If you will be an active member of our BRAG Security Team, we will refund your BRAG registration fee after the ride. You do not need to wear your uniform on the ride; however, if you agree to wear it every day on the ride, we will waive the registration fee in advance. For more information, contact Deputy Darrell Odom of the Clayton County Georgia Sheriff's Dept. at Modo4459@aol.com, or call BRAG HQ at 770-921-6166.

December 18, 2002

Maureen Becker
IPMBA



Dear Maureen,

I would like to take this opportunity to thank you for publicizing the 2002 Bicycle Ride Across Georgia in your newsletter last year to police officers around the nation.

Several police officers did participate in BRAG 2002. I would like to thank Mark Bradberry (Newnan GA), James Carroll (McDonough GA), Bob Dryden (Midland GA), James Ferguson (Locust Grove GA), Darrell Odom (Jonesboro GA), Caren Pollaccia (Pompano Beach FL), Michael Sanders (Dallas GA), Rhonda Sanderson (Fernandina Beach FL), and Mike Tovey (Upatoi GA) for their participation. They were in uniform every day while riding, which helped provide a positive, safe environment for our cyclists. I hope they enjoyed riding with BRAG as much as we enjoyed having them. We certainly welcome their return to BRAG 2003 along with any other police officers who would like to participate.

Once again thank you for your assistance in publicizing our event. Come ride with us! And, please, share the road with bicycles.

Sincerely,

BICYCLE RIDE ACROSS GEORGIA, INC. (www.brag.org)

Jerry J. Colley, C.P.A.

Ride Director

Grants Available...

IPMBA members:

Bikes Belong has long been known for awarding grants up to \$10,000 for the construction of new trails. According to the press release below, they have recently expanded the grant to include education initiatives aimed at getting more people on bikes more often. If your bike unit is involved in such educational initiatives, or perhaps supports a youth cycling club or Explorers bike unit, you may be eligible for funding. Contact Bikes Belong at www.bikesbelong.org, and let IPMBA know about your successes.

Bikes Belong Grant Criteria Updated to Include Education and Capacity Projects in Addition to Bicycle Facility Projects

Contact:

Rich Olken, Executive Director, Bikes Belong Coalition, (617) 734-2800
Tim Baldwin, Bikes Belong Grants Program Administrator, (617) 734-2800

(Brookline, MA, February 25, 2003) - In addition to funding bicycle facility projects, Bikes Belong Coalition has broadened the grants program to include education and capacity projects. Bikes Belong Coalition welcomes grant applications from organizations and agencies within the United States that are committed to putting more people on bicycles more often. Bikes Belong will accept applications from non-profit organizations and from public agencies and departments at the national, state, regional and local level. For more information on Bikes Belong grant opportunities, please visit <http://www.bikesbelong.org> and click on the subheading titled Grant Info and Application. Upcoming submission deadlines are May 16, August 15, and November 14, 2003.

XXX

Bikes Belong Coalition, the bicycle industry's advocacy voice, was incorporated in 1998 with the mission of putting more people on bicycles more often by promoting bicycling and assisting local organizations, agencies and communities in developing bicycle facilities projects that will be funded by the Transportation Equity Act. Bikes Belong has awarded over \$460,000 in facilities grants with a return of over \$250 million in funding for bicycle facilities. Bikes Belong has funded over 679 miles and connected 3,185 miles of bike facilities projects- enough to cross the United States. For more information about Bikes Belong Coalition, visit <http://www.bikesbelong.org>.

GEORGE STREET BIKE CHALLENGE FOR MAJOR TAYLOR

Public safety cyclists are invited to compete in the second annual George Street Bike Challenge for Major Taylor on July 20, 2003, in Worcester, Mass. This non-USCF race is a 500-foot uphill time trial on a steep downtown street where 1899 world cycling champion Marshall W. "Major" Taylor, aka "the Worcester Whirlwind," used to train. The average grade is 18 percent. Entry fee is \$10, and proceeds benefit the Major Taylor Association, Inc., which is working to memorialize the first African-American athlete to become an international sports superstar. Race details and registration forms are at www.majortaylorassociation.org. If enough public safety cyclists pre-register by July 7, there will be separate awards for a public safety category. For more information, visit www.majortaylorassociation.org, e-mail info@majortaylorassociation.org, or call Lynne Tolman at 508-831-0301. The race is presented by Barney's Bicycle (508-799-BIKE) and the Seven Hills Wheelmen (www.sevenhillswheelmen.org).

GEORGE STREET BIKE CHALLENGE
July 20, 2003
an uphill time trial
in Worcester, MA

www.majortaylorassociation.org



Smith & Wesson®

PUBLIC SAFETY BIKES

Smith & Wesson builds bicycles to meet the needs of **POLICE AND PUBLIC SAFETY PROFESSIONALS**, people who spend their entire shift on a bicycle. Smith & Wesson bicycles are designed to provide a smooth, dependable, silent ride with a more **COMFORTABLE "HEADS UP" RIDING POSITION** that reduces strain on wrists and shoulders.

Smith & Wesson bicycles feature an **OVERSIZED ALUMINUM FRAME WITH A LIFETIME WARRANTY**, heavy duty name brand components, strong downhill grade wheels, adjustable front suspension, quiet rear hub, rear rack, rear mounted kickstand, roadworthy tire tread options and comfortable saddle choices. In addition Smith & Wesson offers a **FULL LINE OF ACCESSORIES** such as lights, bags and more to meet the needs of any agency.

*For more information on pricing
and features call 877-533-7245*

Bringing Public Safety professionals



Full Suspension Custom Model



EMS Model



Tactical Model



Patrol Model

Closer to the Community.



**CYCLE
SOURCE
GROUP, LLC**

445 County Road 101, Unit E

Yaphank, NY 11980

Tel: 631-205-1430

Fax: 631-205-1435

Toll Free: 877-533-7245

By Chris Davala, PCI #490/EMSCI #056
 Maryland State Police
 IPMBA Membership Coordinator

In August 2002, my partner and I were working an overtime HOT SPOT assignment on bike patrol. Upon beginning our patrol at 2300 hours, we took up a covert surveillance of a housing district and observed several males

He turned, but was uncooperative about showing his hands, and he refused to place both hands against a wall *and* spread his feet.

loitering around a known drug area. They made contact with several vehicles. One of the males entered an apartment, exited, mounted a bike, and disappeared. The others dispersed. Shortly thereafter, a single

Stealth Bikes Strike Again

Silent approach may have saved a cop's life

gunshot was heard. No reaction or official report substantiated the gunshot, and since there was no activity in the area, we set up surveillance a short distance away.

At about 0115, we were called upon to assist with numerous male subjects loitering in the center courtyard of the apartment complex. As the nearest bike officer, I began riding into the courtyard, where several other officers were already on foot. I noted several males sitting in a car, and another standing in the building shadows. I recognized him from earlier as the one who had entered the apartment. He had his back to me, and neither saw me nor heard my approach. He had his right hand in his front pocket and the left one at or about the midline of his body, and was watching one of the officers in

the courtyard. I did a quick rear dismount and verbally challenged the subject, identifying myself as "state police."

He turned, but was uncooperative about showing his hands, and he refused to place both hands against a wall *and* spread his feet. When I finally got him to do so, there was a "thump" on the ground; I grabbed the subject and cuffed him. A search of the area revealed a .25 caliber semi-automatic weapon containing three rounds, including one in the chamber. The gun had no safety, and the serial number showed evidence of tampering. A spent casing was located in the vicinity of the earlier gunshot. The subject was arrested for possession and concealment of a firearm and held on a \$25,000 bond.

Chris can be reached at membership@ipmba.org.



Fitting the Racial Profile

By Artie Gonzales, PCI #141
 Topeka PD (KS)
 IPMBA Conference Coordinator

All of us are now familiar with the changes in airport security since the events of 9-11. Some people choose to complain, but most of us "go with the flow" and accept the changes as good and necessary. We all say that it is a royal pain to get to the airport two hours early, but we do it anyway. Our traveling lives have been changed forever, but, like my grandma used to say, "Life is hard. You get old, gray, and then you die!"

As IPMBA Conference Coordinator, one of my responsibilities is to conduct site visits to potential future conference sites, so I can tell you some stories about post 9-11 air travel. What prompted me to write this article was a letter from an angry traveler that I read in a newspaper on a trip out of Salt Lake City. The writer was a female who had been searched at the airport back east. She was upset because she felt that while increased security was good, she did not think she should have been searched. Her rationale was that not one of the hijackers was either female or Anglo. She felt that the only persons who should have

been searched were those of Middle Eastern origin. "Pretty brazen," I thought, "this woman got stopped and searched once at the airport and she is upset because she didn't fit the racial profile!" Well, listen to my story.

I am Hispanic, with a dark complexion, black hair and a mustache. On *every* leg of *every* trip I have made since 9-11, I have been stopped and searched. I don't even lock my luggage anymore because I know it will be inspected. I walk into an airport terminal and I can see the security personnel pointing at me and sizing me up.

Even though I make it through the metal detectors okay, I always get asked to step to the side for a more thorough search. The first few times it happened, security personnel explained that they do "random checks" of passengers who have certain letters or numbers on their airline tickets. I looked behind me and noticed that all of us "random check" people were dark-skinned

and had dark hair! I immediately thought, "Yeah, right, random checks..." I don't even get into the line anymore. I just walk up to security, place my luggage on the table and start stripping!

I have been searched in some of the nicest airports in the states by some of the nicest security people. They are so apologetic and always put me right back into the line where they found me. I usually feel like I should tip them.

But the other passengers who get to stay in line, do they look at you with sympathy? Absolutely not! They look relieved, "whew, they caught those terrorists before they could get on the plane." Imagine the looks of horror when they let me go back into the line to board the plane.

Once while flying to Charleston, West Virginia, I had a layover in Chicago. Even though the plane I was on was going on to Charleston, I had to get off and go into the terminal for the changing of the flight crew. So, I left my carry-on and coat in the plane


(Continued on page 23)

IPMBA Supports Our Troops

Continued



As all of you are well aware, the onset of the war against Iraq has resulted in the deployment of thousands of military reservists. During peacetime, many of these reservists serve their communities as public safety officers, including bike officers and medics. Each of us knows someone who has been called to active military service; some are members of the IPMBA family, others are friends, relatives, and co-workers.

IPMBA extends to them – and all the members of the armed forces – our support and our prayers for a swift resolution to the conflict and a speedy return to their families. 

Profile


(Continued from page 22)

while I got off. When they called the flight, I got up and got in line. I saw the security personnel looking at me as they whispered to one another. When I got to the gate, they asked why I had no luggage. “It’s in the plane,” I said. “And, how did it get in the plane?” they demanded. “I put it there back in Kansas City,” was my reply. Unfortunately, things went downhill fast and I found myself surrounded by more security personnel. “Good God,” I thought, “here comes the cavity search!” But, after only a standard search and a few more questions, I was let back on the plane to continue my trip.

I was in Kansas City International Airport right after that dude tried to light a shoe bomb on a plane, and I was asked to remove my shoes so they could be checked for explosives. I later told a friend that they had checked my shoes at the airport for explosives. She said, “I don’t blame them. As big as your feet are, you could have hidden enough explosives in them to wipe out two terminals!”

I was very apprehensive about taking my weapon with me on my flight to the IPMBA Conference in Ogden, Utah. Even though I would have it in my baggage going into the cargo hold of the plane, I would have to declare it at the ticket counter. With my luck, I figured I would probably have a M-16 screwed into my ear by the military security when I mentioned the word GUN. But, things worked out okay. The military guy just placed his hand on the barrel of his weapon when I said, “I wish to declare a gun,” to the ticket agent. I didn’t get shot, but I did get searched.

So, take it from an experienced “racial profile” target: travel with a sense of humor and a lot of patience. And, it probably wouldn’t hurt to stay out of the tanning salon and dye your hair a light color!

My next article will be on how to get a good seat in a crowded airport restaurant. But, if you can’t wait for that, just ask Maureen Becker. 

Artie can be reached at conferences@ipmba.org.

Note: this article was written prior to the implementation of the TSA.



Rugged, Dependable & Lightweight

\$200
plus tax and freight

MANITOU BLACK PUBLIC SAFETY EDITION

SE Model Features:

- 100mm Travel
- Upgraded Firm Spring
- Patented TPC Damping System
- Rugged 30mm Inner Legs
- Lightweight Alloy Crown
- Microlube Lubrication System
- SE Steel Steerer for added strength 1 1/8" Threadless
- External Preload and Rebound Adjustments
- Patented Reverse Arch Technology
- Mini Boots for added Protection
- 2 Year No-Leak Guarantee
- Disc Brake Compatible
- Black Only

To Order call
800 423-0273
VISA/MASTERCARD ONLY | NO COD



PRESIDENT

Thomas J. Richardson ('03)
 San Antonio PD
 240 E Houston
 San Antonio TX 78205
 210-271-9601
 president@ipmba.org

VICE PRESIDENT

Kathleen Vonk ('04)
 Ann Arbor PD
 100 N. Fifth Avenue
 Ann Arbor MI 48104
 734-994-2911
 vp@ipmba.org

SECRETARY

VACANT

CONFERENCE COORDINATOR

Artie L. Gonzales ('05)
 Topeka PD
 320 Kansas, Suite 100
 Topeka KS 66603-3640
 785-368-9075
 conferences@ipmba.org

TREASURER

Michael Goetz ('04)
 Seattle PD
 3001 South Myrtle
 Seattle WA 98108
 206-386-1850
 treasurer@ipmba.org

EDUCATION DIRECTOR

Jim Bowell ('05)
 Troy FD
 19 E Race Street
 Troy OH 45373
 937-335-5678 ext. 22
 education@ipmba.org

INDUSTRY LIAISON

Monte May ('04)
 Kansas City PD
 1200 E. Linwood Blvd.
 Kansas City MO 64109
 816-234-5510
 industry@ipmba.org

EMS COORDINATOR

Edward Brown ('04)
 Orange Co. Fire/Rescue
 6590 Amory Court
 Winter Park FL 32792
 407-249-6215
 ems@ipmba.org

MEMBERSHIP COORDINATOR

Chris Davala ('05)
 Maryland State Police
 30581 Perry Road
 Princess Anne MD 21853
 410-651-3101
 membership@ipmba.org

The Bicycle Fleet

(Continued from page 1)

to a motor pool fleet as an alternate transportation option, consider purchasing a lighter duty bicycle in the \$400-\$500 range.

Few people, other than avid cyclists, have knowledge of how many different performance levels exist in today's bicycle market. Just as police need high performance motor vehicles, police and EMS cyclists need high performance bicycles. You don't make a police bicycle out of a Huffy any more that you would make a police car out of a Ford Pinto. The mountain bike, found in better bicycle shops, is the best bet for versatility, durability and performance.

Bicycle frames are made out of steel,

chromoly, aluminum and titanium (listed in order of performance.)

Department store bicycles are made from steel tubing, which is heavy and offers the least amount of durability. Chromoly is a steel alloy which weighs less than steel and offers both durability and a forgiving ride. Aluminum frames are popular among racing cyclists for their rigidity and light weight, but most public safety cyclists will not be as concerned about

weight; with all the extra equipment they carry, a lightweight frame is a moot point. Titanium is the ultimate material for frames, offering less weight and a comfortable ride with exceptional performance, but at an exceptional price. A good chromoly or aluminum frame will fit most performance standards for today's public safety cyclist. However, the components that the mountain bike is fitted with – the drive train, brakes and wheels – are more important than the frame itself. The most common bicycle component manufacturer is Shimano, and when it comes to mountain bikes, Shimano makes several different performance levels. Shimano Acera and Alivio are components fit for a Sunday ride down the boardwalk and light off-road excursions, but are not suitable for public safety use. Shimano Deore components should be the minimum performance level to

equip the bicycle, but Deore LX is the better choice. The top two component lines, Shimano XT and XTR, are for more serious off-road cyclists and racers and they offer exceptional performance but, again, at an exceptional price.

All this information about frames and components is vital to picking an appropriate bicycle, but to save time and confusion, bicycle manufacturers who offer a mountain bike in a public safety package are recommended. Many reputable bicycle manufacturers have researched the specific needs of the men and women who serve on bicycles and have outfitted the bicycle appropriately. Do not forget that along with bicycles, public safety cyclists also need accessories such as helmets,

lights, transportation racks and bicycle-specific clothing.

INVENTORY

Keeping inventory for a fleet of bicycles can be a more difficult task than keeping track of a motor vehicle inventory, as the bicycle is a fluid asset that can easily be lost, misplaced or outright stolen. Marking the frame with some type of insignia that identifies the bicycle as department or agency property is a deterrent to theft. Bicycle frames have serial numbers, which are most often found on the bottom of the frame by the pedals; these should be recorded. In addition to the bicycle should be

marked with a control number for inventory and maintenance records. Stick-on numbers in the appropriate size should be placed in a conspicuous location on the frame and that same number should be etched on the bicycle near the serial number. In addition to etching the control number on the frame, etch it on the wheels of the bicycle. Etching the number on the rim by the valve stem identifies that wheel to that bicycle so wheels cannot be swapped from bicycle to bicycle. The brakes and drive train have fine-tune adjustments that are specific to each wheel, so it is important that they not be swapped. A malfunction of the brakes or drive train can result in serious injury to the cyclist, especially under critical use in an emergency response.



Photo Courtesy T.J. Richardson

(Continued on page 25)

(Continued from page 24)

For inventory and accounting purposes, it is always best to have bicycles assigned to individual personnel as opposed to a unit or office. When no one particular person has responsibility for accounting for a bicycle, it can easily be misplaced or taken by unauthorized personnel. In circumstances in which more than one person uses the bicycle on different shifts or days, assign the bicycle to two people and let them share keys to a single bicycle lock.

MAINTENANCE

Bicycle maintenance is a topic far too extensive to be covered adequately in this article, so an article devoted strictly to maintenance is planned for a future issue of the *Fleet Executive*. Nonetheless, it is important to know that a bicycle fleet will require preventive maintenance to keep the bicycles in safe working condition. As a standard, the bicycle should have preventive maintenance performed every 300 hours of duty time or every 600 miles, whichever is easier for the fleet manager to track. A good preventive maintenance routine should include a thorough cleaning of the bicycle along with lubrication and a tune-up of the components.

Bicycle maintenance is not rocket science; however, today's mountain bike has components that are a lot more complex than the single-speed bicycles of twenty years ago. The maintenance and repair of these bicycles should not be left up to amateurs, and motor fleet maintenance personnel cannot be expected to know the first thing about setting a derailleur or adjusting a headset. Just mention those two phrases to motor fleet maintenance personnel and watch the confused look cross their faces. This is a clear indication that a trained professional is needed to keep the fleet in good working order. With a small fleet of 40 or fewer bicycles, you may be able to get your maintenance through a contract with the local bicycle shop. With more than 40 units, it may become necessary and even more cost-effective to have an employee trained in bicycle maintenance. The *Bicycle Retailer and Industry News* (Miller Freeman Publications) is an excellent resource for information on maintenance training as well as information on a wide array of bicycles and equipment.

STORAGE

Bicycle storage is always a concern, whether the fleet numbers five or 500 bicycles. Unlike the motor vehicle, which, for the most part is impervious to weather short of a good hail storm, bicycles need to be kept in a protected environment to prevent rust and dry rot from taking their toll. Many different strategies are employed in various bicycle shops to store bicycles and getting them up off the floor is the general idea. Bicycle shops store bicycles in a display mode for sales aesthetics; however, most departments will not be as concerned with display so much as getting the most bicycles stored in the smallest space.

Professionally manufactured storage racks are available from a number of manufacturers and come in sizes to store several or several hundred bicycles. It may be easier and even more cost-effective to

customize a storage system to the available area.

Bicycle storage hooks are available from most hardware stores and can be used in a variety of applications. The most common storage racks utilize a hook suspended from above at about 6' feet off the ground, the front tire hooked on it with the bicycle suspended. Hooks should be mounted at least 24 inches apart to compensate for the handlebars, but they can be mounted as close as 16 inches if alternated so that the bicycles are one up and one down to make the handlebars fit. Where there is no support above or the support is too high to reach, hooks can be mounted into a wall horizontally with the bicycle resting against the wall. Any storage area should be secured and the access limited to only those personnel who are authorized to use the equipment.


CONCLUSION

Developing and maintaining a bicycle fleet may sound inexpensive and easy, and indeed, compared to developing and maintaining a motor fleet, bicycles are a great bargain. With leasing, fuel and maintenance considered, the bicycle costs about 1/20 or less than the price of a motor vehicle to purchase and operate. The common downfall in developing a bicycle fleet is poor logistical preparation and the failure to realize that there are continued costs. With insight and careful preparation, keeping a bicycle fleet can be very satisfying for both fleet managers and the personnel who will use them.



Photo Courtesy T.J. Richardson

BIOGRAPHY

T.J. Richardson is an 18 year veteran of the San Antonio Police Department and has been assigned to the Downtown Bicycle Patrol since 1992. He is the Bicycle Coordinator for the department and manages a fleet of 300-plus bicycles for over 400 public safety personnel. He serves on the Governing Board of the International Police Mountain Bike Association as the  President and can be reached through their website at www.ipmba.org.

This article first appeared in the August 2002 issue of Fleet Executive, the publication of the National Association of Fleet Administrators (NAFA). For more information about NAFA visit www.nafa.org.

New Membership & Certification Applications Available Now!

Because of the recent increase in IPMBA membership dues (see *Dollars and Sense*, page 18), the IPMBA Membership & Certification Application has been updated.


If you have not already received a copy of the new "mem-cert" via e-mail, please contact the office at info@ipmba.org or 410-744-2400

immediately. You may request to have the form sent by email or regular mail.

In these tough economic times, we will be counting on you even more to bring new members into the association so that we can continue providing you with the

resources you need to do your job safely and effectively. With your

With your continued efforts, we will become an even more powerful force for public safety cycling...

continued efforts, we will become an even more powerful force for public safety cycling and maintain our stature as the premier training organization in this field. 

Join IPMBA Today

Mail with membership fee of \$50.00 to the **International Police Mountain Bike Association**, 583 Frederick Road, Suite 5B, Baltimore, MD 21228



IPMBA

Join Today

Name _____ Title _____
 Home Address _____ City _____ State _____ Zip _____
 Country _____ Home Phone () _____ E-Mail _____
 Department _____
 Department Address _____ City _____ State _____ Zip _____
 Country _____ Dept. Phone () _____ Dept. Fax () _____
 New Membership Renewal (Membership Number _____)
 Police EMS Security Other _____ How did you hear about IPMBA: _____
Do not use this form to obtain IPMBA Certification. Call 410-744-2400 or email info@ipmba.org for certification application.

Alerte Systems Trail Blazer

Super Bright LED Bike Light & Siren



ONLY \$369⁹⁵
 (suggested retail for any color combination)

FRONT and **REAR** Super Bright LED alternately flashing arrays and running lights along with Hi-Lo siren will get attention when you need it most.

Now comes with Long Use* water bottle battery!

Visit us on-line: www.alertesystems.com to order or for more information on "Trail Blazer" and other Alerte products.



E-Mail: info@alertesystems.com / Web: www.alertesystems.com
 Toll Free: 1-800-728-1536

*3 to 4 weeks between charges



Postcards Acknowledge Course Records

Effective immediately, postcards will be sent to acknowledge the receipt of all course records. This postcard will provide confirmation that a course record has been received at IPMBA headquarters and will indicate whether or not the course record is complete. If the course record is complete, it will be processed and filed in the instructor's file. If it is not complete, the instructor will be notified as to what is missing and what action must be taken in order to complete the file. If you receive a postcard indicating that your course record is incomplete, please forward the missing information to the office ASAP. If you do not receive a postcard within three weeks of the day you mailed your course records, please verify that the packet was sent to the correct address and call the office immediately. Be sure to keep copies of all course records!

Congratulations to Bob Ricciardi, Palm Beach County S.O., Fla., and Monte May, Kansas City P.D., Mo., on attaining the status of IPMBA Instructor Trainer. Having met a stringent set of pre-requisites and successfully completed a student teach, they are now certified to teach the IPMBA Instructor Course.



Congratulations to the following individuals for successfully completing the IPMBA Instructor Course in Fort Lauderdale, Florida, February 3-7, 2003.

- Carl Maupin**, Leesburg PD, Leesburg VA;
- Chuck Perry**, Tallahassee PD, Tallahassee FL;
- Faupo Lauofo**, Centerville PD, Centerville OH;
- Gregory Engelhard**, Centerville PD, Centerville OH;
- John Maio**, Town of Palm Beach PD, Palm Beach FL;
- Lawrence Revell**, Tallahassee PD, Tallahassee FL;
- Lemuel Russ**, Coral Gables PD, Coral Gables FL;
- Lucas Drayton**, Blackstone PD, Blackstone MA;
- Stan Hoover**, Tallahassee PD, Tallahassee FL;
- Tony Chambers**, Capitol Police, Tallahassee FL.

How to Become a League-Certified Instructor

Any fully certified IPMBA instructor is eligible to apply to become certified to teach civilians (adults and children) through the League of American Bicyclists' League Certified Instructor (LCI) program. The guidelines are as follows:

- Have and maintain current certification as an IPMBA PCI or EMSCI;
- Acquire and maintain membership with the League of American Bicyclists (\$30 per year);
- Request and return completed and signed ECI registration form with \$25 annual fee to the League;
- Purchase ECI manual and 'Kids Eye View' video for a total of \$60 from the League;
- Purchase EC student materials from the League when giving classes.

For more information and to obtain an application form, visit:
www.bikeleague.org/educenter/education.htm

Want to Become an IPMBA Instructor?

Want to become an IPMBA-Certified Police Cyclist or EMS Cyclist Instructor? Call 410-744-2400 or email info@ipmba.org to obtain an instructor application packet. In the simplest of terms, to become an Instructor, you must meet the criteria outlined in the packet, apply to IPMBA headquarters, be approved, then attend one of the Instructor Courses offered around the country—information on 2003 Courses is below. We'd love to have you! Good luck!

— 2003 IPMBA Instructor Courses —

The locations for the 2003 series of IPMBA Instructor Certification Courses are below. The IPMBA Instructor Course is required of all prospective instructors as well as current PC/EMSCIs who have not already taken the PCID. The Instructor Course locations are as follows:

CHARLESTON, WEST VIRGINIA ~ May 17 - 21, 2003 (*IPMBA Conference*)

MADISON, WISCONSIN ~ July 28 - August 1, 2003

SCOTTSDALE, ARIZONA ~ November 10 - 14, 2003

Print-and-mail registration forms are available at www.ipmba.org. Registration forms will also be available from the IPMBA office via U.S. Mail or fax. To ensure more efficient processing of your application, please complete and mail your instructor application packet well in advance of the course registration deadline. **You must submit your completed Instructor Application prior to or at the same time as your instructor course registration form or your course registration form will be returned unprocessed.** If you would like to become an IPMBA instructor, please call 410-744-2400 to receive an application in the mail or email info@ipmba.org or visit www.ipmba.org to download an online application.

GREAT (AND FREE) KIDS' HELMET SAFETY VIDEO FROM NHTSA

A funky, fast-paced 8:55 minute video from National Highway Traffic Safety Administration uses a peer-to-peer approach to teach kids that wearing a bicycle helmet can protect them from serious injuries (including brain injuries) and death. The video features a diverse group of teens and pre-teens and explains how to buy an approved helmet that fits correctly, touches on rules of the road, and includes compelling demonstrations and computer graphics. To order your free copy of the video, visit NHTSA's bicycle safety program at www.nhtsa.gov/people/injury/

Another bike safety video, *Jello in a Jar*, is available for \$15 from the National Safe Kids Campaign, www.safekids.org.

Put yourself here.



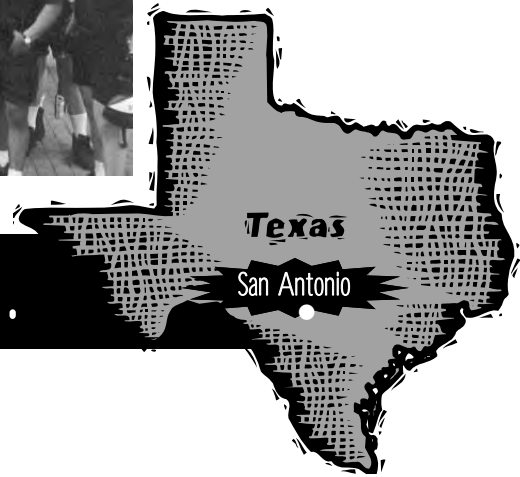
1994 IPMBA Conference, San Antonio.

The 14th Annual IPMBA Conference San Antonio

May 6 - 8, 2004

Pre-Conference courses begin May 1&2.

Its as big as Texas.



IPMBA Around the World



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

PRESORT
STANDARD
U.S. POSTAGE
PAID
BALTIMORE MD
PERMIT NO. 3361