



## IPMBA Goes Out On Its Own

IPMBA has moved from its parent organization, the League of American Bicyclists, to its new office, and new independence, in Baltimore

By Officer Kirby Beck

Coon Rapids Police Department (MN)  
Chair, IPMBA

As time goes on, organizations grow and change. So too has IPMBA. By now you have probably realized that IPMBA is no longer a part of the League of American Bicyclists. IPMBA, Inc. is now our own separate organization. This is a move that has been under consideration for sometime. Both the LAB and IPMBA Boards believe that our membership numbers, our successful programs and support from various sources are strong enough for IPMBA to succeed without the operational assistance that LAB has provided us since 1992. It is indeed true that IPMBA would not be where we are today without the administrative support and financial backing of the League of American Bicyclists, and we are truly grateful. But now it is time that we venture out on our own.

IPMBA Inc. became operational in January. The office and staff are in place in Baltimore, MD. The new office is in an old Baltimore Police station on Ostend Street, the same street where IPMBA was "born." The IPMBA Board is pleased to announce that we have hired long time Program Director Jennifer Horan to be our Executive Director. Jennifer's enthusiasm and energy for her new challenge is inspirational. She has a lot of work ahead of her. Her immediate duties include organizing the new office space, and equipping it while keeping our programs running smoothly. All that while heading a huge conference planning effort.

My deepest personal thanks to Marthea Groff, former IPMBA Program Manager. Marthea worked hard organizing and administering the Police Cyclist Program. I heard many outstanding comments about her from PCs around the country. Marthea will not be moving with us. She was recently made LAB's Membership Director. Marthea was replaced by Andrew

Davis. Andrew is a smart, young go-getter who is an experienced cyclist and mechanic. Andrew believes in IPMBA and the idea of police on bikes. I am truly delighted to announce that Andrew has left LAB to join IPMBA in Baltimore as our Police Cyclist Program Manager.

What does this mean for IPMBA members? Your membership in LAB and IPMBA will be valid until your expiration date. At that time you will receive a renewal notice from only IPMBA. Your IPMBA membership will no longer buy you dual membership into LAB. Our IPMBA database and records are smaller and solely under the control of IPMBA staff. Records are being customized to suit our needs. That has not been the case in the past, and it should eliminate a number of problems. As we grow, we expect to continue to provide an assortment of benefits for our members. We plan on making IPMBA an organization that bike officers and EMS professionals will truly WANT to belong to.

As a smaller, more focused organization, run by and for public safety professionals, we will be able to provide more specialized services to our members and instructors. We will, in time, have more resources to enhance our programs and membership benefits. We hope to see many of the projects that have been suggested and discussed happen with our new organization.

A very important part of our plans includes a successful 1999 Police on Bikes Conference and Products

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# Experts Wanted...

**G**osh am I ever tired!! Eight months into this job as Education Chair and I am ready for a vacation. No one told me that it would be this much work, or this much FUN!

In the last 8 months I have met people from all over the globe as well as from all over the country. I have met cops, firefighters, medics, under secretaries of this and that, and politicians. And to each and everyone I talk about bikes and IPMBA. I guess the title "Education Chair" means I am an "expert" in everything. Well, I quickly figured out that I wasn't and have instead become a referral expert. In other words, I refer people to the real experts. Which brings me to the point of this story (you knew I would get to the point eventually).

If you have an expertise in a certain area of training or the law, or education or other topic, let me know and I will put you in my referral file.

Some of the experts I know I have invited to teach at the 9th Annual Conference in Chicago, May 13-15, 1999. If you have not already picked up a registration packet and are trying to convince your boss you should go, DO IT SOON!!!! before everything is full. This year, as in past years, we will be offering 1 and 2 hour workshops in a very wide variety of bicycle related topics.

NEW this year we will be offering 3 classes that are 10 hours long, spread out over 2 days. These classes are for the bike officer that has already gone through the PC course and wants to continue their cycling education, or refresh it. The first course is the PC Refresher Course. This class was created because many departments require an officer to review or refresh their basic skills on a yearly basis. So if this is you or you have been off the bike for awhile, and want to brush up on your skills, this class is for you. The next is the Police Cyclist Firearms and Tactics

Course. This is a tough, on bike, firing range course. If the thought of wearing a Redman suit scares you (it does me!) then you better skip this course. If you want to learn and practice some new techniques that will help you stay alive, this course is for you.

Finally, in response to the request for a more complete maintenance course at the conference (the 4-day Maintenance Officer Certification Course is a pre-conference course), we devel-

oped a 10-hour maintenance course. You must bring your bike, your tools and your willingness to get dirty and learn to fix your bike.

New this year for PCI's is a PCI to EMSCI transition course. If you are a PCI and want to teach the EMS Cyclist Course, you must take this course. It is a riding course, so bring your saddle bags and bike. Oh, did I mention there was a written test at the end too?

... there are all sorts of new things to learn and do at this year's conference.

So as you can see there are all sorts of new things to learn and do at this year's conference. Before I close I want to mention another great source of education and information at the conference, the VENDERS. These people are experts in their field. Oh sure they want to sell you stuff, but that is only because they believe their product is capable of doing something for us. Visit them and don't be afraid to ask them questions, hard questions if you like. Remember, if you want to learn, ask!!

So in closing I have to tell you the definition of an expert, I have written about this before and this is my favorite. Expert (pronounced x-spurt) X is the symbol for Unknown, spurt is a drip under pressure, so you have an unknown drip under pressure, that's me!

Ride Safe, Watch Your Back and I will see you in Chicago - *Mike*

## IPMBA On Its Own

*Continued from page 1*

Exhibition in Chicago. *Members we need your help to make that happen.* Besides being part of our most dynamic conference to date, you will be helping build an exciting and successful IPMBA. Do your best to join us in Chicago to learn, laugh and experience Chicago with the best bike cops and medics from around the world.

## Your Organization, Your Board

The makeup of IPMBA's board has not changed since IPMBA's adventure into independence from its parent organization, the League. However, the title has gone from "advisory" to "governing." And as a governing board, their role is more important than ever.

Officers Kirby Beck, Stu Bracken, Kathy Vonk, Mike Goetz, and Gary McGlaughlin and Lts. Tom Northfell and Terry Howell now have the unique job of steering IPMBA's future, both fiscally and educationally. Under the old structure all IPMBA actions were the final responsibility of the League's president and board. Now, all IPMBA actions are the responsibility of IPMBA's governing board. The board's business decisions and leadership are crucial to the well being and success of IPMBA, Inc.

In the next issue, we will highlight each board member with a brief biography. Please don't hesitate to contact any of your board members about issues you feel are important, anything from policing by bike to IPMBA as an organization (their contact information is listed on page 4). As a member of IPMBA, this board represents you. Let your voice be known — they look forward to hearing from you.



As we lead IPMBA into the next millennium, and the exciting times ahead, I am asking our members to have some patience with the inevitable growing pains we will experience as a new business. Mostly though I'm asking that our membership - of old and new friends - stick with us and see what a truly exciting organization IPMBA is about to become.



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By Officer Ray Ranne

Chicago Police Department (IL)

It has been just a little over a year now since I started riding with my shockster and what a difference. The first thing that comes to mind is the full suspension feel without the full suspension sag. Bike Control Inc., out of Beaverton Oregon, has come up with a truly ingenious idea, a portable full suspension. The Shockster attaches to the bicycle's dropouts and brake-mounts. The nicest thing about Shockster's bolt-on rear suspension is that an officer who does not like the feel of a full suspension can take it off and ride a normal hardtail but the officer who does want that luxurious feel of a full suspension has the option of having one. Once you have purchased the Shockster it takes no more than half an hour to install it and turn any hardtail into full suspension without purchasing a new ride.

The Shockster retails for \$199.00, but Bike Control Inc. has offered IPMBA members a special police price of \$125.00 that includes shipping and handling. The Shockster is built in Portland, Oregon and is made of an aluminum alloy. It bolts directly to the bike's existing dropouts without modifications. Features include adjustable-load coil springs and a cartridge damper with up to 3 1/2 inches of travel. Color options include silver, pewter, red, orange and black with more options coming. A special IPMBA edition is in the works.

Once you have purchased the Shockster it takes no more than half an hour to install it and turn any hardtail into full suspension without purchasing a new ride.

# Save Your Hard Tail

Full suspension, No sagging

I have put on roughly 2500 miles on my Shockster with only one minor breakage which the company took care of immediately. It is highly recommended that a longer skewer be used on the rear wheel to accommodate a derailleur guard. The incident that happened with me is that I got off my bike to write a parking citation when a strong wind gust knocked my bike over causing it to fall on the derailleur side, thus breaking my

derailleur dropout on the Shockster. I called the company and three days later I had a replacement part for the Shockster. The only disappointing thing about the whole situation was the fact that I had to go back to a hard-tail for three days. Once I got the replacement part I was back to a full suspension within the hour.

I highly recommend the Shockster for departments who just purchased new hard-tails and want to upgrade, or for anyone who likes to get a more comfortable ride. It makes a huge difference when you're on that bike for eight hours.

The other cool thing is when someone on that \$1700 full suspension pulls up next to you and starts hopping in a track stand you can jump right in and join him, boy, the looks you get. Anyone that is interested in ordering the Shockster can call the company direct at 1-888-BIKE-911 or visit them at their web site at [www.shockster.com](http://www.shockster.com) or contact Bob Laman directly at [www.bob@bikecontrol.com](mailto:www.bob@bikecontrol.com). Happy riding and remember, keep the rubber side down.



## IPMBA BOARD

### 1999 International Police Mountain Bike Association Advisory Board

*The board serves a three-year term.*

**Officer Kirby Beck, Chair**  
Coon Rapids Police Department  
11155 Robinson Drive  
Coon Rapids, MN 55433  
612-767-6482  
[kirbyP12@aol.com](mailto:kirbyP12@aol.com)  
(Term expires Spring '01)

**Lt. Tom Northfell**  
**Conference Liaison**  
Chicago Police Department  
1121 S. State St., Rm. 601  
Chicago, IL 60605  
312-747-3993  
[bikecop@compuserve.com](mailto:bikecop@compuserve.com)  
(Term expires Spring '01)

**PPO Stuart Bracken, Vice Chair**  
Tacoma Police Department  
930 Tacoma Avenue, South  
Tacoma, WA 98402  
253-594-7800  
[pazzo212@aol.com](mailto:pazzo212@aol.com)  
(Term expires Spring '99)

**Officer Gary McLaughlin**  
**Newsletter Editor, West**  
Sacramento Police Department  
813 6th Street  
Sacramento, CA 95814  
916-566-6407  
(Term expires Spring '99)

**Lt. Terry Howell, Secretary**  
MUSC/Col. of Charleston  
Public Safety Department  
171 Ashley Avenue  
Charleston, SC 26425-1000  
843-792-1327  
[howellti@musc.edu](mailto:howellti@musc.edu)  
(Term expires Spring '00)

**Officer Mike Goetz, Education Chair**  
Seattle Police Department  
3001 S. Myrtle St.  
Seattle, WA 98126  
206-386-1850  
[mgl1998@msn.com](mailto:mgl1998@msn.com)  
(Term expires Spring '01)

**Officer Kathleen Vonk**  
Sgt. at Arms  
Ann Arbor Police Department  
100 N. Fifth Ave. PPO  
Ann Arbor, MI 48104  
734-994-2911  
[kvonk@ci.ann-arbor.mi.us](mailto:kvonk@ci.ann-arbor.mi.us)  
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By Officer Donald C. Reed

Denver Police Department (CO)

In April of 1997 a bicycle officer assigned that day to a patrol car was sitting on a corner writing a report. A vehicle traveling southbound at a high rate of speed neared the officer. When this driver realized a patrol car was directly in front of him, he immediately skidded into a U-turn, leaving marks on the pavement. After a short pursuit and a couple of turns, the driver and his passenger decided they would fare better running away on foot. The vehicle was parked in a driveway and both parties quickly exited. The driver ran in one direction and his passenger made the mistake of running towards the officer, who quickly handcuffed the passenger to the push humpers of the patrol, after which he started after the driver on foot.

After running and climbing over two fences, the driver continued distancing himself from the officer. Just then, the officer, an avid cyclist, noticed three kids riding their bicycles down the street. The officer asked the kids if he could borrow one of their bikes. One kid said yes and handed the officer a motorcross one-speed bicycle. Realizing that a one-speed was faster than running, the officer accepted the loan and started off. As he was riding away the kid yelled to the officer, "My bike doesn't have any brakes!" By this time the driver had slowed down, believing he had lost the officer, but he was still in the officer's sight. After two full blocks of running, the driver turned to see the officer right behind him. His expression registered total surprise and the officer apprehended the driver without further incident.

What the kid who lent the bike to the police officer didn't know was that the officer was a volunteer with the Front Rangers Cycling Club and that day would turn out to be an important day for him and his family.

In 1992 the Denver Police Department was approached by a group of Denver business people wanting to create a nonprofit organization that would work directly with city kids to give them an alternative to gangs, drugs and violent crime. These business people were avid bicycle riders and racers. The goal of the orga-

The parents were very grateful for the opportunity for their kids to participate in the cycling program.


## Front Rangers Cycling Club: A Success From All Angles

nization was multifaceted: to show at-risk kids that riding a bicycle is a viable option to street crime, to give them contact with adults who have succeeded in life and, the ultimate, to give them a chance to improve their own lives. If one kid was deterred from crime, their program would be a success.

After several meetings and lots of planning, they decided to manage this program themselves, with the police department assisting by both being members of the organization, while also being the ones who chose what children from around the city would participate. Rules and conditions for membership were drafted which outlined, among other things, that those kids who followed the rules would be awarded bicycles and equipment.

The program started in January 1993 and was formally named "The Front Rangers Cycling Club." The youth members were given the opportunity to ride once a month for six consecutive months. In 1993, officers found 25 kids to participate. After the first year, both the adult and youth membership were expanded to include a junior racing program that enabled kids who were genuinely serious about riding the chance to ride and train for races with the adults during the week. Each year the number of kids in the basic program expanded and by the years 1997 and 1998, between 84 and 100 kids were signed up to ride.

The officer who borrowed the one-speed was a member of the department's bicycle unit and a volunteer with the Front Rangers. In thanks, the officer helped procure a new Trek 18-speed mountain bike for the kid who so generously loaned his brakeless ride. Additionally, after becoming acquainted with the kid's family, his four brothers and sisters, plus two of his cousins were added to the Front Rangers Cycling Club roster. The parents were very grateful for the opportunity for their kids to participate in the cycling program.

The above is what I believe to be a great example of community policing that really makes a difference in cities and towns around the country. If given a chance, bicycle officers bring positive changes to the city where they patrol. As of the writing of this article, Denver Police Department has 60 officers equipped to ride bicycles in all six districts; it is these officers who find kids and sign them up for membership in the Front Rangers Cycling Club. From nearly all view points, this club and its relationship to community policing has been an enormous success. 

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

***Enjoy the discounts!***

*Abbreviations:*

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

<p><b>Company:</b> Helm Patrol Wear <b>Contact name:</b> Jeremy Garment <b>Address:</b> 2701 Alcott St. Suite 474 Denver, CO 80211 <b>Phone:</b> 800-383-8231 <b>Fax:</b> 303-825-2765 <b>E-mail:</b> jgarment@lyrax.com <b>website:</b> lyrax.com/patrol.html <b>Product:</b> Helm Batu Patrol Shirts/ nepal Custom Patrol Jacket <b>Regular cost:</b> \$59.99/shirts <b>Cost to members:</b> \$49.99 <b>Form of payment:</b> C, D, DC, MC, PO, V <b>Ordering options:</b> Phone, fax, e-mail</p>	<p><b>Company:</b> PYInc. Spokes Wear <b>Contact name:</b> Fred Hutchinson <b>Address:</b> PO Box 536 Islandia, WA 98020 <b>Phone:</b> 425-670-8915 <b>Fax:</b> 425-670-8718 <b>E-mail:</b> pyi@pyinc.com <b>Website:</b> www.pyinc/spokescwear.htm <b>Product:</b> The Glove <b>Regular cost:</b> \$30.00 <b>Cost to members:</b> \$15.00 <b>Form of payment:</b> C, DC, MC, V <b>Ordering options:</b> Phone, fax, e-mail</p>
<p><b>Company:</b> Bike Control, Inc. <b>Contact name:</b> Bob Lamm <b>Address:</b> 9640 SW Sunshine Court Suite 700, Heaventon, OR 97005 <b>Phone:</b> 503-574-2500 <b>Fax:</b> 503-671-9185 <b>E-mail:</b> bob@bikecontrol.com <b>website:</b> www.shockster.com <b>Product:</b> Shockster: add-on rear suspension for mountain bikes. <b>Regular cost:</b> \$329.00 <b>Cost to members:</b> \$199.00 <b>Form of payment:</b> C, DC, MC, V <b>Ordering options:</b> Phone, fax, e-mail</p>	<p><b>Company:</b> SportWorks NorthWest Inc. <b>Contact name:</b> Julie Gregg <b>Address:</b> 15500 WoodRed Road NE #C 600, Woodinville, WA 98072 <b>Phone:</b> 425-483-7000 or 888-661-0555 <b>Fax:</b> 425-488-9001 <b>E-mail:</b> julieg@swnw.com <b>Website:</b> www.bicycleracks.com <b>Product:</b> Transport Quick-Load bicycle racks. <b>Regular cost:</b> \$270 (2 bike); \$430 (4-bike) <b>Cost to members:</b> \$216 (2-bike); \$364 (4-bike) <b>Form of payment:</b> C, DC, MC, V <b>Ordering options:</b> Phone, fax, e-mail, website</p>
<p><b>Company:</b> Maklite (An affiliate of Libra Industries, Inc.) <b>Contact name:</b> Scott Kwei <b>Address:</b> 1823 W. Webster Ave. Chicago, IL 60614 <b>Phone:</b> 800-888-5427 <b>Fax:</b> 773-276-3331 <b>E-mail:</b> n/a <b>Website:</b> n/a <b>Product:</b> Illuminated safety light products <b>Regular cost:</b> \$12.95 <b>Cost to members:</b> \$9.00 <b>Form of payment:</b> AX, D, DC, MC, PO, V <b>Ordering options:</b> Phone, fax</p>	<p><b>Company:</b> ZAP Power Systems <b>Contact name:</b> Brooks Van Holt <b>Address:</b> One Zap Drive/117 Morris Street Sebastopol, CA 65472 707-824-4150 <b>Phone:</b> 707-824-4159 <b>Fax:</b> zap@zapbikes.com <b>E-mail:</b> www.zapbikes.com <b>Website:</b> Electric power assist bikes, systems; <b>Product:</b> ZAP Patrol Bikes <b>Regular cost:</b> n/a <b>Cost to members:</b> 5% off all ZAP products <b>Form of payment:</b> AX, C, CH, D, DC, MC, PO, V <b>Ordering options:</b> Phone, fax, e-mail, website</p>

**Do you know of anyone who would like to participate in the Product Purchase Program? Have them call 410-685-2220!**

**\* A company's participation in the Product Purchase Program does not indicate product endorsement by IPMBA; nor does it indicate the individual company's sponsorship of IPMBA.**

# PRODUCT PURCHASE PROGRAM

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<p><b>Company:</b> Bicycle Parts Pacific  <b>Contact name:</b> Dack Barefoot  <b>Address:</b> PO Box 4250  Grand Junction, CO 81502  970-241-3518  <b>Phone:</b> 970-241-3529  <b>Fax:</b> rossbarefoot@compuserve.com  <b>E-mail:</b> www.bppbike.com  <b>Website:</b> Grips with 'Police' imprint  <b>Product:</b> \$19.95  <b>Regular cost:</b> \$14.95  <b>Cost to members:</b> C, CK, MC, V  <b>Form of payment:</b> Phone, Fax</p>	<p><b>Company:</b> Mocean  <b>Contact name:</b> Bill Levitt  <b>Address:</b> 1635 Monrovia Avenue  Costa Mesa, CA 92627  949-646-1701  <b>Phone:</b> 949-646-1590  <b>Fax:</b> moceanbk@aol.com  <b>E-mail:</b> mocean.net  <b>Website:</b> Bike Patrol Uniforms  <b>Product:</b> Regular retail  <b>Regular cost:</b> 10% to 30% off retail  <b>Cost to members:</b> C, CK, MC, V  <b>Form of payment:</b> Phone</p>	<p><b>Company:</b> SWAGMAN  <b>Contact name:</b> Ray  <b>Address:</b> 300 1880 Government St  Penticton BC V2A7J1 CANADA  800-469-7924  <b>Phone:</b> 800-469-7893  <b>Fax:</b> www.swagman.net  <b>Website:</b> Bike Racks for hitch/ball mount  <b>Product:</b> \$99 to \$250  <b>Regular cost:</b> 30% off retail  <b>Cost to members:</b> MC, V  <b>Form of payment:</b> Phone, Fax</p>
<p><b>Company:</b> Bushwhacker USA  <b>Contact name:</b> Jeff Sims  <b>Address:</b> PO Box 297 395 E. 300 N.  Morgan, UT 84050  801-829-6801  <b>Phone:</b> 801-829-6104  <b>Fax:</b> jss1205@aol.com  <b>E-mail:</b> n/a  <b>Website:</b> MESA Rear Rack Trunk  <b>Product:</b> \$55  <b>Regular cost:</b> \$35  <b>Cost to members:</b> AX, C, CK, MC, V  <b>Form of payment:</b> Phone, Fax, E-mail</p>	<p><b>Company:</b> Model Rectifier Corporation  <b>Contact name:</b> Ed Joslin  <b>Address:</b> 80 Newfield Ave  Edison, NJ 08837  732-225-2100  <b>Phone:</b> 732-225-0091  <b>Fax:</b> www.modelrec.com  <b>Website:</b> Helmet gear, cycle visor  <b>Product:</b> \$13.98  <b>Regular cost:</b> \$6.91  <b>Cost to members:</b> C, CK, MC, PO, V  <b>Form of payment:</b> Phone, Fax</p>	<p><b>Company:</b> Tamer Bicycle Components  <b>Contact name:</b> Kevin Marey  <b>Address:</b> 4231 Progressive Ave #2  Lincoln, NE 68504  800-297-4589  <b>Phone:</b> 402-465-4515  <b>Fax:</b> kmarey@aol.com  <b>E-mail:</b> www.tamercsa.com  <b>Website:</b> Suspension Seatposts  <b>Product:</b> \$69-\$189  <b>Regular cost:</b> \$30-\$80  <b>Cost to members:</b> C, DC, MC, PO, V  <b>Form of payment:</b> Phone, Fax</p>
<p><b>Company:</b> Cascade Designs, Inc.  <b>Contact name:</b> Mark Clem  <b>Address:</b> 4000 First Ave S.  Seattle, WA 98136  800-527-1527  <b>Phone:</b> 800-583-7583  <b>Fax:</b> mark@casadedesigns.com  <b>E-mail:</b> casadedesigns.com  <b>Website:</b> Platypus Hydration Systems  <b>Product:</b> SRP  <b>Regular cost:</b> Pro Deal Pricing  <b>Cost to members:</b> CK, Money Order  <b>Form of payment:</b> Phone, E-mail (catalog request)</p>	<p><b>Company:</b> Paloma Cycling  <b>Contact name:</b> Michael C. Jensen  <b>Address:</b> 62 Cherry Street  Bridgeport, CT 06605  203-336-4901  <b>Phone:</b> palomacycling@yahoo.com  <b>E-mail:</b> www.palomacycling.com  <b>Website:</b> Cycling and Running Socks  <b>Product:</b> \$5.00  <b>Regular cost:</b> \$4.00  <b>Cost to members:</b> AX, C, CK, MC, PO, V  <b>Form of payment:</b> Phone, Fax, E-mail</p>	<p><b>Company:</b> Thudbuster Seatposts  <b>Contact name:</b> Ryan McFarland  <b>Address:</b> 38 Mt. Rushmore Rd #3  Custer, SD 57730  605-673-3250  <b>Phone:</b> 605-673-3270  <b>Fax:</b> ryan@thudbuster.com  <b>E-mail:</b> www.thudbuster.com  <b>Website:</b> Suspension Seatpost  <b>Product:</b> \$159  <b>Regular cost:</b> \$89  <b>Cost to members:</b> DC  <b>Form of payment:</b> Phone, Fax, E-mail</p>
<p><b>Company:</b> De Soto Sport  <b>Contact name:</b> Emilio De Soto II  <b>Address:</b> 5262 Eastgate Mall  San Diego, CA 92121  619-453-6672  <b>Phone:</b> 619-453-6783  <b>Fax:</b> desotoinc@aol.com  <b>E-mail:</b> n/a  <b>Website:</b> All products  <b>Product:</b> SRP  <b>Regular cost:</b> 40% off retail  <b>Cost to members:</b> AX, MC, V  <b>Form of payment:</b> Phone, Fax, E-mail, Website</p>	<p><b>Company:</b> Rudy Project  <b>Contact name:</b> Bob Kelly  <b>Address:</b> 971 Calle Amanecer  San Clemente, CA 92673  888-860-7597  <b>Phone:</b> 800-316-8733  <b>Fax:</b> rkpa@aol.com  <b>E-mail:</b> rudyproject.it  <b>Website:</b> Sunglasses and sport eyewear  <b>Product:</b> 10% over wholesale  <b>Regular cost:</b> MC, V  <b>Cost to members:</b> Phone</p>	<p><b>Company:</b> Wilderness Trail Bikes  <b>Contact name:</b> Tim Schum  <b>Address:</b> 475 Miller Ave  Mill Valley, CA 94941  415-389-5040  <b>Phone:</b> 415-389-5044  <b>Fax:</b> www.wtbikes@pacbell.net  <b>E-mail:</b> www.wtb.com  <b>Website:</b> Bike frames, tires, saddles, parts,  and grease guard components  <b>Product:</b> wholesale  <b>Regular cost:</b> CK, DC, MC, V  <b>Cost to members:</b> Phone, Fax</p>

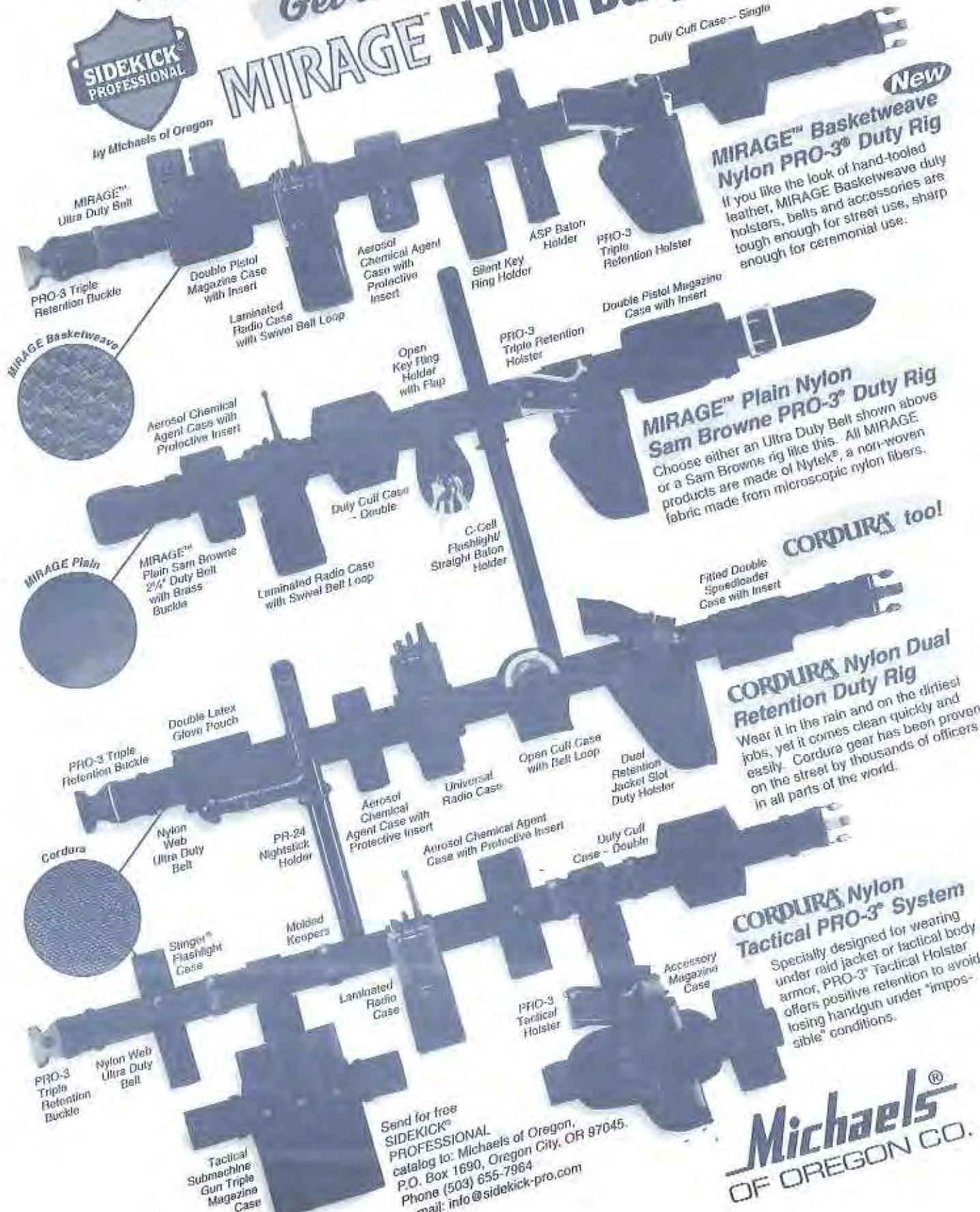


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## Police Mountain Bike Patrols: Policy, Training, and Tactics

By Officer Kathleen Vonk

Ann Arbor Police Department (MI)

Sgt. at Arms, IPMBA

**A**t the 8<sup>th</sup> Annual Police on Bikes conference held in Tacoma Washington in May of 1998, Officer Lou Ann Hamblin of the Van Buren Township Police Department, Michigan, conducted two surveys. The first was an anonymous survey which queried police mountain bike officers on subjects such as defining the mountain bike as a police vehicle, initial and in-service training, equipment used by agencies, policies and procedures, and the primary use of bike patrol units. The second was a Tactical Survey asking questions in the areas of vulnerability, chances of being assaulted, helmet removal in certain situations, firearms qualifications and related issues, and whether officers wear body armor on bike patrol. Some valuable information was obtained, and in some cases results were surprising. In the anonymous survey, 138 officers responded to the questions with the following results:

- Mountain bikes are used for community policing in 67% of the departments polled, 19% use them for drug enforcement, and 61% utilize mountain bikes for general patrol duties. (Percentages do not add up to 100 due to multi-purpose uses in some agencies).

**M**ountain bikes are used for community policing in 67% of the departments polled, 19% use them for drug enforcement, and 61% utilize mountain bikes for general patrol duties.

- Only 58% said their agency defined the mountain bike as a police vehicle, and 47% do not have written policies and procedures specific to police mountain bike patrol units.
- 67% do not have firearms training and qualifications specific to police cyclists.
- 85% are not provided fitness education specific to police cycling.
- 78% are not educated in police cycling liability issues.
- 68% do not have annual refresher or advanced training.
- 82% do not use simulations or realistic scenario-based training.
- 12% of responding officers knew of or had been involved in a shooting incident while on bike patrol, and 19% knew of or had been involved in a lethal force situation while on mountain bike patrol. Examples included being dragged by a car, being shot while chasing a suspect who was on foot, and being intentionally ran over by a car.
- 46% are issued nylon holsters with a different retention level than their leather gear. This may not seem to be a big issue, but think about the different requirements for drawing from the

a triple retention holster versus a level one holster. Consistency is important. Consider going to one of the companies which market identical triple-retention holsters in both leather and nylon, so the draw is the same no matter which uniform you happen to be wearing that day.

- 75% do not utilize ear pieces or head sets, with the most common reasons being unreliability of the equipment, too expensive, and wiring too sensitive.

145 Tactical Surveys were filled out and returned with the following results:

- 56% of responding officers stated that they felt more vulnerable patrolling on a mountain bike versus a patrol car. Reasons for this were attributed to a constant lack of cover, the dangers of cycling in traffic, and limited gear (no shotgun, alley lights, air bag, etc...) For those stating that they did not feel more vulnerable, reasons varied significantly. Some mentioned heightened awareness levels due to the use of A.I.J. senses (hear, see, smell...), being trained in bicycle-specific tactics, and multiple officer bike patrol units. These are valid points. One officer, however, did not feel vulnerable because he is still a big guy. This officer might be disappointed to find that the average suspect who kills a police officer is two inches shorter, 38 pounds lighter, and five years younger than the police officer killed.

(Officer Hamblin cites this statistic from the P.O.S.T. *Officers Killed in the Line of Duty*, 1996.)

- 79% stated that they felt more vulnerable as a result of less protective clothing (mountain bike uniform) while 17% did not. Only six officers offered explanations, noting road rash, skinned knees, and one said that he felt more vulnerable because he did not wear body armor when he patrolled on a bike. Officer Hamblin notes that with the exception of pants and heavy boots, bike officers may actually have more protective gear than their road patrol counterparts: helmet, gloves, eye protection.
- 48% felt that their chances of being assaulted were greater patrolling on a bike, and 37% felt that they were less. Reasons cited were similar to those of the previous question. Additionally, officers cited closer and more frequent contacts with the public, officers are easily accessible making them more vulnerable for attack, lack of cover, and stealthiness leading to surprise confrontations. Of those answering that their chances of being assaulted were less likely on a mountain bike, reasons cited included the less threatening appearance and the approachability of the police cyclist, two or more officer units while patrolling on bikes, and bike specific training and tactics.
- 32% stated that they felt they could fire a hand gun effectively from a moving mountain bike. Many limitations, however, were added by those answering yes to this question, requiring a perfect (and unrealistic) environment to be successful. Under controlled situations, with the exception of turning and brak-

ing, as long as the targets remained stationary, and yes, but with less accuracy were some of the limitations placed on the scenario. How many of these limitations are realistic? Allowing or training officers to do such a skill *may be possible*, but how tactically sound is the technique? Officer Hamblin relates the performing of such a technique to that of the gliding duck at the traveling carnival or local arcade. The duck moves predictably from left to right, never changing speed or elevation—just as an officer on a mountain bike would appear to a suspect—an easy target to hit. In terms of shooting from a moving mountain bike:

**While only 5% answered that they saw no need to wear body armor while on mountain bike patrol, noting concerns for heat and comfort, this number is still 5% too high.**

just because you *can* do something doesn't mean you *should*! A better choice might be to get off the bike, get behind cover, and return fire from a more stable platform.

- *Four questions dealt with helmet removal, whether the officers could cite a tactical advantage to doing so in certain situations: 47% saw an advantage when involved in a deadly force encounter, 38% saw no such advantage, and 14% were unsure.* Some felt that the helmet would hinder their ability to utilize cover, that it would serve as a target for their adversary, that it would hinder their field of vision, or that it could be grabbed by the suspect. Of those answering no, some said that it would depend on the type of weapon being used, that they probably wouldn't have time to remove the helmet because neutralizing the threat would be the primary concern, and that focus on the deadly threat would exclude thinking about a helmet on one's head. *Respondents were split equally on removing the helmet when perceiving a potentially resistant subject with 47% on each side.* The primary reason for removing the helmet was that it could be grabbed by the suspect. The primary reason for keeping the helmet on was the protection that the helmet affords. *When performing a building search, 65% saw a tactical advantage to removing the helmet, noting the cornering and cover issue, the visor inhibiting the officer's field of vision, and the glare or light reflection giving the officer's position away.* When Officer Hamblin and I teach the Basic Police Cyclist course, one shift starts in the afternoon so that a portion of the class is conducted in darkness. One demonstration includes stopping in an area where there are ambient street lights, such as a parking lot. An officer with reflective seams/writing on the uniform, a metal badge, or a shiny helmet, walks under the lighting towards the rest of the class. Everyone can clearly see that the reflective lettering does *not* give the officer's position away, while the glossy helmet and the metal badge do. Embroidered badges, black matte-finish hel-

met, and nylon helmet covers are available options. *While conducting an interview, 64% saw no advantage to removing the helmet, while 33% did.*

- *94% saw a need to qualify with the service weapon while in the full mountain bike uniform including helmet, gloves, and body armor.* Some of the more logical and educated responses indicated that under stress, officers will perform how they have trained. In training, officers should find out how the gloves affect their aim, or whether the visor on the helmet will obstruct their field of vision. On the street, there will be no time to remove the helmet and gloves should a deadly force situation suddenly arise. Officers should train and become proficient under these circumstances prior to experiencing problems in real life.
- *98% felt that fitness levels play a significant role in an officer's overall performance.* This is a no-brainer.
- *While only 5% answered that they saw no need to wear body armor while on mountain bike patrol, noting concerns for heat and comfort, this number is still 5% too high.* Not even mentioning the danger from firearms, edged weapons, and blunt objects, body armor will offer additional protection to the mountain bike officer from falls and crashes. With the high-tech, lightweight body armor, and the wicking and breathable vest covers (all reasonably priced products) on the market today, there is no valid reason for *any* officer to work without body armor.

Questions and comments are welcome. A follow-up survey is being drafted for next year's conference to be held in Chicago, Illinois. Any issues or questions which could be included should be sent to: Officer Kathleen Vonk, Ann Arbor Police Department, 100 N. Fifth Ave., Ann Arbor, MI 48104, (734) 994-2911; or Officer Lou Ann Hamblin, Van Buren Township PD, 46425 Tyler Rd., Belleville, MI 48111, (734) 699-8930.



### ipmba news

Newsletter of the  
**International Police Mountain Bike Association**

28 E. Ostend Street  
Baltimore MD 21230  
PH: (410) 685-2220 • FX (410) 685-2240  
e-mail: [ipmba@aol.com](mailto:ipmba@aol.com)  
web site: [ipmba.org](http://ipmba.org)

Kirby Beck, IPMBA Chair  
Jennifer Horan, Executive Director  
Andrew Davis, Program Manager

**Submissions are welcome and encouraged.** Please send to: IPMBA News, 28 E. Ostend St., Baltimore MD 21230.

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## Letter to the Editor

Dear Editor:

In April of 1998, myself and another officer attended a 4-day certification course held at the Glenview (IL) Naval Air Base. The instructors were from Chicago PD and Evanston PD. I had been riding for two years prior to taking the course. I thought I handled the bicycle, a Raleigh F-500, well, but was I amazed at what I did not know! The old saying "What you don't know can't hurt you" isn't true. Not only did I learn new techniques and information, but the course really gave me much more confidence.

Upon the inception of our bicycle unit, a lot of our supervisors were very hesitant about considering the unit as part of the patrol division. We did get a few more believers after being able to respond to calls quicker than squad cars, especially during rush hours. Some of the major highlights of our unit came on the first day when one of our bicycle officers was able to make an arrest for drugs after smelling the drug being smoked. This could not have been done from a squad car. The second came when two of us were able to capture a suspect that had attempted to break into a church. In both of the cases the use of the bicycle really determined the outcome of the cases and created a few more converts in our department.

Thanks again,

*Robert C. Ogden*

*Deerfield Police Department (IL)*

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IPMBA needs to be mailed to:*

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## Connecticut Bike Officer Killed on Patrol

Connecticut Conservation Officer James V. Spignesi Jr., an avid cyclist and advocate for mountain bike patrols in state forests and parks, was shot and killed by a deer hunter just before Thanksgiving.

Spignesi, the first Department of Environmental Protection conservation officer slain in the line of duty in 131 years, was buried with full police honors. He was a Department of Environmental Protection employee for 21 years, and a conservation officer since 1991.

More than a thousand law enforcement officers attended Spignesi's funeral. The park that he was patrolling is to be renamed the James V. Spignesi Jr. Wildlife Management Area in his honor.

Law Enforcement Association for Disabled Officers, Inc. (LEADO) in conjunction with Police Survivors, Inc., will be hosting a Dinner/Dance on May 21, 1999 at the Old Barn Restaurant in Burbank, Illinois. The theme for the evening is "Law Enforcement Salute to the Disabled Officer." Evening will start at 6 pm with a social hour (cash bar) and dinner will begin at 7 pm.

There will be a silent auction to help raise funds to assist disabled officers in their recovery. Tickets are \$25.00 per person which includes the auction, dinner and dancing.

For information or tickets call John Schmoll, at (708) 229-0307.

## Top 10 Reasons to come to the IPMBA Police on Bikes Conference in Chicago.

10. See Chicago and the tri-state region from atop the Sears Tower.
9. Take a ride on Chicago's 18 miles of lakefront.
8. Visit the Shed Aquarium, Field Museum and the Art Institute.
  7. Catch the attractions at Navy Pier & see the City from a 15 story Ferris Wheel.
  6. Spend a night jammin' to the blues.
5. Come play with Chicago's Finest, Fittest and Fastest.
4. Eat and drink 95 floors above the city at the John Hancock Building.
3. Crawl the Pubs with 400 of your closest friends.
2. Watch Hans Rey do his stuff
1. Get the newest and best training available for public safety officers on bikes!

This year's IPMBA Conference is guaranteed to one of the best yet. There will be plenty of free give aways and other surprises for you to enjoy during your stay. The host hotel, the Holiday Inn-Mart Plaza has just finished with a multi-million dollar renovation. Once at the hotel you will have the city at your door step with restaurants like Spago, Rainforest Café, Hard Rock Café, Planet Hollywood, Michael Jordans, and Harry Carey's. The House of Blues, Blues Chicago, Fados and Excalibur are also around the corner. Navy Pier with all its attractions is a short distance away, see Chicago from a mile out into Lake Michigan. Compete in the biggest "Police on Bikes" competition yet, right in the middle of Grant Park with Chicago's skyline as your backdrop. Chicago will have over 40 vendors displaying their newest product for you to check out. Pre-conference certification classes are limited in size so make your reservations now as this conference will surely fill up fast and you don't want to be left out to hear about it afterwards. Be part of the first "Police on Bikes" conference of the new IPMBA.

## Hans "No Way" Rey At This Year's Conference!

If you had a chance to take driving lessons from Jeff Gordon, or study martial arts with Jackie Chan, would you take it? Who wouldn't want to study with the world's best? At this year's National Conference in Chicago, you can improve your bike riding skills with world champion trials rider Hans "No Way" Rey.

Those of you familiar with Hans' exploits may have seen his videos shot in exotic locales, or his roles in feature films and on TV. He works as a stuntman on the TV bike cop show *Pacific Blue*, and has even appeared as himself in several episodes. From time to time, you'll see his how-to articles in *Bicycling* magazine. This is your chance for a personalized workshop with the grand wizard of bike ballet presented by Spin Composite Wheels.

Hans will tailor his seminar to teach valuable, advanced riding skills that you'll use every day. You'll improve your balancing skills and learn the "feel" for wheelies, bunnyhop variations, front wheel pivots, and more. With these skills, you'll have the confidence to lateral bunnyhop over a curb without slowing down, negotiate tricky staircases with style and flair, and have the know-how to handle hundreds of other riding situa-

tions. You'll find Hans to be a down to earth, highly motivating instructor who'll bring out your best.

If you'd like to work on some of these skills before you arrive in Chicago, check out Hans' instructional video, *Monkey See, Monkey Do*. The video can be purchased from your local bike shop, on the phone (call 800 CIT Bikes), or from Hans' website at [www.hansrey.com](http://www.hansrey.com).

**Class size is limited, so register for the conference soon!**

## ELECTRIC BICYCLE ZAPS TO FINISH LINE

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

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

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

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

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



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

For more information about ZAP PATROLBIKES, call 707-824-4150, or visit [www.zapbikes.com](http://www.zapbikes.com).

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Cpl. Clint Sandusky from Riverside Community College (CA) has compiled a list of 17 different videos and books related to policing on mountain bike that can be used for training or to have as part of an in-house library. If you would like a copy, send a self-addressed stamped envelope with a request for Clint's List c/o IPMBA, 28 E. Ostend St., Baltimore MD, 21230.

The International Police Mountain Bike Association  
and the Chicago Police Department *present*

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inside:

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• Product Purchase Program Explodes: Adds 16 Companies!

• Experts Wanted

• Police on Bikes Survey Results

• Product Review

• Top Ten Reasons to Come to This Year's Conference

• And more . . .

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