

Spring 2005

ipmba news



Newsletter of the International Police Mountain Bike Association

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

Vol. 14, No. 2

Unconventional Ops

by **Maureen Becker**
Executive Director

A quick flip through the pages of any law enforcement magazine, and you may find yourself wondering just what the word “tactical” means. Seems like it is used to sell everything from training programs to underwear. It has even been used to describe bike operations, although when asked, several IPMBA instructors were unable to explain the exact nature of “tactical bike patrol.” Some viewed it as crowd control. Others thought it referred to undercover operations. Still others wondered if “tactical” was even an appropriate description.

After a consultation with the Random House Dictionary, which defines tactics as “any maneuvers for gaining advantage or success,” it became apparent that bike operations – police and EMS – are, by their very nature, “tactical.” All bike personnel deploy bikes tactically all the time, whether for speed, maneuverability, stealth, or community relations. Bikes are a tactical tool, used to give patrol and EMS personnel an advantage in any situation.

... it became apparent that bike operations – police and EMS – are, by their very nature, “tactical”

A visit to the Indianapolis War Museum took the definition one step farther by referencing the practicality of the bicycle for “unconventional operations.” From that was conceived the notion of devoting an issue of *IPMBA News* to the tactical side of bike patrol, with a special emphasis on unconventional operations.

The articles contained within these pages provide further evidence of the practical, tactical nature of the public safety cycle, whose applications are limited only by the imagination. Integrated patrol, night operations, airport patrol (police and EMS), evidence gathering, targeted enforcement...the possibilities are endless.

Many of these possibilities were shared and explored during the 15th Annual IPMBA Conference, which came to a close just as this newsletter was going to print. Participants from 34 states and eight countries gathered to learn ways to use their bikes... tactically.

Highlights from the conference will be featured in the Summer 2005 issue of *IPMBA News*. Conference attendees are welcome to submit their favorite stories, photos, and facts for publication in the newsletter and on the website. Materials may be sent to maureen@ipmba.org. And remember – the 16th Annual IPMBA Conference will be held May 6-13, 2006, in Dayton, Ohio. Planning ahead will give you the tactical edge.

‘The Bike Man’ Retires

As president of IPMBA, Officer Kirby Beck lead IPMBA to independence from its parent organization

by **Peter Bodley**
Managing Editor, *Coon Rapids Herald (MN)*

Kirby Beck, the Coon Rapids Police Department’s first community policing officer, has retired after 28 years on the job.

Beck’s last day on patrol was Jan. 3. “The day was tough,” he said.

Coon Rapids has been the only department for which Beck has worked, but he did spend two years as a dispatcher with Anoka County Central Communications.

He joined the Coon Rapids department in late 1974, but a little over a year later left for Anoka County Central Communications before returning to the department in 1978.

Beck’s interest in a law enforcement career was inspired when he had the opportunity to go on a police ride-along while a senior at Hopkins High School.

He took the law enforcement degree course at Normandale Community College, then attended the University of Minnesota for a bachelor’s degree, which was interrupted when he was hired by the Coon Rapids Police Department. He completed at

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Get Out There and Ride!



Hello Fellow Members!

Welcome to another information-packed issue of *IPMBA News*. The focus of this issue is

Tactical Bicycle Patrol, and it contains some exciting material. Within these pages you'll find several real-world examples of bike units in action in the US, the UK and beyond. You will also find some interesting product reviews.

On behalf of all IPMBA members, I'd like to welcome Access Bike Patrol Supply as our newest corporate member. Contact Bill Cochrane or Bob Hinkel at 602-278-5506 or abps@cox.net or

check out their website at www.accessbicyclepatrolsupply.com. They made their debut in style at the 15th Annual IPMBA Conference, which just came to a close.

The conference, hosted by the Scottsdale Police Department, was

outstanding. We were truly blessed with great weather, great instructors, and great hosts. Special thanks to the SPD and the other police, fire, and EMS units that helped make the conference a success. The Summer issue of *IPMBA News* will bring you all the highlights.

I won't wait to mention the changes within the IPMBA Board of Directors. Thanks are due to both Gene Williams

Within these pages you'll find several real-world examples of bike units in action in the US, the UK and beyond.

and Artie Gonzales for their efforts as board members. Gene's tenure was shorter than expected as he has stepped down to devote his energy to his fledgling business. Artie, on the other hand, has been on the board for six years, five of

them as conference coordinator. He will be missed, especially at the conference registration desk! It is my pleasure to welcome Neil Blackington of Boston EMS and Jeff Brown of Dayton Police as our new EMS coordinator and conference

coordinator, respectively. Good luck guys, you both have big shoes to fill.

Keep in mind that the summer brings the Third Annual 999 Emergency Services Cycling Seminar in York, held in conjunction with the CTC York Rally, June 25-26, 2005. This event is widely attended by police, fire and EMS cyclists in the UK, and IPMBA UK will be well-represented. It will be preceded by an IPMBA PC/EMSC Course and followed by an IPMBA Instructor Course. IPMBA members from all over the world are welcome, so if you can, please pop in and check it out. You can find more information about the Rally on page 29 of this issue.

Well, that's all for now. It's the beginning of the summer bike season, so GET OUT THERE AND RIDE!

Respectfully

Monte L. May
Monte L. May
IPMBA President

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 register for and attend one of the Instructor Courses that will be offered in 2005. Course dates and locations to be announced.

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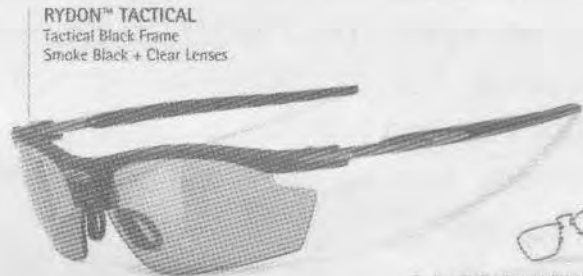
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Tactical: Going Above and Beyond

“On large-scale, text-book military operations, the bicycle is not of much use. But the bicycle comes into its own in unconventional operations...where the roads and paths are good and numerous, they will be able to move quickly to the point where their intervention in the fight is required, to deploy rapidly, and to move again to a fresh position.” - *The Bicycle in Life, Love, War, and Literature*, McGonagle, 1968.

This quote appears on a plaque in the Indianapolis war museum, housed in the lower level of the World War Memorial, accompanying this photograph of a bicycle equipped with an Italian Villar-Perosa dual-barrelled, pistol-calibre machine gun. McGonagle’s use of the phrase “unconventional operations” inspired this look at the “tactical” side of public safety bike use, defined as operations above and beyond “typical” use of police and EMS bicycles.

Integrated Training and Bike Response

Indianapolis Police Department gains tactical advantage through shared resources

by Officer Doug Johnson, PCI #377
Indianapolis PD (IN)

The Midwestern city of Indianapolis, Indiana, is at the center of the Hoosier State and literally serves as “The Crossroads of America.” Indy is the 12th largest city in the United States, and the Indianapolis Police Department (IPD) and the Marion County Sheriff’s Department are charged with providing police services to over 1.2 million residents. In the early 1990’s, the IPD, like many other police agencies, began to utilize bicycle-mounted officers in its efforts to more effectively patrol its flourishing downtown business and residential districts. The bike unit was formed and developed a positive relationship with IPMBA, a relationship which we maintain and value to this day. Much of this early progress was achieved under the guidance and counsel of IPD Lieutenant Clarence White, Jr., PCI #211T. As the unit achieved success, it began to grow. Today, bike officers patrol in each of the five IPD service districts. With the increased demand for bike trained officers came an increased need for IPMBA Instructors and internally administered Police Cyclist (PC) courses, or “bike schools.” The demands on and for bike officers became even greater in the post-9/11 policing environment. Because of this increased

(Continued on page 6)

Two Police Departments Unite to Strengthen Patrol

University of Pennsylvania and the Philadelphia Police join forces

by Jason Schwartz
The Daily Pennsylvanian, University of Pennsylvania, Philadelphia

As the unofficial border between the Penn campus and West Philadelphia, 40th Street has held an unsavory reputation in the minds of many. That perception is something both the Penn and Philadelphia



Police officers patrol 40th Street near the corner of Walnut Street. Photo by Rayn Jones/The Daily Pennsylvanian

Police have been working in the last three months to change.

The two police departments launched a new bike patrol on 40th Street last September, in an attempt to improve “quality of life issues” on the street, according to Maureen Rush, Penn’s vice president for public safety. The patrol is a joint effort in which one Penn and one Philadelphia police officer traverse 40th Street between Baltimore and Market streets nearly all day and night long.

Joseph Fischer, a captain of the University of Pennsylvania Police Department who oversees the patrol, said that since the actual number of crimes that occur on 40th Street is not exceptionally high, the bike officers will focus on curbing such problems as public urination on sidewalks, drug use, open containers of alcohol and double-parking.

(Continued on page 6)

Bike Officers on the Prowl

Night Patrol in Las Cruces, New Mexico

by Wallace Downs, PCI # 740
Las Cruces PD (NM)

The cold winter nights are slowly going away and the night people are emerging from their winter hibernation. It is time to increase the night-time presence of bike cops. And we need to do it carefully, tactically, and effectively.

As an IPMBA Instructor, I take very seriously the “Rules of the Road” sections of the IPMBA courses. Every effort is made to make sure all of our bike officers understand that they must obey and enforce bicycle safety ordinances, be predictable and be seen, and set an example to the public. But when we are on the prowl for criminal activity, we don’t want to be seen and we don’t want to be predictable, or we will lose our tactical advantage.

Las Cruces bike officers wear very little, if any, retro-reflective material on our uniforms. Our Bratwear uniforms are black and except for the “POLICE” on the back, they have very little light coloring. Only dark-colored shoes, helmets, and gloves are worn. Most of the reflectors are removed from the bicycles, which are mostly dark grey or black. For when we want to be seen, we have powerful Niterider headlights and oversized Trek tail lamps. And, of course, we have the red and blue police lights for when we want to let people know who we are when we want them to yield. Radio headsets are utilized to reduce unwanted noise.

(Continued on page 10)



Two Police Departments, cont.

(Continued from page 5)

“If you take care of the small things, then the bigger things fall into place,” he said.

“The area may be safe,” Fischer continued, “but people perceive it not to be safe, because of the activity going on around them.”

Fischer said that he meets with community groups regularly, and they believe there has been some improvement.

“I think it’s safer now,” said Flo Mayes, manager of Nan Restaurant, which is located at 40th and Chestnut streets.

Noting that she has seen a decline in panhandling outside her restaurant over the last few months, Mayes said, “There used to be people standing around outside when we left work around 1 a.m. There aren’t anymore.”

“I think the customers feel safer, too,” Mayes continued. “Panhandlers used to come in here and ask for money while

people were eating. That doesn’t happen anymore.”

The impetus for this patrol initiative came over the summer, when Rush received an e-mail from a community member complaining about the state of 40th Street.

“The perception of 40th and Market has been a problem for a long time,” Rush said, noting that the joint patrol was

launched because she did not think this border area was solely Penn’s responsibility, but rather one that could be shared with the Philadelphia Police Department.

The split patrol also helps to coordinate the UPPD and PPD, as each day the bike officers report back to their superiors, who meet regularly to discuss any issues.

New Penn Police Chief Mark Dorsey especially likes this aspect of the patrol, saying, “We have the same mission [as the PPD]. It enables us to be stronger in our response and coordinated in our response,

so we’re all working together for a common cause.”

Fischer emphasized that one important aspect of the patrol is community relations. Officers are assigned to the patrol on a volunteer basis, and “officers [know] that part of their assignment [is] to interact with the community,” Fischer said.

“I think the customers feel safer, too. Panhandlers used to come in here and ask for money while people were eating. That doesn’t happen anymore.”

“They’re not just riding their bikes up and down the street,” he said, adding that the officers had established “casual relationships” with local shopkeepers.

“I talk to them every day,” said Christal Rollins, manager of the McDonald’s located at 40th and Walnut streets. “I just say, ‘Hi, bye,’ [and] they see how everything’s doing.”

Reprinted from the Daily Pennsylvanian, Nov. 2004

Integrated Training, cont.

(Continued from page 5)

desire to have more bike-trained officers and a greater deployment of them on the streets, we have determined that integrating the IPD PC courses with other local police agencies was the best way to do business.

Currently, the IPD conducts three to four bike schools annually. Our common practice is to fill the school with approximately 20 IPD officers and leave ten slots open to officers from other area departments. We view this arrangement as a “win-win” for all parties involved. The guest department(s) receive the IPMBA PC course for their officers at no cost. The officers take home skills, knowledge and certification gained from the bike school. They are also credited with valuable in-service training hours that are documented and forwarded to their own training coordinators by the PC course lead instructor. Recently, the IPD has begun incorporating Bike Response Group (BRG) training into its

bike schools. As a result, officers from the guest agency also receive training in bike-mounted crowd control techniques.

The Indianapolis Police Department benefits from this training approach as well. We establish positive working relationships with the guest agencies. We gain the support of area officers who are trained in both IPMBA standards and our Bike Response Group techniques. Should a large special event or local emergency require large BRG squads, we now have friends from nearby departments who are prepared to respond and assist appropriately under mutual aid agreements. Sergeant Bob Hipple, PCI#778, and Officer George Myers, PCI#619, head up our BRG training. They have traveled to other jurisdictions in an effort to “procure” lessons learned in respects to bike emergency response training. Through their efforts, we have found that the Bike Response Group concept synchronizes well with the conventional mobile field force (dismounted officer) event response procedure. By working closely with neighboring agencies, we are expanding the pool of resources available to the

greater Indianapolis area should a special event or emergency dictate a need for more bike-trained officers than any one agency can deploy on its own.

Overall, the integrated training approach has worked well. We have established new ties to other police agencies, increased the local pool of IPMBA-trained bike officers and made untold numbers of new friends and professional relationships. We will continue to work with our brother and sister officers from other jurisdictions, strive to encourage their agencies to support police cycling, and continue to support IPMBA and what it stands for in the law enforcement community.

Doug has recently been assigned to an intelligence unit, in which he hopes to explore ways of further integrating the bicycle into homeland security and domestic preparedness initiatives. He is also the local host coordinator for the 2008 IPMBA Conference, April 18-26, 2008, in Indianapolis. He can be reached at dcj1968@comcast.net.

Treating Travellers in the Terminal

Cycle Response Unit keeps Heathrow passengers on the go

by Gerard Robinson

London Ambulance Service (UK)

In October 2004, London Ambulance Service (LAS) began trialling a cycle response unit inside Terminal 4 of Heathrow, the world's busiest airport with more than 67 million passengers (and growing) annually. The purpose of the trial was to see if it would be advantageous to have an immediate responder on a bike inside the terminal building rather than dispatching a double-crewed ambulance for a patient who, more

years ago, whilst awaiting check-in at Vancouver airport, a passenger collapsed in front of him. Within minutes of him assisting this passenger, medics on bikes approached the scene. This is where Alan's idea started.

Since October 2004, we have been operating in Terminal 4, seven days a week/11 hours a day, using three riders on a rotating shift system. By the end of January 2005, we had responded to just fewer than 400 calls. Out of those calls, 74% were dealt with by the EMS cyclist, enabling the ambulance that would have been dispatched to be suitably deployed elsewhere. The average response time was a staggering two minutes, and the overall success of the trial has been unbelievable.

A typical shift for any of the three cyclists commences at 05.30hrs at a small ambulance station just north of the airport with our all-important warm-up/stretching routine. After that and the bike/equipment checks are complete, we make our way to the terminals. First we proceed to the central area (Terminals 1, 2, & 3) to gain access to the Heathrow Express, the train that links the central area to Terminal 4 (just south of the airport) and also provides a direct high-speed link to London Paddington Main line railway station. Whilst in the central area, we normally respond to emergency calls as necessary.

Upon arriving at Terminal 4, our duty really starts. Passenger levels at that time of the morning are light for check-in; however, arriving

(Continued on page 8)



BBC films CRU Success

Submitted by Tom Lynch, EMSCI #149

London Ambulance Service (UK)

Gerard Robinson and Alan Payne were on duty at Heathrow's Terminal 4 during the CRU airport trial. Anticipated passenger loads averaging 22,000 were expected. The shift started at 05.30hrs and the bike medics were in position at Terminal 4 by 0600 hours. Anticipating a steady flow of arriving and departing passengers, Gerard and Alan were patrolling the terminal areas, using their new-found training and skills to negotiate the passengers and their luggage.

They had just dealt with a passenger who was distressed at the thought of a long-haul flight with the knowledge of her impending operation for deep vein thrombosis. Moments later, they received an emergency call to a female who had "fainted." They were fortunate enough to be in the same area as the call and within a few seconds, they were on-site with the patient. She was slumped in an upright position and had no vital life signs.

They laid the patient down on the floor of the departure lounge and administered a pre-cordial thump. They then ventilated the patient and placed the defibrillator pads onto her chest, as there was no output from her heart. It was an unshockable rhythm, so an airway was inserted to maintain good air entry via a bag and mask oxygen resuscitator. The patient regained a pulse of 62 beats per minute, respirations of 12 per minute, and a blood pressure of 138/74. Her blood sugar level was also taken and was recorded as 7.2.

Whilst all this was going on the BBC were filming the CRU for the latest episode of *Airport*.

The patient was conveyed to hospital in an unconscious state but upon arrival at the casualty unit was conscious and able to respond to basic questions. Her condition was stable.

Three weeks later, Gerard and Alan were able to meet again with their patient when she was discharged from the hospital. The BBC was there again to film their success story and see the lady and her family off on their return journey to the USA. She was looking very well and happy to be finally going home.

If the Cycle Response Unit had not been on duty and available within the terminal that day, this lady may not have received the clinical life-saving attention she needed, and the story may have had a very different ending.

This is just one of the remarkable successes that the CRU have achieved, and one of the reasons for the Heathrow CRU's nomination for one of the 999 Services Cycle Awards administered by the Transport for London. The awards were bestowed by the Mayor of London, Ken Livingston, on 23 February. See page 30 for a complete list of the awards and the 2005 honorees.



Photo courtesy Gerard Robinson

Alan Payne and Gerard Robinson, outside the terminal.

likely than not, would wish to continue his or her journey rather than attend a local casualty department. The cycle responder would attend any call – no matter how life-threatening – assess the situation, and call for support, i.e., an ambulance to convey the patient to the hospital if necessary.

Due to the success of the trial, airport authority and London Ambulance Service executives are now in negotiations to continue Heathrow's cycle response and expand to include another two cycle response bikes in Heathrow's Central area, providing emergency cover to another three terminals.

The brainchild behind this trial was Duty Station Officer Alan Payne, who is based at Hillingdon Ambulance Station. Some five



Treating Travellers, cont.

(Continued from page 7)
flights are at their peak, so we position ourselves at an appropriate point – closely but discreetly – so as

With all the illnesses that a bike medic has deal with anywhere in the world, we are unique in some respect in that we deal with a lot of pulmonary embolisms (a blood clot that has made its way to the heart and lungs). We quickly grew to suspect that when we received a call to certain areas of our airport for the report of a male/female collapsed, we could and most probably would be dealing with one of these cases.

Later on in our shift, our passenger volumes move slightly to what we call “landside” – the check-in area – prior to passport control. People queuing/rushing around to catch their all-important flights raises stress to higher than normal levels; we then have our collapses with difficulty in breathing, asthmatics, diabetics, and heart patients.

As our day progresses and we patrol the terminal, passengers and staff alike approach us on a casual basis to ask questions regarding our presence in the terminal and our function/role as medics in the terminal. We have a facility to restock any consumable items of equipment, so as to reduce down time to a minimum. Towards the completion of our shift, we make our way back to the ambulance station, where we warm down, replenish our fluid levels, and end our shifts.

Gerard has been with LAS since 1983 and has been working on a dedicated ambulance at Heathrow since 1994. He completed the IPMBA EMSC Course in 2004, and is currently serving as the coordinator of the airport cycle response team. He can be reached at Gerard.Robinson@lond-amb.nhs.uk.



Photo courtesy Gerard Robinson

Gerard Robinson patrolling inside terminal four.

to minimise time spent negotiating through the tired and weary passengers with only one thing on their minds, ‘has my luggage arrived in the same country as me?’

The Many Roles of the Nashville Airport Police

All bike team members are certified as both police and Aircraft Rescue Fire Fighters

by Sgt. Charlotte Santana
Nashville Airport Police (TN)

Greetings from the Nashville International Airport Police Bike Team, or, as we say in the South, “Hi Y’all!” Our team is really on the move these days. With so many Homeland Security guidelines and new issues developing almost daily, the team stays busy providing services as only a bike team can. Our team currently has nine IPMBA police cyclists and is led by Sgt. Charlotte Santana. Like the rest of the department’s 70 officers, all bike team members are certified as both police officers and Aircraft Rescue Fire Fighters. In addition, each officer is a state-certified First Responder, and some are EMT’s. This extra training enables us to provide medical care on the spot, in addition to our regular duties as police officers. Being on a bike enhances our response time and enables us to reach those hard-to-get-to places really fast. Our goal is to get as many officers as possible to become IPMBA-certified. As part of this effort, and to give back to the community, we hosted a bike school from February 22-25, 2005, at our local Tennessee Air National

Guard location. This was a joint effort with the Metro Nashville Police Department, Tennessee Air National Guard and our department.



Photo courtesy Charlotte Santana

Helmet Cams and Public Order

Portsmouth bike officers gather essential evidence



by Insp. Steve Baxter
Portsmouth Police (UK)

Evidence provided by video footage can be the most compelling and successful in convicting the perpetrators of criminal activity. In my force, the use of cameras teams, known as Evidence Gathering Teams (EGT), in public order situations has proved over the years to be extremely beneficial in capturing that vital evidence which obtains the guilty plea or verdict at court.

It occurred to PC Andy Burnham, an IPMBA police and EMS instructor, in Portsmouth, Hampshire, that cameras could assist him with juvenile offenders in his community beat area. But how could one use a camera *and* ride a bike?

Researching the internet, Andy found a company that could supply a camera lens that could be mounted on the peak of a cycle helmet, as shown in the photograph.

The lens is connected to a normal digital video camera and battery pack that is carried in a vest worn by the rider. The camera is operated by a remote button clipped to the vest in a position that the rider finds most comfortable and convenient, and the leads are safely stashed away in the vest.

With this new camera system, Andy is able to film anything going on directly in front of him.

The new 'helmet cam' was an almost immediate success. The abusive juveniles soon realised that their antics made for great court room viewing and learnt to be on their best behaviour when he was on patrol. The success resulted in national press coverage touting the helmet cam as a means of addressing anti-social behaviour. Andy now had to endure being called "Inspector Gadget", but in comparison to the some of the abuse he had received, this was something that he could live with!

Initially, there was some concern that using the camera was a breach of privacy laws; however, because the use is overt and does not specifically target any one individual – unless an offence is actually being committed in front of the officer – it is not believed to be a legal problem.

When we looked to develop the use of bike patrols into more pro-active tasks, the 'helmet cam' became an obvious advantage in anything that we did.

In Portsmouth, we have a particular problem with football violence. We target this with many tactical options, one of

which is our EGT's. These officers go out and film gathering fans both for intelligence and possible evidential purposes. However, because the EGTs are typically on foot, their range was limited to the area within a short distance of the stadium.

Having read about Mike Goetz and his use of bikes in crowd management situations, I put forward a suggestion to my boss that the bikes could fulfil the dual role of EGT and crowd management at football matches.

Used in a reconnaissance role, our cycle officers have proved a great asset. Due to their flexibility, ability to cut through traffic and extra 'range', they are able to watch over rival fans further away from the stadium than before.

They act as an early warning system, detecting and addressing potential problems before they have chance to become serious.

The first time that bikes were deployed at football, some of our trouble fans were less than complimentary and were very willing to pass on their views! However, they soon learnt to their cost that cycle officers could not only provide a highly visible presence, similar to the Mike Goetz 'post' assignment, but that they could also film what goes on! As word got around, it had a very calming effect.

The footage obtained by these officers has been in addition to the footage obtained by the more usual EGT methods and local authority CCTV systems. However, three convictions this past season have been as a direct result of footage captured by bike teams.

For most matches we deploy a six-officer team in pairs. One of each pair is the camera operator and the second is the cover officer. One of these pairs will contain the sergeant in charge. Each pair is deployed with its own sector of responsibility regarding crowd reconnaissance, but if required they can form up as team to employ basic public order cordon tactics. They can perform the filter cordon – a simple tactic to break crowds as they progress along a road – or can quickly block junctions with a tight cordon (barrier tactic) until reinforced or replaced by foot officers. The bikes have an advantage in that they quickly outflank crowds and block off routes that would otherwise be available to them, because of the time taken for foot officers to deploy or for vans to get through traffic.

Bikes have also been deployed alongside riot-trained officers. They have used a tactic very similar to the foot



Photo courtesy Steve Baxter

(Continued on page 10)



Helmet Cams and Public Order, cont.

(Continued from page 9)

officer 'free running line', in which a team of officers run at a crowd with the intent of dispersing them. The bikes have ridden towards groups of troublesome fans who are reluctant to move on. This has proved successful at keeping fans on the move. However, it is accepted that if fans refuse to move and physically challenge the bikes, it is best to withdraw a short distance and film the crowd behaviour until properly equipped foot officers can intervene, rather than become involved in a fight whilst attempting to retain the bicycles.

We have also had great success in using the bikes in this way alongside horse-mounted officers.

Recent very serious violence between rival fans also found bike officers very quickly developing their skills in making use of the bike as a weapon of self defence!

We have learnt a great deal from our first season. With that experience behind us, I am developing bicycle public order tactics with the assistance of my public order training department.

It is not only the tactics that we are developing. With more and more use of the helmet cam, we have discovered ways to improve the system. For example, there is no facility to make use of the zoom capability of the camera with current remote system. Therefore distance is an enemy unless the rider can stop, disconnect the camera, and use it in its normal handheld capacity.

Bike Officers on the Prowl, cont.

(Continued from page 5)

With all this effort we put into not being seen, we have to avoid getting hit by cars. Our students go through a lot of technical skill development, both on- and off-road, to give them the skills they need to avoid having to ride in the road. Alleyways, parking lots, sidewalks all can be safer places to patrol from if you have the skills to maneuver the obstacles that they will throw at you. Curbs, parking blocks, stairs, uneven surfaces, parked cars, telephone poles, signs, etc., are all part of the experience if you are riding away from the road.

We can gain a tactical advantage when we are able to see who is approaching us in a car and what they are doing (drinking a beer, using drugs, setting up for an assault) rather than having them see us. Our city ordinance allows bicyclists to use the sidewalks when pedestrians are not, if the road is hazardous. At 2:00 a.m., when the bars let out, and you are patrolling in gangland, the "farthest right as practicable"

In addition, the mount on the peak is set a few inches above the rider's eyeline; as a result, occasionally the footage has been slightly high.

The next step is to introduce a 'wireless' system using the new IT that has been developed.

We want to be able to relay the footage being captured in real time to commanders in control room so that they can see exactly what the officers are facing. This will allow for better planning and tactical decision-making. For those of

us who are used to being on the receiving end of some fairly dodgy decision-making this can only be great plus!

We are in discussion with IT companies and hope to trial a suitable system this summer

and deploy cameras with wireless relay in time for the new season.

We also hope to have the lens of the camera built into or attached to the frame of the glasses worn by the officer, so that the camera sees exactly what they do.

The use of bikes is developing fast and the only boundary seems to be a lack of imagination. We are doing our best to push that boundary as far as possible.

Steve is an inspector with the Hampshire Police. He has a special interest in the use of bikes for public order and attended the 2004 IPMBA conference in San Antonio. He is currently serving on the IPMBA UK steering committee. He can be reached at stephen.baxter@hampshire.pnn.police.uk.



may not be the safest area. So far, our department has not have had any "Battery on a Peace Officer" cases from moving cars, but we have had several "Assault" cases on bike officers from occupants in vehicles. These assaults tend not to occur when the officer is facing and looking directly at the potential assailant, but if one were to occur, the officer would be able to provide a description.

We just recently provided "in service" training for our already certified bike officers. The one-day training was divided between firearms in full gear and a long, technical off-road ride through the local desert mountains trails. Even though it was raining and snowing during the last hour of the ride, everyone came away with refreshed skills to put in their "tool bag" for patrolling at night and being as safe as possible.

Wallace is one of the founding members of the Las Cruces TnT team (see IPMBA News, Summer 2004). He was certified as an IPMBA Instructor in 2004 and serves as the LCPD's senior bike instructor. He can be reached at wmbdowns@aol.com.

M.O.R.S.E.

Mobile Off-Road Surveillance Equipment

by PC Dave Brook
W. Yorkshire Police (U.K.)

The sight of video vans and police patrol cars with dedicated camera surveillance equipment is nothing new, either in the United States or United Kingdom.

But what about the sight of video cycles... yes, bike patrol officers patrolling the inner cities, actively engaging in drug interdiction and more, all captured on film, courtesy of a digital eyewitness.

You'd better believe it, because Chapeltown Community Cycle Unit, in conjunction with Vision 2000, have designed and successfully trialled the first system of its kind in the U.K. The system has been dubbed **M.O.R.S.E.** – Mobile Off-Road Surveillance Equipment. It is based upon Vision 2000's successful off-road motorcycle system, which is in use across the country.

It was whilst I was patrolling the streets of inner city Leeds on my Smith & Wesson mountain cycle that it came to me – how to provide the ultimate evidence needed to ensure the successful conviction of offenders.

Our team had initially been tasked with providing high-visibility reassurance in crime hotspots. However, we soon became the talk of Chapeltown Division, not only for our positive contribution to crime reduction, but also for the effect we were having on the drug dealers. They were running scared, hoping that they would not be the next to be snared by the stealthy cycle patrol officers.

In just six months, our team made more than 50 arrests, the most successful leading to the arrest of three drug dealers and the recovery of £30,000 worth of crack cocaine, four firearms, and a Taser. More arrests followed – totalling nearly 100 in less than a year. But as any police officer knows, making the arrest is only half the battle – gaining a conviction is the other, and for that, solid evidence is required.

One of the arrests involved a question of identification, and despite the fact that the suspect was identified in an identification parade, my evidence was called into question. This would not have happened

if I had been able to capture the incident on camera.

I knew that officers elsewhere in the country had successfully trialled helmet cameras in public order situations, but my own enquires suggested that this technology was both expensive and limited in terms of its digital capabilities.

I wanted more – increased digital capability, infrared night vision, and sound, but at a fraction of the cost. It was a tall order, but the folks at Vision 2000 came through with a robust and extremely stable high definition colour CCD camera

with automatic Infra Red switching when light levels drop.

It records to a digital recorder in the mini DV format, and has the ability to play back footage, at the

scene, and digitally enhance it to assist in identification. It has date and time coding, so we are confident about using it in court.

During the first six months of cycle patrol, our biggest obstacle had been scepticism, not just from senior ranks, but also from peers. The thought of a camera on a pushbike soon generated a few chuckles in the canteen; however, it was my team that had the last laugh.

The instant quality of the digital images soon convinced the doubters that this system not only had potential, but would prove to be a worthwhile tool in the fight against crime and anti-social behaviour.

The advantages are numerous, starting with the ultimate benefit of having digital evidence to assist in the successful prosecution of all sorts of offenders.

We've all experienced it – the drug dealer at court denying he has dropped a large quantity of crack cocaine...accusations from the defence counsel calling the credibility of the police into question... your word against his.

Well, not any more. This system provides undeniable evidence. Parks,

alleyways, and snickets – common hunting-grounds of the lawless preying on vulnerable victims – snatched from their grasp through the swift and stealthy actions of bike officers armed with cameras.

We can quickly identify offenders – day or night. All they need to do is peer round a corner and we have them. If they do get away, all we need to do is calmly turn up at their home and lock them up. Remember – they can't dispute they were there. Recently, one of our officers was almost knocked off his bike by a

dangerous driver. The driver challenged our word, but the video evidence was unequivocal.

In the coming months, we have plans to use the cameras to assist in identifying offenders at public order incidents – the advantages of real-time intelligence gathering in

these situations cannot be taken lightly. In the same vein, we aim to pass information to intelligence units within the division for the planning of operations. We patrol in areas that are well off the beaten track, and by filming them, we can provide information to officers who may be unfamiliar with them yet responsible for conducting targeted operations within them.

Finally, we plan to use the cameras for training and development. We can record our team members on the job, review the methods employed, and learn from their successes and failures.

Our operational effectiveness has been enormously augmented by this system. The uses are almost endless. We believe we have the best system for the job and we intend to use it to its full potential.

So remember: when your cycle unit needs digital help, send out an **S.O.S.** Call for **M.O.R.S.E.**

*Dave can be reached at
akita@shikomu.freemove.co.uk.*



The thought of a camera on a pushbike soon generated a few chuckles in the canteen; however, it was my team that had the last laugh.



Project Impact: Patrolling

Bike Patrols Contribute to Operation Impact

by Neil Gallivan, PCI #699, EMSCI #147
New York State Police

Bikes are an important part of this story, but it is first necessary to set the stage. For the past several years, the New York State Police has sponsored the IPMBA Police Cyclist course for all agencies in the Rochester area, and numerous Rochester officers have completed the course. The cycling relationship with the Rochester PD began in 1999, when they provided the initial training for nine troopers over a two year period, which ultimately led to the formation of the Troop "E" Bike Patrol.

For the past several years, Rochester had seen an increase in violent crime, shootings and homicides, all directly tied to the drug trade. Due to limited resources, the Rochester Police Chief requested help from the Monroe County Sheriffs Office and the New York State Police. All three agencies enjoy a very close, efficient and productive working relationship, the likes of which is seldom seen. In October of 2002, a joint detail was formed, in which city officers from

After the detail ended, however, the violence slowly returned, and even increased in some categories. This situation was not unique to Rochester, and in 2004, the New York State Division of Criminal Justice Services, which oversees all criminal justice agencies in New York, along with other agencies, developed a program called "Operation Impact". This program was targeted at the 15 counties outside of New York City that accounted for 80% of the violent crimes in New York State. Administrative, financial and logistical support was provided, and various cities and counties began to develop plans to implement the program. Rochester was already way ahead of the curve because of the 2002 detail. The program was run for four weeks in April, five weeks in June/July and three weeks in October, with bike patrols used during the July and October details.

Over the past two years, several members of the Rochester PD Tactical Unit have completed the IPMBA Police Cyclist (PC) Course, including one of the unit supervisors. During the PC Course, the potential value of bike patrols during the

Impact details was discussed in great detail. These ideas were brought back to the Tactical Unit Lieutenant and Captain, and the bike patrols were incorporated into the operational plan. The July detail differed from the previous two, in that the manpower was greatly increased and a day shift was added to maintain a constant presence in the

high crime areas. The manpower assigned consisted of 30 troopers, 10 deputies, and 60 RPD officers, along with sergeants and lieutenants from all three agencies. The day crew consisted of 40, including 4-6 bike patrols, and the night shift was 60, including two bike patrols. Bikes were used on the day shift more often than night because of the availability of trained officers. On the day shift, all the bike officers usually rode together. The five

bikes cruising the high crime areas proved to be an unstoppable force. Almost immediately after hitting the streets, the drug arrests began. As most bike cops know, it is possible to practically ride right up to the dealers before they know you're there, and they did just that. By using alleys and cuts, they infiltrated the open-air drug markets with ease, and the arrests began piling up. The very first day shift began with a flurry of drug arrests, causing the supervisor, also on a bike, to state that they could easily have continued to make more arrests, but they ran out of cars in which to put the bad guys. This success continued throughout the detail, on both the day and night shifts. The riding skills and patrol tactics taught in the PC course proved invaluable when combined with the experience of the troopers and RPD officers. Due to manpower constraints, the Monroe County Sheriffs Department could not provide bike-trained deputies in addition to the manpower already assigned to the detail. However, over the past few years they have been very proactive in assigning deputies to the IPMBA PC Courses, and are using the bikes in an ever-expanding capacity including patrol, special events and airport security at the Rochester International Airport.

During the July detail, the day shift put bike patrols out 2-3 days per week, while the night shift usually averaged two nights per week. Due to scheduling and operational issues, it wasn't possible to put bike patrols out every shift. The focus of the patrols in July was proactive patrolling in the high crime, drug sales areas. They were also used during warrant executions to cover possible escape routes, traffic enforcement details, surveillance, and crowd control in the entertainment district.

During the October detail, bikes were used most nights for the first two weeks. The focus of the bike patrols in October was primarily robbery suppression details. In the entertainment district, where patrons park on unlit side streets, alleys, and unsecured lots due to limited parking,

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Cobbs Hill Reservoir, Rochester, New York.

the Tactical Unit partnered up with deputies and troopers to patrol the area known as the "Fatal Crescent", where the vast majority of violent crimes were occurring. This detail, which lasted for six weeks, was an overwhelming success. By the end of the detail, there had been a significant decrease in shootings, stabbings, robberies, and homicides. There was also a noticeable positive change in the targeted neighborhoods.

the “Fatal Crescent”



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there was a spike in robberies as people were walking to and from their cars.

During the detail, 2-4 bikes patrolled this area. The bikes proved very effective, as not one robbery occurred during their patrols. Unfortunately, they weren't able to catch the bad guys, and the robberies continued after the patrols were gone. On Halloween weekend, the large crowds, warm weather, standstill traffic and an abundance of alcohol led to a very high volume of calls for service for the foot patrols assigned to the area. The bikes supplemented these officers by handling many of these calls, as they were able to easily get through traffic. The traffic actually assisted the bike officers with issuing numerous tickets, and making arrests for drinking in cars, DWI's, marijuana possession, and various other transgressions. While traffic was at a standstill, the bike officers would simply ride slowly past and around the cars, giving them a clear view of what was going on inside.

During both details, the bikes were very well received by the community. As with other bike details, the area residents and patrons were very interested in the bikes. They were especially impressed with seeing Rochester Police Officers and State Troopers as bike patrol partners. They asked many questions, made many positive comments, and offered thanks on a regular basis.

As a side note, a large percentage of the riding in the PC courses is done in and around the City of Rochester. During the night class, the entire class rides through the high crime neighborhoods to get to the training area. The initial community reaction to seeing 15-20 bike cops from multiple agencies riding through the neighborhood was a little bit of shock, but during the last three PC courses, many people actually applauded as we rode through, surprising us as much as we surprised them.

Following are a few examples of the effectiveness of the bike patrols during Operation Impact.

🚲 During one day shift, two troopers and three RPD officers rode up on five subjects suspected of selling crack. Using their training, they positioned themselves in a contact/cover formation. True to form, one of the subjects took off on a bike...like he had a chance. One bike officer was positioned to force him to ride through yards and behind a house while being followed by another bike officer. All five used good communications and positioning, and when the bad guy tried to make it to the street, he rode right into the other four bike officers, who welcomed him with handcuffs. He turned out to be the one holding the crack for the others to sell.



Frontier Field in Rochester, New York.

🚲 Responding to more complaints of open-air drug sales in the Scio Street area, a two-man team patrolled the area, making numerous traffic stops, including one for no seatbelt, which led to the arrest of the operator and passenger for possessing 35 bags of crack.

🚲 The day shift usually put out a bike patrol consisting of Tprs. Mike Page and Dave Bast, Sgt. Efrain Gonzales, and Officers Al Santiago and Don McKeeby. They, along with Tpr. Al Horst and Officer Paul Romano on the night shift, have focused efforts on the Scio/Lewis and Scio/Weld areas due to heavy drug activity and citizen complaints. During one day shift, RPD Chief Robert Duffy joined the bike patrol during a drug enforcement detail. A spotter was used and very shortly he observed a drug transaction take place. He radioed the bike detail and they quickly apprehended the suspect as he re-entered his car. \$1,641 was discovered in the vehicle. The spotter then called Sgt. Gonzalez and advised him that a second subject was leaving the rear of the target house. Sgt. Gonzalez and Chief Duffy quickly apprehended him. During the interview, he admitted to being involved in a drug transaction with the first subject, who sold him crack. A subsequent search uncovered 50 bags of crack on him and another 62 grams of crack in his house. He was charged with Criminal Possession of a Controlled Substance 2nd and 3rd and Criminally Using Drug Paraphernalia 2nd. During the investigation, the first subject bolted from the officers and took off in his car. No pursuit was

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Project Impact

(Continued from page 13)

initiated because 1) they were on bikes and 2) he left his license and registration with the investigating officers. A warrant for his arrest is being obtained.

During another day shift, Trooper Mike Page and Officer Don McKeeby were on patrol when they saw a suspect wanted for Assault 1st after he shot another person over a drug dispute. The victim was not expected to live, and more charges were pending. He was apprehended before he had a chance to run. Trooper Dave Bast and Officer Al Santiago observed drug activity and were able to ride up and arrest two subjects for possessing a quantity of crack, one of which was felony weight.

Officers McKeeby and Santiago, along with Tprs Bast and Page, were investigating drug activity involving several subjects, including one who decided he could outrun the bikes. He was wrong. The investigation led to four subjects arrested for various drug related charges and one for an outstanding warrant, as well as the seizure of nine bags of crack

Throughout the details, approximately 412 man-hours of bike patrol led to approximately 20 felony arrests, 88 misdemeanor and violation arrests, 24 warrant arrests, 235 traffic tickets issued, four recovered stolen vehicles, 240 corners cleared, and over 100 grams of crack and over 350 grams of marijuana seized.

Some lessons learned during this detail include:

- During another day shift, Trooper Mike Page and Officer Don McKeeby were on patrol when they saw a suspect wanted for Assault 1st after he shot another person over a drug dispute. The victim was not expected to live, and more charges were pending. He was apprehended before he had a chance to run. Trooper Dave Bast and Officer Al Santiago observed drug activity and were able to ride up and arrest two subjects for possessing a quantity of crack, one of which was felony weight.
- Officers McKeeby and Santiago, along with Tprs Bast and Page, were investigating drug activity involving several subjects, including one who decided he could outrun the bikes. He was wrong. The investigation led to four subjects arrested for various drug related charges and one for an outstanding warrant, as well as the seizure of nine bags of crack

- The value of having a supervisor riding with the bike patrols (for this type of detail it proved to be important); and
- The need for the dispatch center to know that the unit is a bike patrol, and providing adequate patrol (car) support for the bikes.

On the training side, we had the luxury of having all those who rode during this detail, both troopers and officers, attend the IPMBA PC Courses with each other prior to the detail. This was a huge benefit because they all had the same training and knew they could count on each other no matter what they were involved with. Those who participated in this detail were Rochester PD members Chief Bob Duffy, Sgt. Efrain Gonzalez, and Officers Al Santiago, Don McKeebe, Paul Romano, and Charlie Burgoone. Riding for the New York State Police were Lt. Neil Gallivan and Troopers Dave Bast, Mike Page, and Al Horst.

It is important to note that the bike patrol was only a small portion of Operation Impact. The entire detail was so successful not only because of the hard work of all the officers, deputies and troopers who worked the detail, but also because of the support it received from Chief Robert Duffy, Captain Bob Johansson, Lt. Tony Perez and Sgt. Efrain Gonzalez of the Rochester PD, and Major Steve White and Captain Frank Coats of the New York State Police. There were many other supervisors, officers, deputies and troopers that put in long, hard hours to support this effort. One last note of thanks goes out to all the IPMBA trainers, instructors, members, and support staff that have helped me in the past few years. The success of the bike patrol component of this detail is directly connected to the skills, knowledge and support passed on by you. Thanks, and stay safe.

Neil has been with the NYSPP for 16 years and is currently a Uniform Lieutenant in Troop E, which covers 10 counties in western New York. He helped establish the Troop E Bike Patrol in 2001, and is the member in charge of the bike patrol and marine patrol for Troop E. He has been an IPMBA member since 2002. He is actively involved in PC and bike in-service training for several agencies in the area and is currently helping establish two more bike patrol units for local police agencies within Troop E.

A Good Start

by Matt Langridge
Thames Valley Police (UK)

Ed's Note: Another UK cycle team has been established! The members of the High Wycombe cycle team – riding in style on Trek Police and Smith & Wesson Custom bicycles – have already started having an impact within their community.

On the day my Smith & Wesson was delivered, Chris and I went out in the Town Centre. Within five minutes, we received an observations message regarding a shoplifter making off along an alley. We headed in that direction and saw the suspect ducking into the bus station. We entered via a different point and managed to corral him between a parked bus and a wall by stopping at either end of the bus. He was going to run but gave up when he saw the two of us.

Mark and Chris were out last weekend, patrolling along an alley. As they approached the end of the alley, they observed three youths with a couple of mini motorcycles. When the youths saw the

Cycle Patrol, they dumped the bikes and ran, getting into a vehicle waiting at the end of the alley.

Chris reached the end just in time to get a partial index and model, which was put out for obs. A nearby panda saw a likely vehicle, stopped it, and obtained occupant details. After a couple of days we located a dealer examining CCTV to see where two of his mini motorbikes had gone. Needless to say, he was chuffed. Offenders are being dealt with as we speak.

We are plagued in some areas by youths on motorcycles in woodland and parkland. Whilst Mark and I were patrolling, we saw a couple of mini-bikes and a small off-road bike being ridden on a service road. As we approached, they made off into the woods and split up. We could hear one bike, so I went into the woods whilst Mark stayed on the road, covering the usual exit points. We chased the bike for 15 minutes or so, when I caught up with it as the rider tried to get it up some steps. The little sod was all tearful and wanted me to leave him alone. I made him push the bike a mile and a half home while I followed, after which he was given a Section 59 Police Reform Act warning in front of a really p****ed off mum.

Matt can be reached at
Matt.Langridge@thamesvalley.pnn.police.uk.



Team Photo, L-R: PC Mark Jenkins, A/Insp. Chris Oliver, PC Matt Langridge

Product Purchase Program



Welcome to the Product Purchase Program! Since its humble beginnings in 1997 with just four members, the Product Purchase Program (PPP) has grown to include more than 60 fine companies.

These companies provide a wide variety of goods and services, but they all have one thing in common – they all show their support for IPMBA by offering you a discount! Members who take advantage of this program can recoup their membership fee with just a purchase or two.

Here are a few examples. Your IPMBA membership costs you \$50 annually. You can get \$20 of that back by saving 10% on a base model Bratwear cycling jacket. Get \$39 more back by saving 10% on CycleSiren's Enforcer light and siren set. That adds up to a savings of \$9 more than you spent...enough for at least a coffee or two at Starbucks! Save 30-60% off of Lane Sunglasses, 50% off Maxxis tires, and nearly \$100 off of a SportsWorks bike rack. The list goes on and on...lights, panniers, components, glasses, uniforms...you name it!

So when you need bikes, equipment, clothing, or accessories for on- or off-duty use, check the Product Purchase Program first, and watch your savings add up! **Have your IPMBA membership card handy 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



ALERTE SYSTEMS INT'L

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

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

Contact Name: Art Germann, Sherri Smalley, Bill Stranathan
Phone: 800-728-1536
Fax: 800-635-1536
Website: www.alertesystems.com
Email: bill@alertesystems.com

Alerte Systems Int'l
 243 S. Madison Avenue, Loveland, CO 80537

ASLET: AMERICAN SOCIETY FOR LAW ENFORCEMENT TRAINING

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

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

ASLET: American Society for Law Enforcement Training
 7611-B Willow Road, Frederick, MD 21702

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

ABBREVIATIONS:

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

BIKE WORLD



Product: Bicycles and bike accessories.
Regular Cost: Competitive Internet Sale Prices
Cost to Members: Wholesale + 35%
Form of Payment: AX, V, MC, D
Ordering Options: Phone, Fax,

Website, Mail

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

Bike World
 5911 Broadway, San Antonio, TX 78209
 Contact Mike Beatty at 1-800-928-5558

BRATWEAR

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

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

Bratwear
 5417 12th Street East, Suite 100, Fife, WA 98424

BRAVE SOLDIER

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

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

Brave Soldier
 8338 Beverly Blvd., Los Angeles, CA 90048

BROFORM.COM PRO-PURCHASE INTERNET MARKETPLACE

Product: Outdoor-Bike-Action Sports Gear
Regular Cost: Promotional Pricing for Industry Insiders/Pros
Cost to Members: Promotional Prices on Gear; Free Membership
Contact Name: Kyle Parsons
Phone: 877-420-2766
Fax: 604-608-9279
Website: www.broform.com
Email: kyle@broform.com

BroForm.com Pro-Purchase Internet Marketplace
 PO Box 788, Whistler, BC 40N IBO

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

BUSHWHACKER USA

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

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

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, Email

Contact Name: Lena Warren
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 Pricing
Cost to Members: Wholesale Pricing
Form of Payment: CK, DC, MC, V
Ordering Options: Fax, Mail

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

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

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



Product Purchase Program

CHRISTINI TECHNOLOGIES

Product: All Wheel Drive Mountain Bikes
Regular Cost: \$3100-\$4500+
Cost to Members: \$1800 +; quantity discounts
Form of Payment: AX, CH, DC, MC, V
Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: Justin Kline
Phone: 215-351-9895
Fax: 215-351-9896
Website: www.christini.com
Email: sales@christini.com
Christini Technologies
 421 N. 7th Street, Suite 200, Philadelphia, PA 19123

CYCLE SIREN

Product: Cyclesiren Trooper, Patrol & EMS mini-sirens
Regular Cost: Visit www.cyclesiren.com.
Cost to Members: 10% off Retail
Form of Payment: MC, PO, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Greg Bohning
Phone: 714-628-8935
Fax: 714-628-8935
Website: www.cyclesiren.com
Email: sales@cyclesiren.com

Cycle Siren

226 N. Willow Springs Road, Orange, CA 92869-4534
E-mail or call with your name and IPMBA membership number.

CYCLE SOURCE GROUP

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

Cycle Source Group

445 County Rd. 101 Unit # E, Yaphank, NY 11980

CYCLOPS BICYCLE & TACTICAL OPERATIONS EQUIPMENT & TRAINING

Product: Bicycle & Tactical Ops Equipment & Accessories
Regular Cost: Contact for Product List
Cost to Members: 10-30% off Retail
Form of Payment: AX, C, CH, D, DC, MC, PO
Ordering Options: Phone, E-Mail
Contact Name: Ashley Foster
Phone: 843-259-8368
Email: cyclopstact@hotmail.com

Cyclops Bicycle & Tactical Operations Equipment & Training

5003 Alpha Street, N. Charleston, SC 29405

DANALCO

Product: Sealskinz & Chillblocker Waterproof Socks & Gloves
Regular Cost: Contact for product list
Cost to Members: Net Price
Form of Payment: C, CH, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: Sam Matthews
Phone: 800-868-2629
Fax: 800-216-9938
Website: www.danalco.com
Email: sam@danalco.com

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, Website
Contact Name: Emilio De Soto II
Phone: 858-453-6672/800-453-6673
Fax: 858-453-6783
Website: www.desotosport.com
Email: contact@desotosport.com

De Soto Sport

5260 Eastgate Mall, San Diego, CA 92121



DEMAND TECHNOLOGY, LTD.

Product: Lightrider Cycle Light
Regular Cost: 27.50 GBP
Cost to Members: 23.70 GBP; Case of 16: 18 GBP each
Form of Payment: PO, PayPal
Ordering Options: Phone, Fax, Email
Contact Name: Gill Hawkins
Phone: (01252) 612661
Fax: (01252) 612662
Website: www.lightrider.co.uk
Email: gill@demandtechnology.com

Demand Technology, Ltd.

99 Fleet Road, Fleet, Hampshire GU51 3PJ

DESERT SUN

Product: Bicycle First Aid Kits
Regular Cost: \$29
Cost to Members: 1-9 units: 10% off retail; 10+ units: 15% off
Form of Payment: AX, C, CH, D, DC, MC, PO, VI
Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: Bertie Anderson
Phone: 760-295-9364
Fax: 760-295-9364
Website: www.policebikekits.com
Email: bertie@policebikekits.com

Desert Sun

31368 Club Vista Lane, Bonsall, CA 92003

Include IPMBA membership number & expire date with order.

DO WRAP PERFORMANCE

HEADWEAR

Product: Under Helmet Headbands & Bandanas
Regular Cost: \$9.95-\$24.95
Cost to Members: 25% off Retail
Form of Payment: AX, MC, DC, PO, V
Ordering Options: Phone, Fax, Email, Website
Contact Name: John Okon, April Brittan
Phone: 773-770-4200/800-359-2514
Fax: 773-770-4201
Website: www.dowrap.com
Email: john@dowrap.com

Do Wrap Performance Headwear

1747 W. Grace Street, Chicago, IL 60613

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

DYNAMIC BICYCLES

Product: Chainless Police Bikes
Regular Cost: Contact for Product List
Cost to Members: Contact for Special Pricing.
Form of Payment: AX, DC, MC, V
Ordering Options: Phone, Fax, Email, Web
Contact Name: Patrick Perugini
Phone: 800-935-9553
Fax: 508-376-9556
Website: www.dynamicbicycles.com
Email: police@dynamicbicycles.com

Dynamic Bicycles

165 Main Street, Suite 109, Medway, MA 02053

EKO SPORT

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

Eko Sport

580 North Westgate Dr., Grand Junction, CO 81505

ELECTRIC TRANSPORTATION SOLUTIONS

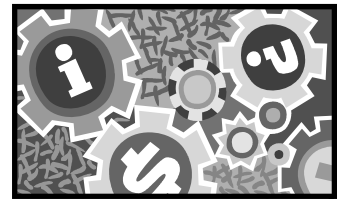
Product: Bikes & Accessories for LE and EMS
Regular Cost: See website for product list.
Cost to Members: Contact for special pricing on all items.
Form of Payment: AX, C, CH, D, DC, MC, V
Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: Seth Leitman
Phone: 914-844-4809
Fax: 914-667-1405
Website: www.electrictransport.net
Email: seth@electrictransport.com

Electric Transportation Solutions

9 North West Street, Mount Vernon, NY 10550

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

Product Purchase Program



ELHN BADGE & EMBLEM DESIGN

Product: Custom Police Badges, Emblems, Pins, Coins
Regular Cost: Varies

Cost to Members: 10% off
Form of Payment: CH, DC
Ordering Options: Phone, Email, Mail

Contact Name: Erno Nandori
Phone: 203-364-8644
Fax: 860-693-9381
Website: www.elhnbadges.com
Email: elhnbagedesign@aol.com

ELHN Badge & Emblem Design
615 Cherry Brook Road, Canton, CT 06019
Call or email design/quantity for price quote.

ERGO, LLC

Product: "The Seat" Ergonomic Bike Seat
Regular Cost: \$40 lycra/gel; \$29 vinyl; \$20 faux leather
Cost to Members: \$30 lycra/gel; \$23 vinyl; \$15 faux leather
Form of Payment: CH, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Thomas White
Phone: 425-333-6161
Fax: 425-333-6355
Website: www.ergotheseat.com
Email: 425-333-6355

Ergo, LLC
P. O. Box 659, Carnation, WA 98014

EV TECH

Product: Bikes & Accessories for LE and EMS
Regular Cost: See website for product list.
Cost to Members: Contact for special pricing on all items.
Form of Payment: AX, C, D, DC, MC, V
Ordering Options: Phone, Fax, Email, Website, Mail

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

EV Tech
4310 Wiley Post Road #217, Addison, TX 75001

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

GITA SPORTING GOODS

Product: Patrol Bike Shoes, Giordana Apparel
Regular Cost: Varies
Cost to Members: 25% off Patrol Bike Shoes; 10% off Giordana/Diadora
Form of Payment: MC, V
Ordering Options: Phone, Fax, Website

Contact Name: Nelson Frazier
Phone: 800-FON-GITA x 319
800-FON-GITA x 319
Fax: 704-588-4322
Website: www.gitabike.com
Email: info@gitabike.com

Gita Sporting Goods
12500 Steele Creek Rd, Charlotte, NC 28273
On website, enter "IPMBA" in promotion code box.

IMBA: INTERNATIONAL MOUNTAIN BICYCLING ASSOCIATION

Product: IMBA Membership
Regular Cost: \$25 Basic; \$45 Supporting
Cost to Members: \$10 Basic; \$18 Supporting
Form of Payment: C, CH, DC, MC, V
Ordering Options: Fax, Mail

Contact Name: Scott Gordon
Phone: 888-442-IMBA/303-545-9011 x 106
Fax: 303-545-9026
Website: www.imba.com
Email: info@imba.com

IMBA: International Mountain Bicycling Association
P.O. Box 7578, Boulder, CO 80306
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, Website, 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% off Retail
Form of Payment: CH, DC, MC, V
Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Neal Dykstra
Phone: 800-542-7850
Fax: 219-956-2112
Website: www.lanesunglasses.com
Email: eyewear@netnitco.net

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

LIFT & STORAGE SYSTEMS, INC.

Product: Automatic Bike Lift Storage Systems
Regular Cost: \$4,295 (30 bikes); \$6,590 (60 bikes)
Cost to Members: \$4,000 (30 bikes); \$6,200 (60 bikes)
Form of Payment: AX, C, DC, MC, PO, VI
Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Shawn Jones
Phone: 800-825-4777 / 651-777-1554
Fax: 651-777-1535
Website: www.liftnstore.com
Email: sjones@liftnstore.com

Lift & Storage Systems, Inc.
3580 Hoffman Road East, White Bear Lake, MN 55110

LIGHTCYCLES

Product: Bicycle Parts & Accessories
Regular Cost: Contact for Product List
Cost to Members: 20-25% off Retail
Form of Payment: C, DC, CH, PO, USPS Money Order
Ordering Options: Phone, Email, Mail

Contact Name: Bob Light
Phone: 518-593-3361
Email: lightrj@plattsburgh.edu

LightCycles
PO Box 517, Morrisonville, NY 12962
Email for details/availability/shipping charges.

LOUKA LLC

Product: Video: Firearms & Training Issues
Regular Cost: \$19.99 + shipping
Cost to Members: \$18.99 + shipping
Form of Payment: CH, DC, PO
Ordering Options: Phone, Email, Mail

Contact Name: Lou Ann Hamblin
Phone: 734-697-6342
Website: http://home.comcast.net/~kdvonk/LouKaLLC.html
Email: louannblackwidow@aol.com

Louka LLC
650 Light Tower Road, Suite 1, Belleville, MI 48111

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-\$399
Cost to Members: Contact for Discount
Form of Payment: COD, MC, V
Ordering Options: Phone, Fax, Email, Mail

Contact Name: Rosita Chang
Phone: 626-401-1335
Fax: 626-401-1339
Website: www.marwiusa.com
Email: rosita@marwiusa.com

Marwi USA, Inc. 11614 McBean, El Monte, CA 91732

MAXIT DESIGNS

Product: Headgator/Hothead; gloves
Regular Cost: \$16 Headgator/Hothead; \$9 (gloves)
Cost to Members: \$9.50 Headgator/Hothead; \$5 (gloves)
Form of Payment: DC, MC, V
Ordering Options: Phone, Fax, Email

Contact Name: Liz
Phone: 800-556-2948
Fax: 916-489-7031
Website: www.maxit-inc.com, www.headgator.com
Email: info@maxit-inc.com

Maxit Designs PO Box 1052, Carmichael, CA 95609
35% off other in-stock items. Visit website for information and call for availability. Have IPMBA membership number handy.



Product Purchase Program

MAXXIS

TIRES

Product: Bike Tires & Tubes
Regular Cost: Contact for Product List
Cost to Members: 50% off Retail (Pro-form)
Form of Payment: AX, D, MC, V
Ordering Options: Email, Fax, Phone
Contact Name: Ben Burgis
Phone: 800-4MAXXIS / 678-407-6778
Fax: 678-962-7705
Website: www.maxxis.com
Email: bicycle@maxxis.com

Maxxis Tires

545 Old Peachtree Rd., Suwanee, GA 30024



MOCEAN

Product: Bike Patrol Uniforms
Regular Cost: Contact for Product List

List

Cost to Members: 25% off Retail
Form of Payment: AX, C, CH, DC, MC, PO, V
Ordering Options: Fax, Website

Contact Name: Bill Levitt
Phone: 949-646-1701/877-662-3680
Fax: 949-646-1590
Website: www.mocean.net
Email: moceanbl@aol.com

Mocean

1635 Monrovia Avenue, Costa Mesa, CA 92627

NUGO NUTRITION

Product: Nutrition/Energy Bars
Regular Cost: \$1.59/bar; \$23.85/box
Cost to Members: \$1.02/bar; \$15.25/box
Form of Payment: AX, C, CH, MC, V
Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: Keith Rohrluck
Phone: 412-781-4115
Fax: 412-781-4120
Website: www.nugonutrition.com
Email: krohrlick@nugonutrition.com

NuGo Nutrition

817 Main Street, Sharpsburg, PA 15215

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

OLYMPIC UNIFORMS/J. MARCEL

Product: Bike Patrol Uniforms
Regular Cost: Contact for Product List
Cost to Members: 10% off Retail Prices
Form of Payment: AX, C, CH, D, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Julie Cruise/Rachel Peterson
Phone: 888-722-9222
Fax: 206-722-1521
Website: www.olyuniforms.com
Email: reps@olyuniforms.com

Olympic Uniforms/J. Marcel

5920 MLK Jr. Way South, Seattle, WA 98118

PARADIGM TACTICAL PRODUCTS

Product: FRISKER PRO Hand Worn Metal Detector
Regular Cost: \$179.95 + S&H
Cost to Members: \$150 + S&H
Form of Payment: CH, DC, D, MC, PO, V
Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: James F. Marr
Phone: 978-352-6633
Fax: 978-352-7799
Website: www.frisker.com
Email: jmarr@paradigm tactical.com

Paradigm Tactical Products

64 Central Street, #1, Georgetown, MA 01833

PATROL CYCLE LLC

Product: Patrol Cycle Shoe
Regular Cost: \$109.95/Web Direct \$79.95
Cost to Members: \$67.95
Form of Payment: C, CH, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: Barrie Gorton
Phone: 800-208-2032 / 651-773-8763
Fax: 651-773-8762
Website: www.patrolcycle.com
Email: bgorton@patrolcycle.com

Patrol Cycle LLC

31 Emma Street, Kalinga, QLD 4030

POLAR DESIGN, INC.

Product: Hydration Backpacks & Gel-Cooled Reservoirs
Regular Cost: PolarPak 1.0 \$42.95 w/o gel; \$52.95 w/ gel
Cost to Members: PolarPak 1.0 \$18.30 w/o gel; \$28.30 w/ gel
Form of Payment: AX, D, MC, V, C, CH, DC, PO
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Jeff Skillern
Phone: 208-426-9058
Fax: 208-424-8687
Website: www.polarpak.com
Email: jeff@polarpak.com

Polar Design, Inc.

1306 Alturas St., Boise, ID 83702

Special offer is not available online.

PROGOLD LUBRICANTS

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

ProGold Lubricants

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

PUBLIC SAFETY LOGOS

Product: Badges/Badge Cases/Jewelry/Patches/Etc.
Regular Cost: \$40-\$115
Cost to Members: 10% off + drop ship free on \$150 or more
Form of Payment: AX, C, CH, DC, MC, V
Ordering Options: Fax, Email, Website, Mail
Contact Name: Michael Carrizales
Phone: 281-251-0707 / 800-276-0706
Fax: 281-251-4786
Website: www.publicsafetylogos.com
Email: sales@publicsafetylogos.com

Public Safety Logos

PO Box 11307, Spring, TX 77391-1307

Code: 20PMA04 and IPMBA membership number must accompany order.

PYI INC. SPOKES WEAR

Product: The Glove
Regular Cost: \$30
Cost to Members: \$15
Form of Payment: C, DC, MC, V
Ordering Options: Phone, Fax, Email
Contact Name: Fred Hutchison
Phone: 425-355-3669/800-523-7558
Fax: 425-355-3661
Website: www.spokeswear.com
Email: info@spokeswear.com

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

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
Phone: 800-865-7840
Fax: 800-459-2598
Website: www.redmangear.com

Redman Training Gear

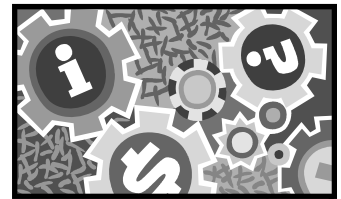
10045 102nd Terrace, Sebastian, FL 32958

RUBEL BIKEMAPS

Product: Bicycling Street Smarts: 48-page booklet
Regular Cost: See website for price schedule.
Cost to Members: Free shipping on any size order.
Form of Payment: CH, DC, MC, PO, V
Ordering Options: Phone, Email, Mail, Fax
Contact Name: Andy Rubel
Phone: 617-776-6567
Fax: 617-623-1523
Website: www.bikemaps.com
Email: info@bikemaps.com

Rubel BikeMaps P.O. Box 401035, Cambridge, MA 02140

Product Purchase Program



RUDY PROJECT

Product: Sunglasses, Sport Eyewear, Helmets, Goggles
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Form of Payment: MC, V
Ordering Options: Website, Mail
Contact Name: Paul Craig
Phone: 888-860-7597/303-333-9191
Fax: 303-333-9292
Website: www.rudyprojectusa.com
Email: Paul@rudyprojectusa.com

Rudy Project

Union Station, 1701 Wynkoop, Suite 113, Denver, CO 80202
At www.rudyprojectusa.com, click on OTHER INFO, then BATMAN.
Click "IPMBA Members Click Here". Enter passcode: gopolice.

SIGNAL MEASUREMENT CO.

Product: GPS & Communication Mounts
Regular Cost: Contact for Product List
Cost to Members: 30% off Retail
Form of Payment: C, D, DC, MC, PO, V
Ordering Options: Phone, Fax
Contact Name: Ronnie Dowell
Phone: 800-527-1079
Fax: 281-356-0099
Website: www.smc-corp.com
Email: rdowell@smc-corp.com

Signal Measurement Co.

12519 Wanda Ln., Magnolia, TX 77354

SPORTWORKS

Product: Hitch-mounted Bike Racks
Regular Cost: \$325-\$565
Cost to Members: 20% Discount
Form of Payment: C, DC, MC, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Julie Gregg or Customer Service
Phone: 425-483-7000 / 888-661-0555
Fax: 425-488-9001
Website: www.bicycleracks.com
Email: julieg@sportworks.com

SportWorks

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

SUPERIOR GEAR

Product: Chain Stain Away Pant Protector
Regular Cost: Base/Standard Model: \$14.99
Cost to Members: 10% off Regular Price
Form of Payment: AX, CH, D, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: Frank Pollari
Phone: 807-476-0485 / 888-519-2250
Fax: 807-473-4597
Website: www.superior-gear.com
Email: sales@superior-gear.com

Superior Gear

413-B University Drive, Thunder Bay, ONT P7C 2C7

For online ordering, enter IPMBA5 in the coupon box.

SWAGMAN

Product: Bicycle Carriers (Roof/Hitch/Trunk)
Regular Cost: Contact for Product List
Cost to Members: 15% off Retail
Form of Payment: MC, V
Ordering Options: Phone, Email
Contact Name: Jim or Don
Phone: 800-469-7924
Fax: 800-469-7893
Website: www.swagman.net
Email: info@swagman.com

Swagman

300-1880 Government St., Penticton BC, BC V2A 7JY
All Shipments Made from Orville, WA

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, MC, V
Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: Ginny Weisel
Phone: 800-289-8379 x 15
Fax: 315-986-2104
Website: www.terrybicycles.com
Email: ginyin@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, Website, Mail
Contact Name: Robert Grippo
Phone: 570-992-9989 / 877-570-6963
Fax: 570-992-5026
Website: www.allwebscooters.com
Email: gand@epix.net

Tracy Leigh Enterprises

P.O. Box 831, Brodheads ville, PA 18322

UNITED BICYCLE SUPPLY

Product: Bicycle Tools and Parts
Regular Cost: Wholesale Pricing
Cost to Members: Wholesale Pricing to Departments
Form of Payment: AX, C, D, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Pete
Phone: 541-482-1750
Fax: 541-482-1132
United Bicycle Supply
447 Williamson Way, Ashland, OR 97250



Call to establish an account for your department to be eligible for wholesale pricing on all products.

VISION 2000 LEEDS LTD.

Product: Mobile Surveillance Systems for Push Bikes
Regular Cost: 1500 GBP + VAT
Cost to Members: 10% discount
Form of Payment: C, CH, DC, PO
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: Alex Hayes
Phone: 01132 370293
Fax: 0113 2370294
Website: www.v2k.co.uk
Email: alex@vision-2000.co.uk

Vision 2000 Leeds Ltd.

7 Ridge Way, Leeds, LS8 400

Email contact details and IPMBA membership number.

WTB

Product: Tires, Saddles, Headsets, Pedals, Wheel Parts
Regular Cost: Contact for Product List
Cost to Members: Wholesale Prices
Form of Payment: COD, MC, V
Ordering Options: Phone, Fax
Contact Name: Chris Schierholtz
Phone: 415-389-5040
Fax: 415-389-5044
Website: www.wtb.com
Email: cschierholtz@wtb.com

WTB

475 Miller Ave., Mill Valley, CA 94941

ZEAL OPTICS

Product: Sport Eyewear & Goggles
Regular Cost: \$79.99 - \$200
Cost to Members: 50% off suggested retail.
Form of Payment: AZ, CH, DC, MC, PO, V
Ordering Options: Fax, Email, Web, Mail
Contact Name: Penelope Butterfield
Phone: 435-259-6970
Website: www.zealoptics.com
Email: penelope@zealoptics.com

Zeal Optics

59 S. Main, Suite 3, #143, Moab, UT 84532

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

ZENSAH

Product: Tactical Shirts & Shorts
Regular Cost: Shirts \$39.95/Shorts \$34.95
Cost to Members: 30% off Regular Cost
Form of Payment: AX, CH, DC, MC, V
Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: Ryan Oliver
Phone: 305-885-8646
Fax: 305-675-0221
Website: www.zensah.com
Email: tactical@zensah.com

Zensah

545 W. 18th Street, Hialeah, FL 33010

When ordering online, type "IPMBA30".

ZOIC CLOTHING / ZOOT SPORTS

Product: Cycling Apparel
Regular Cost: Retail
Cost to Members: 30% off Retail
Form of Payment: AX, V, MC, CH, DC
Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: Brandt Furgerson or Wendy Misner
Phone: 800-241-9327 / 760-477-2299
Fax: 760-477-2298
Website: www.zoic.com or www.zootsports.com
Email: brandt@zootsports.com or wendy@zootsports.com

Zoic Clothing / Zoot Sports

2880 Scott St Suite 101, Vista, CA 92081

ABBREVIATIONS:

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

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.

Access Bicycle Patrol Supply, LLC

Bill Cochrane
602-278-5506
abps@cox.net
www.accessbicyclepatrolsupply.com



Alerte Systems International

Bill Stranathan
800-728-1536
Bill@alertesystems.com
www.alertesystems.com



BikeWorld/BikeWorld.com

Michael Beatty
800-928-5558
bikepatrol@bikeworld.com
www.bikeworld.com



Mocean

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



Patrol Cycles LLC

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



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Stefan Downing
800-313-8735 x 4911
police@trekbike.com
www.trebikes.com



Wavecrest Laboratories

Heather O'Donnell
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sales@tidalforce.com
www.tidalforce.com



To become a corporate member,
contact Maureen at maureen@ipmba.org or

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

Enlightenment & Exposure

"Own the Night" with Exposure Lights

by Kevin Rogerson

Norfolk Police (UK)

Famous brands always have a "hook" line which the company hopes will sum up the nature of their product whilst embedding itself in the minds of a target audience. "Own the Night" is how U.S.E. – the official lighting sponsors to the Kona 24-Hour Global Series 2005 – have marketed their Exposure Lights.

The Exposure Light is different to anything which has been on the market to date and for this reason alone, the two-eyed little bug needs to put under the microscope for closer examination.

THE EVOLUTIONARY CHAIN

There can be no denying that over the last couple of years, lighting technology has come on in leaps and bounds. The evolutionary stages of bulb and battery advancement are plain to see – standard metal filament bulb to SLEDs (Super Light Emitting Diodes) and single-cell amoeba alkaline through to the "king of the jungle": Li-on. So what do you need from a light, and how much will you have to pay? Well, that all depends on how you plan to use it. If you cycle to work on a well-lit road, a decent light will cost £20-£30. If you want something rechargeable but cheap, invest in a sealed lead acid (SLA) bottle pack – £40-£60 buys some excellent halogen lamps with burn times of two to three hours. If you are feeling a bit more flush and have £100-£200 to invest, then you'll be after NiMH batteries to power up those halogens. Still not satisfied? Into serious night riding with the adrenaline only kicking in with the risk of serious injury lurking round every darkened corner? Satisfy your craving with some darkness-piercing HID (Halide) shiners powered by NiMH and be prepared to part with at least £300 English pounds. The serious enthusiast & professional rider will be at the £500 mark. For this amount of hard cash in your hand, your local bike shop will supply some hand-built German Lupine Edisons. This HID – throwing out 65W worth of illumination on high and 40W on low beam – will give you a nighttime pass of 2.3 to 4 hours, thanks to the Li-on battery.

SLA, Ni-Cad, NiMH, Li-on – the further down the list you progress, the more money is wrenched from your wallet, but playtime just gets better and longer.

Filament, LED, Halogen, Halide – SLED can fall either side of halogen – again, the further to the right the more cash you part

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IPMBA Welcomes Access Bicycle Patrol Supply

Access Bicycle Patrol Supply of Phoenix, Arizona, has become IPMBA's latest corporate member. Access carries a full line of bicycle patrol equipment and supplies, including bikes, lights, bags, tires, tubes, tire sealants, seats, lubricants, and bicycle car carriers. Contact Bob Hinkel at abps@cox.net, 602-278-5506, 800-888-1575 or www.accessbicyclepatrolsupply.com

Longing for Warmth

The sunny months may be here, but IPMBA is always looking ahead

by **Chris Davala, PCI #490/EMSCI #056**
IPMBA Membership Coordinator
Maryland State Police, Worcester County (MD)

As I write this review, many of us are yearning for the warmth of Scottsdale, Ariz., home to the 15th Annual IPMBA Conference. Many would even settle for any climate which lacks ice or snow falling from the sky. In the words of Chicken Little, “the sky is falling, the sky is falling...”

Hand-in-hand with frozen precipitation go cold, biting winds and freezing temperatures. The question is: how do you combat the sometimes-intolerable weather conditions? By layering your clothing and wearing items which, when worn properly, can reduce your level of discomfort.

Gail Ellison founded Maxit Designs, Inc., in 1986. The Ellison family wanted to offer a clothing line based upon simplifying the clothing needed to maintain comfort. The clothing is designed to hold warmth, reduce bulk, and maintain function. To ensure their products will meet these goals, Maxit neither conducts lab testing nor simulates weather conditions. Their products are tested by athletes, as nothing can compare to hands-on testing in “the real world.” This commitment to field testing brought Maxit to IPMBA.

In early December, Maxit approached IPMBA in hopes of gathering information on how their product fares for cold weather use by public safety cyclists. In keeping with their corporate goal, Maxit wanted to gain insight on how their product performs when used day-in and day-out by professional utilitarian cyclists. By asking members of IPMBA to use their products constantly under grueling conditions, they would be able to conduct research and development and identify potential weaknesses for this application.

Maxit supplied me with several items of cold weather gear they felt would be beneficial for the day-to-day use by public safety cyclists. The gear, part of their main line of clothing, was constructed of Maxit’s “ProMax IV.” This material is described as being constructed of 92% Polyolefin and 8% Lycra. It is noted to be able to block out the cold and wind while allowing for maximum warmth and protection from the outside elements. This also includes the ability to remove sweat and moisture from against the body. The material is washer-safe, and it does not support the growth of odor-causing bacteria. The ProMax IV material also was described as being color-locked, meaning that, even if

accidentally bleached, the color would not be affected. The cloth was also noted to be abrasion resistant. Maxit prides itself in the construction if the garments; all the garments displayed a “flat seam” construction, which provide for a less bulky look and reduces chafing.

Maxit provided five items for testing: QB Shirt, Motion Tights, Maxit HEADGATOR®, Maxit HOTHEAD® Balaclava and the Z-Beanie. All items were received in black even though a multitude of colors are available. During the testing, the items were worn either alone or in conjunction with other items of clothing. They were worn in several different climates and put through various types of aerobic and anaerobic activities. The average temperature during the two-month long trial was 14°F. There were periods of warmer weather, and a stint of three days straight at 0°F, not including wind chill. Upon figuring the average wind-chill and the outside air temperature, the testing period’s climate was estimated at an average -7°F. While conducting the test, I encountered periods of snow, rain and sleet. During these times, except on two occasions, I found myself getting in and out of heated patrol vehicles. Otherwise, I was outside, in the elements, riding patrol bicycles.

Maxit QB Shirt and Motion Tights

These items were worn every day during the trial. The Maxit QB Shirt comes in three different styles – crew, mock and turtleneck. Colors include black, navy, royal, grey, white, purple, forest and brown. I was supplied with a black, mock collar design.

The Motion Tights come in three different designs as well – ankle, soxx and stirrups – and in the same colors. I was supplied with an ankle design in black.

The items were light and comfortable. The seam work was as advertised, low-lying and nonabrasive. The style and color of the shirt would be chosen based on personal preference as well as uniform standards. The style and color of pants would probably be based mainly on personal preference.



The QB Shirt

While crouched over the bike, I did not feel bulky and restricted. The mock turtleneck did not have a “strangling” feeling. I wore the shirt directly

against the skin, as recommended by the manufacturer. This was comfortable, and during heavy exertion, I felt the perspiration was being wicked away from my body. The only drawback I found was that the shirt tended to ride up out of my pants. A recommendation to Maxit would be to have the shirttail made longer to accommodate the positioning of the rider.

I wore my bulletproof armor over the Maxit shirt. I noted the Maxit shirt start to “pill” in areas where the Velcro and cloth meet – a common problem when Velcro® is used. This can be removed with an old men’s razor or an electric “pilling” razor. Once the pilling was removed, the shirt did not show signs of excessive wear.



Maxit Tights

The Maxit Tights were met with the same enjoyment as the QB shirt – with a few exceptions. Upon opening the package, I noticed that the tights were missing one small, but important, feature – a “fly.” I soon realized how difficult it is for female officers, or any female who wears a duty belt while working, to use the bathroom. On the first day riding, prior to

leaving the State Police Barrack, I needed to use the facilities. Well, because I had to drop the whole gun belt, I lost a set of keys to the porcelain goddess. Ten minutes and a pair of rubber gloves later, I retrieved my keys. Chalk one up for the ladies. Needless to say, I asked the staff of Maxit why they did not provide for a “fly” for men’s long underwear. I was met with this response:

“...The MAXIT line of clothing was developed with input from the NFL players; they requested no fly in the underwear. This made sense to me because I wanted the line of thermal clothing to be unisex. Therefore, no fly. We did construct our bodysuit with an opening in that area. When wearing a one piece, a woman also needs to have this type of construction.” – CEO Gail Ellison.

I would have to say, this should be considered when purchasing any line of long underwear.

It should be noted that any type of long underwear advertised to “wick moisture away from the body” should be worn directly against the skin. This is a bit contradictory for cyclists, as many wear padded shorts. I ran

(Continued on page 22)

(Continued from page 21)

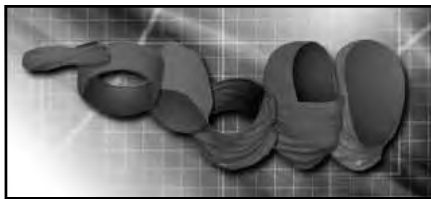
into the quandary about whether to wear my cycling shorts under or over the long underwear tights. I tried it both ways, even though I do not normally wear padded cycling shorts. When I wore them under the long underwear tights, I didn't feel restricted, but I did feel a bit "bow-legged" while walking. When I tried to wear the padded bike shorts OVER the Maxit tights, I got the feeling of bulk. It was uncomfortable for me to ride, and I removed the cycling shorts after only an hour of riding. Thus for me, just wearing my usual unpadded Lycra shorts, then the long underwear and then my patrol pants, was sufficient. For some, just wearing the Maxit tights will suffice. Like the shirt, the tights started to pill in the groin region, the result of the constant rocking back and forth on the saddle. This, too, was remedied by using the razor. I would have liked to have tried the stirrup tight, as the ankle tights rode up my calf; this was remedied with a pair of firm-fitting cold weather socks. To Maxit, I recommend they consider manufacturing a pair of tights with a sewn-in chamois and a fly for men. A pad in the groin region may cut down on the wear and tear of the fabric by the bike's saddle.

Maxit HOTHEAD® Balaclava (pronounced: bl-klv, -kläv)



A balaclava is defined as a close-fitting, woolen cap that covers all of the head but the face. There is no exception with Maxit's product. The balaclava was as advertised – breathable, comfortable, versatile, warm, unisex and one-size-fits-all. It kept my neck warm and free from wind gusts. The HOTHEAD® fit well under my helmet, with no hot spots. I found it beneficial to tuck the balaclava inside my patrol jacket's collar, thus creating a unified look and appearance. However, when speaking with people, I constantly found myself pulling the mouth/nose section down so people could see my face. Some people with whom I stopped and chatted remarked that I was "intimidating-looking." One elderly woman remarked that if it wasn't for the STATE TROOPER on my jacket, she would have thought I was a bandit on a bike. Another said I looked like I was about to rob the local convenience store. I didn't care for the overall impression I gave to those in the community, but I have to admit, I was the warmest thug in town.

Maxit HEADGATOR®



The HEADGATOR® was an interesting item resembling a sleeve. I quickly learned that it is advertised as "6-in-1 headgear." It has been recognized as the official headwear of the USCF (United States Cycling Federation) for four years. Before using the HEADGATOR®, I reviewed the directions supplied by Maxit. The HEADGATOR® notes itself to be able to multi-task, turning into a neck warmer, hood, balaclava, ear band, sweatband, or hat. I have to admit, I wasn't at all impressed; to me, it looked like a scrap piece of cloth Maxit tried to find a use for. But after two months, I had learned to like the item. The neck warmer and hood were my favorite metamorphoses. The ear band and "sweatband" I found to be bulky when folded as per the directions; they didn't work well when using a helmet. The hat was warm and comfortable, but not appropriate for a uniform. But if are looking for an item which can aid in cold weather climates and extreme weather changes, the versatile HEADGATOR® would be a good bang for your buck.

Z-Beanie



What can I say? I loved this thing. Simple, with clean lines, and well-designed. Unisex and one-size-fits-all. I normally wear a "do-rag" under my helmet, but after trying this product, I am a changed man. The Z-Beanie was comfortable. It covered my head and ears. 75% of your body heat is release from your head; keeping the heat from escaping from your head is the best way to keep warm. The Z-Beanie was professional-looking, so much so that I began wearing it under my dress uniform Stetson when working the highways on regular patrol. Several Troopers asked how I got away with wearing the skullcap. Upon donning it and then my Stetson, you could barely tell I was wearing it, even while it was covering my ears. The cap was easy to wash and it dried quickly for next day's use. None of the seams were felt under my helmet and I never got the dreaded "hot spots" from the stitching.

Innerwear or Outerwear?

At the end of the trial period, I concluded that Maxit offers a quality line of clothing for the cold weather adventurer. It is also adaptable for police, EMS and security use. I was skeptical, however, of their claim that the line of clothes I tested could be worn as outerwear. I tried it, though, by wearing the tights under a pair of non-wind resistant pants. During this time, the wind blew at or about 20 knots. My legs were not as warm as an outer garment should have kept them. However, when I wore the tights under a pair of wind-resistant pants, they were warm and comfortable. Of course, every person's weather tolerance is different, but I felt that this garment would not work well if worn alone.

I also tried the shirt as an outer garment when exercising outside. Again, I did not feel the clothing would be an adequate lone cover for low temperatures. However, Maxit attests to their garments having been tested atop Mt. Everest and Pike's Peak, and by the US Cycling Team, US National Triathlon Team and the National Football League. In my opinion, the Maxit products are best worn in layers to provide a high level of protection from the elements.

The Bottom Line

As for police, EMS and security, I believe Maxit has a product most consumers could use. Their product line is so extensive that most persons could find a product which appeals to and works for them. As for prices, I feel Maxit's line of clothing is equal to many of the competitors in price and quality.

Maxit's customer service far outpaces that of some other vendors when it comes to cold weather apparel. They are eager to get involved with public safety cyclists. They offer numerous products which could either be used "as is" or adapted for use by the public safety cyclist. Bottom line – if you live in an area with seven or more months of cold and extreme weather, or you just like to travel to cold regions for a little fun, Maxit's line of clothing has something to keep you warm.

MAXIT DESIGNS

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Ph: 916.489.1023 ~ Toll Free: 800.556.2948
Fax: 916.489.7031

Chris Davala has been a member of IPMBA for over six years and currently serves on the Board of Directors. He has fought to establish and maintain the first bike patrol unit on the Eastern Shore of Maryland for the State Police. He can be reached at cdavala@mdsp.org.

(Continued from page 20)

with, the more night is turned into day, and the more confusion will reign in the nocturnal animal world.

THE USE BUG

To evolve successfully you improve the good bits and lose those you don't need. The humble LED has taken another step up the evolutionary ladder with the help of U.S.E and has now become a Super LED. The Exposure Light uses 2 x 5W (32W Halogen equivalent) SLEDs in an attempt to turn night into day.

The Exposure Light is simple by design but highly functional. An anodized CNC aluminum tube 9.5cm in length by 4.3cm in diameter houses a 7.4V 2.15mAh Lithium-Ion battery. A single push-to-operate rubber button on the top of the light performs all the functions. The underbelly sports two holes – one takes the allen bolt for securing it to the handlebar bracket and the other is the charging point. The simple but functional ethos extends through to the handlebar bracket with an O-ring incorporated into the design, which, when the bracket is bolted onto the light, seals the charging point and protects it from the elements. This attention to detail continues to the packaging, with a foam-lined tin being the nocturnal bug's resting place during the day.

The light is very well thought out, but can you really "own the night" with a creature that weighs in at only 165g?

I've had the Exposure Light Race model for a month now and have put it to work in the streets and on the trail. The first thing I noticed was just how small it is. The whole light is self-contained, so there are no messy wires running round the bike frame, and the water bottle cage is free to do its job. What's more, as the Exposure Light replaced my Cat-Eye SLA-powered halogens, a couple of pounds were lost from my running weight. As for performance, the bug's two eyes produce a thick, broad 120 degrees (my estimate) of panoramic white light which saturates the immediate

surroundings. However, the light lacks real penetration further down the track and leaves your eyes almost straining to make out the finer detail of what you are rapidly approaching. Even on familiar terrain, it is easy to lose track of how far you've progressed when tunnel vision has become your guide, so a slower pace should be expected anyway.

The low setting is perfectly acceptable for plodding along, or on long, slow inclines, and helps conserve battery life for when you need it most. This is where the small bug really does out punch the heavy weights. Burn time is 2.2 hours on high or 8.5 hours on low. The Race has a bigger brother – Enduro – which is a little bit fatter (but at 275g still lighter than the majority of most cycle helmets), with a larger capacity battery offering high and low burn times of 5.5hours and 16.5hours respectively – quite staggering. The burn times of the Race and the Enduro are one of the light's strongest features. When patrolling in town and housing estates, the primary function of cycle lights is to warn other vehicular and pedestrian traffic of your presence, and the low setting is more than adequate for this. With this little creature mounted on my

handlebars, I didn't have to think about how much battery time I had left. On one shift, I ran it for six hours non-stop, switching between high and low without any problem. The broad beam proved its worth when making a search of a poorly lit park one night. The light also has a strobe mode, which, due to its sheer brightness, would also act as a reference marker during any helicopter assisted searches. If you're out on the trail and are badly knocked about, this could be a real lifesaver.

I've managed to own a fair bit of the night for a heck of a long time. My bug buddy has proved 100% reliable throughout the wind, wet, ice and snow. Whilst I've found myself straining to see

EXPOSURE LIGHTS

Ultimate Sports Engineering
Units 6 & 7 Hampers Common Ind. Est.
Petworth, West Sussex GU28 9NN, UK
Tel: 01798 344 477

www.use1.com

www.exposurelights.com

PERFORMANCE: 9/10

VALUE: 8/10

PROS:

- Massive battery life
- Weight is oh-so-light
- Saturating close-up flood
- Price

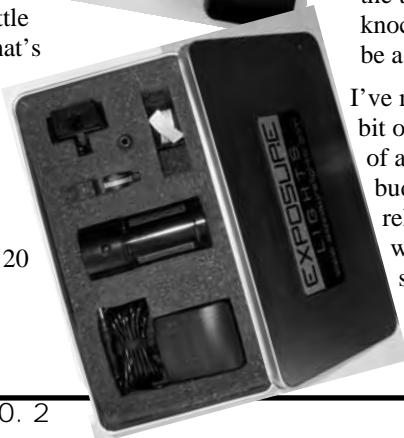
CONS:

- Doesn't really produce a penetrating spotlight.

RETAIL PRICE, INCLUDING VAT:

- Race: £265
- Enduro: £325

NOTES: U.S.E. has just enrolled in the IPMBA Product Purchase Program, details will appear online at www.ipmba.org and in the next *IPMBA News*.



further than the light will allow, I can live with this. Life is full of compromises – price, battery longevity, brightness – you really can't have the best of all three, but this little bug-eyed lamp is up there with the best in the first two categories and is putting up a good fight in the last.

U.S.E have just announced that they will be bringing a quick release mounting bracket and a "halo" to fit to the front of the light which deflects light to the sides – these have been developed especially for the commuter. They are also developing a single SLED "spot" beam light which will weigh even less than the Enduro. I'll be approaching the good people at U.S.E. for a field trial as soon as they are available.

P.S. The casing comes in a multitude of colours, and the nice people at U.S.E will even etch your police logo on the casing at no extra cost. Each light has a unique serial number, so when you've broken yours, you can't swap it with the other shift's bikes!

Kevin Rogerson is a member of the IPMBA UK Steering Committee. He is a keen mountain biker in his spare time, with the emphasis on fun, and is committed to expanding the use of mountain bike patrol in the UK. He can be reached at ssmkpr@yahoo.co.uk.

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The Mocean Board of Directors is pleased to announce the winners of the Second Annual Mocean/

IPMBA Grants for Public Safety Cycling. We acknowledge all those individuals that submitted grant requests on behalf of their departments and agencies. As always, we found that each request is compelling. This year, we offered three grants and still found it difficult to select a single winner in each category. Therefore, we have decided to add three additional sub-grants. *The winners are...*

Law Enforcement:

Leon Szczepanski, Miami Dade School Police – \$650.00
Jamie Green, Walworth County Sheriff's Dept. – \$350.00

Colleges/Universities:

Michael Blevins, Pima County Community College – \$650.00
Clint Sandusky, Riverside Community College – \$350.00

EMS:

Malia Daniels, Grady Emergency Medical Service – \$650.00
John W. Russell, Sr., Bucks County Rescue Squad – \$350.00

These grants were earmarked for use during the 15th Annual IPMBA Conference, April 16-23, 2005, in Scottsdale, Arizona. Only IPMBA members are eligible to apply for the grants.

We want to thank IPMBA for allowing us the opportunity to help support the organization and promote professionalism for community and collegiate policing as well as EMS services.

We wish IPMBA continued success in establishing IPMBA as an international governing body promoting unity and professionalism to those serving the community on bikes.

We look forward to meeting all the winners in Scottsdale.

Bill Levitt

President, Mocean

Ed.'s Note: On behalf of board, staff, and members of IPMBA, I would like to thank Bill Levitt and Mocean for their generosity and support. Mocean continues to demonstrate loyalty to and support of IPMBA members in many ways, and we are truly grateful. Please visit the Mocean website at www.mocean.net, and drop Bill a note of thanks at moceanbl@aol.com.

Police Cycle Unit Welcomes Olympic Cycling Champion

by Peter de Vogel

Zuid-Holland Zuid Police

After successfully initiating our first bike team in the region Zuid-Holland Zuid three years ago, we just finished training a second team in our region.

After a selection procedure, including basic bike skills and physical fitness testing, we started training of 12 enthusiastic bikers in the cold of last January. Arrest techniques, procedures, bike skills on a muscle-killing track, fire-arms training and self-defence were included in the training. Even a game of bike polo was included to test the riding skills. After we successfully descended the steepest stairs we could find, the course ended.

Athens 2004 Olympic cycling champion Leontien Zijlaard-van Moorsel attended the press conference presenting the new police bike team. A demonstration for public and press was

given. The Olympic champion was impressed and took the team members out for a training ride and even joined them for surveillance through the district.

The team leader has made an agreement with the railroad service in their part of the region. The police bikers can easily reach the widespread parts of the region by train for free, and provide extra police presence on the trains at the same time.

So be creative and let's put our efforts together to create a safer community.

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



Bike team members with Leontien Zijlaard-van Moorsel, center.
Photo courtesy Peter de Vogel.

Gene Williams Steps Down

Gene Williams, formerly of Cypress Creek EMS in Houston, Texas, has stepped down from the Board of Directors. Gene was elected to the IPMBA Board in May 2004 and was serving in the position of EMS Coordinator. Gene recently started his own consulting and training company, TEMCON, and has resigned from the board in order to devote his full attention and time to his new venture. IPMBA wishes him great success.

The remainder of his term will be fulfilled by Neil Blackington, Boston EMS.

LIVE:STRONG Challenge Winner Announced!

by Tommy Hamelink
Netherlands Police

And the winner is... the Lance Armstrong Foundation and cancer research!!! They have sold, around the world, an astonishing number of 21 million yellow wristbands.

After some serious discussions, the entire Jury (myself), Bikepatrol.nl declare as winner of the LIVE:STRONG challenge... **Bike Team Skopje, Macedonië.**

I want to thank everyone for all the positive reactions. Special thanks to Maureen, Co, Richard, Charlie, Nathan, Perry, Corky and Ed.

And don't forget how lucky we are to work on the bicycle.

'The Bike Man' Retires, cont.

(Continued from page 1)

Metro State University a few years later while a police officer.

Community policing came to the Coon Rapids Police Department in 1994 and Beck was the program's first officer. He served in that capacity for several years before returning to traditional patrol duties.

Through the community policing program, Beck focused on four apartment complexes in the city, working with landlords and tenants to make the apartment buildings safer places.

Beck said the program matched his view on what police work should be - community oriented and helping to solve problems before they become serious.

Indeed, when Beck began his work as a community policing officer he found that his perceptions of the problems in apartment buildings, centering on crime issues, differed greatly from the actual concerns, he said.

He was told by the apartment complex landlords and tenants that animals, kids and people parking in the wrong parking spaces - "the little stuff" - were their main concerns, according to Beck.

"That was a little different from what I thought they would be, like crime," Beck said.

An offshoot of Beck's work as a community policing officer was the creation of a crime-free multi-housing program, which was one of the first in the state.

The program was introduced in Coon Rapids after Beck had read about it in a publication.

It involved training programs for apartment owners, managers and tenants and certain security measures, like changing locks and lights, being implemented, as well as regular gatherings of tenants and involvement in the city's National Night Out program.

When the Wellington Ridge Apartment complex became the first in Coon Rapids to receive crime-free multi-housing program certification, it was the first to do so in the Twin Cities and one of the first in the state.

According to Beck, crime and police calls were reduced at the apartments who were part of the program. "We got the riff raff and the troublemakers out," Beck said.

But before Beck became a community policing officer, he was involved in another program that changed his police career.

In 1991 he changed his means of transportation from squad car to mountain bike - at least outside of the winter months - and incorporated that into his community policing work.

Beck became aware of the bike patrol program quite by chance. He was given the opportunity to attend a statewide bike safety conference put on by the Minnesota Department of Public Safety at Cragun's.

At that conference, Beck said he "found my niche."

"On a bike, I got to know the community," Beck said. "There's no better way to get to know people. The car is a shelter and a barrier."

"If I could have I would have ridden the bike year-round."

A police bike patrol officer Beck knows in Topeka, Kan., does patrol all year on his mountain bike, Beck said.

"But Minnesota is a little different," he said.

Beck has not only used a mountain bike in his patrol duties, but also for pleasure. He took bike trips even before he rode it as part of his work.

And he has become very involved at the national and international levels in bike safety and bike training programs.

Beck has been a longtime member of national bike safety and training organizations and served as president of one of them.

And his bike training expertise has not only been sought in this country but also abroad. A few years ago, he spent a couple of weeks in London, England, training members of the Metropolitan Police.

In recent years though, since Beck left the community policing program, his bike patrol duties have been limited to special events, he said.

His ability to work in bike safety and training has been one of the highlights of his police career, according to Beck.

"It came at the right time for me," said Beck, who had no interest in becoming a sergeant or detective.

Indeed, Beck's work on his mountain bike earned him the title, "The Bike Man."

But throughout his police career, helping to make the lives of people better, even in tragic circumstances, has always been of paramount importance to Beck, he said.

"You are never really the same after you have dealt with a tragedy as a police officer," Beck said. "You change as a person."

Beck has observed from his own experience that for young police officers writing tickets is at the top of their priorities, but veteran officers, while still writing tickets, are more likely to focus on "common sense and

prevention" in their approach to the job, he said.

"You assist people who need to be assisted," Beck said.

"There are still rotten people out there who do rotten things, but more often than not you need to work with people and be prevention oriented."

Beck's decision to retire came when he realized that he was not as anxious to return to work after his days off when before the days off would drag for him and he could hardly wait to get back to patrol work, he said.

But he will miss police work and the people with whom he has worked in the Coon Rapids department, Beck said.

"Police work has been more than half my life," he said. "It's who I am."



Photo courtesy/IPMBA archives

Kirby, right, and Tom Woods of Denton (TX) PD clowning around at an IPMBA Conference.

Yet, one part of police work he won't miss is the stress.

"I have been told by other officers who have retired that you don't know how much stress you are under as a police officer until you retire," Beck said.

In retirement, he plans to continue his involvement in bike safety and bike training programs at the state and national levels and he is considering offering himself as an expert witness in pedestrian and bike-related accidents which end up in the courts, according to Beck.

"But I will have more time to do the things that I enjoy, like hunting," Beck said.

More immediately, Beck is planning to go on a deep sea fishing trip to south Florida.

And retirement will also give Beck more time to ride his bike, he said.

Beck and his wife, Darlene, have two children, Brianne, 22, and Kory, 17.

Capitol Hill Case Closed!

by Heather Steele
Denver, Colorado

Officer Donald Reed, Technician Thomas Steen, and Officers Gary Pierce and A.E. Martinez solved a Capitol Hill burglary in less than 24 hours. The High Street burglary, which took place on August 10, 2004, involved a large family residence, a Honda Motorcycle and a Pontiac Grand Prix. The home was ransacked, burglarized and vandalized between the hours of 11:00 am and 3:00 pm.

On the morning after the reported crime, Officer Reed was doing his rounds and checking the parking lot of the Days Inn Motel at 620 Federal. Being an avid cyclist, he noticed a personalized Rudy Project – “The Technically Cool Eyewear Company” and official sponsor of Tour de France – license plate on a Grand Prix parked at the Days Inn.

Officer Reed, a bike officer, and the IPMBA Education Director, immediately ran a check on the vehicle and the motorcycle parked next to it. Once Reed realized he had recovered stolen vehicles taken in a burglary, he and Officer Martinez began checking the rooms near the parked vehicles. One room was occupied and the parties inside were asked if they knew about the stolen vehicles. Technician Steen had the original incident

report faxed to the motel. With a list of the items taken in the burglary in hand, the officers knew that the possible suspects were in the motel room. The room was kept secure until the burglary detective could arrive. Once the renter of the room was advised of the procedure, the stolen items were recovered. The victims were asked to come to police headquarters to view the recovered items.

The Denver Police Department was **all over** this crime; more than \$30,000 dollars worth of stolen merchandise, including a signed Jan Ullrich (Olympic Gold Medalist, Winner of Tour de France and World Champion cyclist) jersey – which Officer Reed recognized immediately due to his passion for cycling – as well as the two vehicles was recovered and returned to the victims as soon as possible. The team effort of four officers, combined with Reed’s work ethic, made this summer burglary not only a solved mystery but a win for the victims, community, and the Denver police. Three parties were arrested for burglary and auto theft.

Reed said, “Officers have a strong work ethic and I take pride in my responsibility to protect the community. I make it a point to know the stolen cars and criminal activity in the area I patrol. If I see anything different or suspicious, I run a check on it. For me it

comes down to commitment and teamwork. If Rudy Project was not sponsoring and supporting IPMBA and if I wasn’t working with IPMBA and doing my job right, I would not have seen the stolen vehicle, or noticed the license plate, and another wrong might not have been made right. The synchronicity and team effort are why this crime was solved. The other officers were top-notch and made everything come together. I am proud to do my job and work with a team, and I am proud to be a member of IPMBA and a member of the Denver Police Department. This is one of those cases which shows that doing things right really does count. The bottom line is that we are all in it together.”

The team effort of four officers, combined with Reed’s work ethic, made this summer burglary not only a solved mystery but a win for the victims, community, and the Denver police

Ed.’s Note: A photograph of Corky Reed holding the recovered Ullrich jersey can be found in the Fall 2005 issue of IPMBA News.

Heather can be reached at heathersteele7@msn.com.

A Good Time for All!

by Commander Alan Stoeckel
Palatine Police Department (IL)

As spring approaches, bike officers throughout the Midwest are getting the itch to start patrolling on their bikes. Hints of warmer weather always seem to get bike officers thinking about training, conditioning and tactics. Many bike officers in Northern Illinois take extra time to prepare themselves for one of

August 28th, 2004, for a 2.7 mile on-and off-road relay race that tests each rider’s endurance, strategy, and dedication to having a good time.

Each race tends to naturally bring out the best not only in the riders, but in all who participate, including the volunteers and the citizens who line up to cheer on the police officers. In last year’s race, one participant rose to the occasion by riding the course twice so his team wouldn’t be penalized because a fellow team member backed out at the last minute. Sergeant Kurt Rutz from the Vernon Hills, IL, Police Department biked two of the three legs of the race, an impressive feat considering that one time around will make you winded and then some. What Sergeant Rutz did was an extension of what many in law enforcement do everyday; going above and beyond in the performance of their

officers don’t like losing. The race continues to grow because it promotes something more important than winning: teamwork, friendship, camaraderie and family fun. Police officers love freebies, so every racer leaves the race with a prize. The prize doesn’t reflect how you did in the race; it is evidence that you *did* the race. Cop Pedalers (www.coppedalers.com) who continues to sponsor this event, donated a FUJI Police Bike, which was won by the Downers Grove Police Department. All proceeds from the race are donated to the National Law Enforcement Officer Memorial in Washington, DC.

The best part just might be after the race, which is always held during the weekend of the village festival, a celebration of eating, drinking, and listening to live music. Each racer receives complimentary food and drink coupons which they use with friends and family. It is said every race has a winner, but in the Palatine Police Bike Challenge, every officer who participates is a winner.

The 2005 Palatine Police Bicycle Challenge will be held on August 27, 2005. For more information or to register, contact Commander Alan Stoeckel; 847-202-6990 or astoeckel@palatine.il.us.



the highlights of summer – the Palatine Police Bicycle Challenge.

Last August, the Palatine Police Department held its 3rd Annual Palatine Police Bicycle Challenge in Palatine, about 20 miles northwest of Chicago. Fifteen three-person teams, all law enforcement bicycle personnel, lined up on the morning of

duties.

This race is similar to other police bike competitions in that the same teams usually flip-flop for the top three positions every year. What makes this police bike race different from the rest is the lack of intimidation; let’s face it – police

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

Oh no! I've just realised that it's only four months until this year's York Rally, and we've not organised anything yet!

York Rally 2005

Seriously – the York Rally is the showcase for Police and EMS cycling

in the UK and this year will be our third running of the event. Over the last two years, the event has grown out of all recognition and last year saw attendance from some 20 UK Police Forces, plus several Ambulance Services.

This year's event promises to be even bigger and better. Planned events for the rally include a half-day workshop on the use of bikes for officer protection and suspect arrest, a presentation on helmet-mounted CCTV camera systems, and an obstacle course competition for all attendees. We also plan to have displays from the major UK Police and Ambulance cycle and equipment providers. Of course, the weather will also be extremely pleasant for the whole event – just remember that if Chris Davala complains about UK weather, it is perfectly normal to have torrential rain and bright sun within half an hour of each other, several times a day! On a serious note, the event needs your support, so please spread the word – tell everyone you know that the York Rally is THE forum for police and EMS cycle patrols in the UK, and it needs their support.

IPMBA, St. John and the Dutch Connection

The IPMBA word is spreading slowly around the UK as IPMBA trainers train increasing numbers of emergency services personnel in safe, effective cycling techniques. IPMBA is the only emergency-services specific cycle training available in the UK at the moment, and having sampled some of the other training courses available to Police Forces, I firmly believe it is the best. Only IPMBA offer training specifically aimed at patrolling officers and medics. IPMBA trained staff now span the whole of the UK – not bad when you consider that north of London there are only three IPMBA trainers offering courses – and all three are here in York!

Of note is that St. John Ambulance (SJA), the main UK voluntary medical service providers in the UK, who provide medical cover for all of the main UK events, such as the London Marathon and all of the major rock festivals, have identified IPMBA as their training course of choice.

On our recent IPMBA course at York, held February 14th to 16th (Monte – please note: no snow or ice this year!) we were joined by seven members of the SJA, including their National Development Projects Manager, John Newman. All of the SJA candidates passed the course with flying colours and bags of enthusiasm! SJA has representatives all over the UK and I look forward to training many more of their members in the coming months.

In addition to SJA, our February course was attended by Tommy Hamelink from the Hague Police in the Netherlands. Tommy is at the forefront of cycle patrols in his country and has his own website dedicated to the matter – www.bikepatrol.nl. Please take time to visit the site if you can (although most of it is in Dutch, quite a bit of it is in English and he has links to several UK-based cycle forces). Hopefully this year will see an exchange of events between the UK and Holland, as we are intending to send UK officers to the next Dutch Bike Patrol Study Day – slated for September 15, and he and several of his colleagues are intending to attend the York Rally.

Tommy aims to become an IPMBA instructor – the first in the Netherlands, and will be undergoing instructor training at the Instructor's course to be held in York immediately after the Rally.

IPMBA PC/EMSC Course Pre-Read

Of note on the February IPMBA course was our use of a course pre-read for the first time. Pre-reads are a common training tool in the UK and it was decided to trial the use of a pre-read for this course. The pre-read contains all of the basic IPMBA information on issues such as Effective / Vehicular Cycling, Maximum Braking, Lane Positioning and the like. This is then backed up by presentations from the instructors to fill in any gaps in students' knowledge. What this means in practice is that by pre-reading the course basic material, candidates are able to put their newly-

learned cycling theory to use immediately on starting their course and spend more time on their bikes.

Feedback from the course was that the pre-reads were very effective in getting the information across to the attendees prior to their attendance, and that the extra time spent on the bike as a result was very useful – perhaps the effectiveness of the pre-read was reflected in the fact that ALL of the attendees scored over 90% on the final examination, as well as passing the riding evaluations with flying colours.

Some issues were highlighted during the course, and as a result the pre-read is currently being developed to be even more comprehensive prior to our next course in June. We expect to be able to make it available to the rest of the UK IPMBA instructors as soon as it is "perfected" and approved by the IPMBA Education Committee.

IPMBA and the Met

The Metropolitan Police in London are the largest Police Force in England and Wales, and currently have in excess of 200 bike patrol officers trained to the IPMBA standard by their six trainers.

... it is perfectly normal to have torrential rain and bright sun within half an hour of each other, several times a day! On a serious note ...

After two years of following the IPMBA model, the Met has finally decided to develop its own cycle patrol course based upon not only IPMBA training, but also on other sources of cycling education, such as the training provided by MIAS (The Mountain Bike Instructor's Award Scheme) and the CTC (Cyclists' Touring Club).

The Met cycle training program will consist of a pre-read and various levels of hands-on training. Police Community Support Officers and Police Officers who won't be doing front-line duty will receive one day of hands-on training, and officers who will be doing front-line duty will receive two days of hands-on training. Instructors, who will be responsible for conducting training at the Borough level, will receive three days of training.

(Continued on page 31)

999 London Cycling Awards

Celebrating Cycling in the Capital

Cycling in the capital continues to thrive - and not just with the general public. Emergency services around the capital are turning to cycling as a quicker, more convenient way to get through congested streets and pedestrianised areas when chasing offenders or rushing to the aid of injured Londoners.

At the second annual 999 London Cycling Awards at City Hall on Wednesday 23 February, the stars of the emergency services' cycling teams were rewarded for their hard work and commitment to cycling and to improving community relations through increasing the profile of the emergency services in local communities.

The Metropolitan and City Police forces and the London Ambulance Service have a growing number of serving police officers, traffic wardens, community support officers, paramedics and emergency medical technicians cycling the capital's streets. The emergency services enjoy higher visibility and faster response times, while Transport for London enjoys the benefits of raising the profile of cycling in the city while keeping London's streets safe and keeping traffic moving.

Jeroen Weimar, Head of Enforcement at Transport for London, said:

"Transport for London is committed to increasing cycling in the capital by 80% by 2010. The number of cyclists is soaring, helping improve the health of London and Londoners. The use of bicycles by the emergency services also provides a good role model for the rest of London to get on their bikes.

"Their invaluable service helps London's communities and TfL is committed to supporting the greater use of bicycles by the emergency services."

Jenny Jones, the Mayor's Road Safety Ambassador, said:

"It's wonderful to hear about the amazing things the nominees for the awards have done in the course of their ordinary work. They perform their duties with real dedication and enthusiasm and have achieved outstanding results. Just to be in the running for these awards is a tribute to their abilities and performance.

"I'm really pleased to see how all three organisations have incorporated the cycling teams into their mainstream operations in the last year to achieve fantastic results, and look forward to seeing them build upon these successes in the future."

Police Cycling Award: awarded to a cyclist or cycle team from London's police services who has demonstrated excellence through the use of bicycles in police work - **JOINT WINNERS**

City of Westminster Taskforce, Metropolitan Police Service led by Sergeant Ray Bloye

- Achieving police targets: in 13 months the team has arrested over 800 people for a variety of offences, and have recovered many stolen or prohibited articles.
- Business efficiency: use of bikes at major events gives increased mobility and visibility, meaning fewer officers are required.
- Building community relations: bicycles are ice-breakers with local youths and hard to reach groups. The team have formed a strong partnership and mutual respect with monthly CHARM

demonstrators which has reduced traffic disruption and the number of arrests.

- Integration/development: the bicycle team form an integral part of the overall policing team in Westminster, working closely with foot and vehicle patrols.

Paul Coston, City of London Police

- Achieving police targets: Paul has made 47 arrests, issued 250 fixed penalty notices and executed 360 stop and searches this year, and has cycled over 2000 miles in doing so. He has received several merit certificates for being instrumental in assuring the safety of a woman attempting to commit suicide, and arresting suspects relating to the terrorism act - his swift and decisive action helped gather a huge amount of intelligence.

- Integration/development: Paul trained four new officers and was instrumental in the development of Special Officers on police cycles. He arranged training and cycling kit for the new Special Constable, the first Special to ride in London.

Cycling in the Community Award: awarded to a cyclist or cycle team from all represented bodies who has demonstrated excellence in improving community relations through the use of the bicycle in his/her profession.

Hackney South Cycle Squad led by Sergeant Matthew Devereau, Metropolitan Police Service

- Links with the community have been so effective at building respect for the police team that the community is now helping them do their job, providing them with a steady flow of intelligence about local crime.
- This has been achieved in a particularly difficult patch, within just 12 - 18 months.
- The South Cycle Squad working times reflect peak street crime periods and the squad used highly visible patrolling to deter offending, as well as focussing their attention on crime hotspots.
- The SCS have made over 200 arrests for a broad range of offences and have recovered stolen property and weapons including firearms.

Cycling in the Ambulance Service Award: awarded to an operational member of the London Ambulance Service Cycle Response Unit, who has demonstrated excellence in meeting London's emergency healthcare needs - **JOINT WINNERS**

Cath Hodson, Emergency Medical Technician, London Ambulance Service

- Cath attended a call outside the normal operational area which she recognised to be from a regular caller. She arrived on scene within four minutes, cycling from the lobby at the Waterloo HQ, down steps and through traffic to get to the patient. Having assessed the patient, Cath confirmed there were no immediately life threatening medical problems and as the patient was able to walk to the hospital, an ambulance was not required.

Keith Plummer, Emergency Medical Technician, London Ambulance Service

- On arrival at the scene of an accident involving a motorcycle and a car, Keith established a safe area within which he could treat the patient by positioning his bike on the busy road (Shaftesbury Avenue) to fend off on-coming traffic.

(Continued on page 31)

(Continued from page 30)

- He provided professional medical help to the injured parties.
- He called all the necessary assistance and managed the assistance upon arrival - co-ordinating the helicopter service, the ambulance and the police.

999 London Cycling Award: the top individual award presented to an individual from all represented bodies who has done the most to develop cycling within their organisation.

Justin Dixon, MPS Physical Education Branch, Metropolitan Police Service

- Justin made the biggest change within his own organisation within the last year.
- In developing a professionally accepted training course that meets the demands of all, he overcame what was an important hurdle preventing the wider use of bicycles in the MPS.
- His work has been pivotal in mainstreaming cycling in the MPS.
- He has successfully resolved conflicting operational requirements to devise a scheme that met health and safety needs without compromising everyday operations.
- The scheduling of training courses and the structure for down training means there are now no limits to the number of police officers that can be trained as bike officers.

999 Cycling Development Award: awarded to the organisation from all represented bodies who has done the most to develop cycling within their field of work.

Metropolitan Police Service

- The development of new standards in cycle training, clothing and equipment have propelled the use of pedal cycles from a bottom up concept to a corporate model, incorporated into the mainstream operation of the MPS.

The use of bikes by London's emergency services agencies grew significantly from 2003 to 2004.

- City of London Police expanded their cycling team from 17 to 21 staff, and moved the concept of police on bikes through the ranks, bringing into operation the first Special Constable trained as a cycle officer. The team made over 200 arrests, 2000 stop and searches and issued over £40,000 worth of fines for motor and cycling offences.
- The London Ambulance Service doubled the size of their cycling team from 8 to 16 staff and successfully completed a pilot at Heathrow Terminal 4, securing a permanent team in the terminal. They finalised the National Cycling Response Unit policy, procedures and recruitment package; and also set up the necessary support systems to encourage other LAS staff to cycle.
- The Metropolitan Police Service increased the number of bicycles available from 380 to over 400, and successfully introduced bikes to the TOCU and Royal Parks Police. They established the necessary organisational infrastructure to bring cycling into mainstream MPS operations, and finalised the MPS package of standards for officers on bikes relating to cycle training, clothing, bikes and maintenance. A mandatory bespoke MPS cycle training package has been developed and approved, which will train approximately 1,500 police officers, community support officers and traffic wardens in the next year.

Source: Transport for London, www.tfl.gov.uk.

Look Out - York's A Comin'!

(Continued from page 29)

The instructors will be trained by the Met's physical training instructors (PTIs), who are not Police Officers. There is no word on the type of training to be undertaken by the PTIs in preparation for training the instructors. Although the training regime which the Met are adopting is not in line with IPMBA's requirements, it is a departure which some of us have seen coming for the last two years – the Met are a huge force and it is understandable that they have, eventually, decided to go their own way.

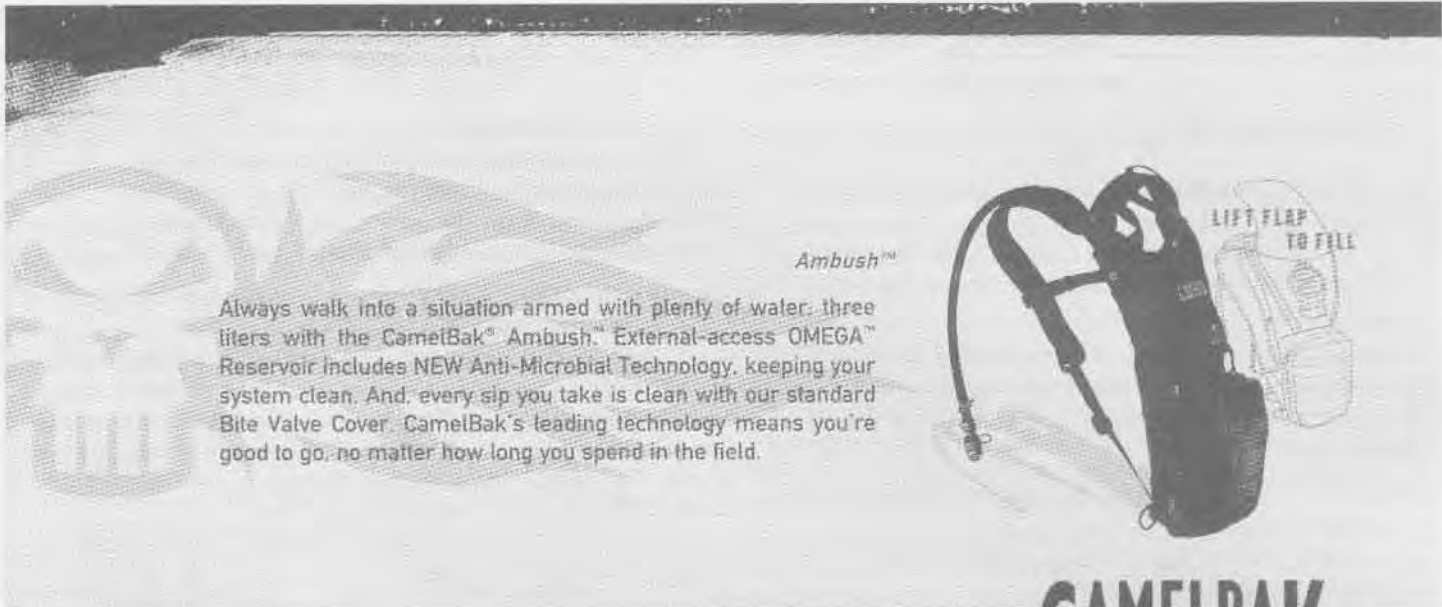
In a similar fashion Mark Cockram of the City of London Police, one of the pioneers of cycle patrols in the UK, has been tasked with writing a full training package for the City Force who will also, it seems, take on their own training scheme shortly. In truth there was always the likelihood of the larger metropolitan forces deciding to do their own thing – even if they do, we can be proud that IPMBA was there at the start and has shaped much of what they will ultimately do. The reality is that whatever happens, as long as these forces keep promoting cycle patrols, we can only offer them our support.

Conclusion

Things continue to develop apace throughout the UK in terms of cycle patrols – forces keep recognising the benefits and sending their staff to be trained. Whilst the larger forces are now looking at supporting their own needs in terms of training, the smaller forces, like North Yorkshire Police, are fully committed to maintaining the high standards which the IPMBA training ensures.

Whatever may happen in the next few months in terms of cycle training in the UK, you can be sure that we will all be there in June at York Racecourse to discuss developments and look at how we can progress cycle patrols to the next level. The inclusion of St. John Ambulance is the first step towards that level, as some of the major non-police associations start to recognise the benefits that cycle response, coupled with IPMBA training, can bring.

See you in June!



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Seidler Productions, the Florida-based media production group specializing in bicycle education products, is now offering the *Effective Cycling* video on DVD. This interactive DVD makes it easier for cycling instructors to intersperse specific segments of the video throughout their classes to illustrate specific points. In addition, it includes *Ride on By*, a ten-minute video targeted toward law enforcement. *Ride on By* examines the potentially deadly outcomes when officers choose not to stop and perhaps ticket young and adult cyclists who ignore traffic laws. The DVD is available from Seidler Productions (www.seidlerproductions.com or 888-DO-CYCLE) for \$39.95.

Seidler is also proud to announce the Bicycle Dreamers Grant Program. This is a grant for beginning bicycle dreamers and advocates. Seidler is offering up to \$500 in bicycle education products from their catalog that can be used to begin your quest for change in your community. The grant application form can be found online at www.seidlerproductions.com.

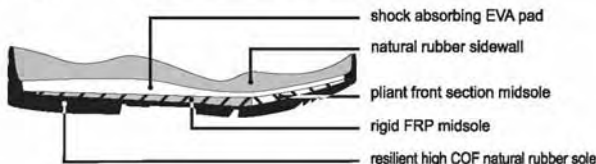
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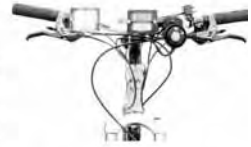
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Inside - Going Above and Beyond with the Bike

Next Issue - Highlights from the IPMBA Conference in Scottsdale