



Interest and Support of Bike Patrols Continue to Grow

Industry and private interests show support of bike patrols throughout 2000

By **Maureen Becker**
Executive Director, IPMBA

During 2000, both the bicycle industry and private interests continued to show their support of bike patrols by donating thousands of dollars worth of bicycles and other equipment to departments around the country. The donors frequently cite the effectiveness of bikes in community policing as a primary reason for their interest in more and better equipped bike patrol officers. IPMBA would like to recognize all those companies and organizations who have provided support for the bike patrols in their communities within the past year, including the following.

➤ Answer Products, Inc., manufacturers of Manitou high-performance suspension forks, Answer components, shoes and gloves, and Answer BMX bicycle components, donated \$12,000 worth of high-performance Manitou SXJ forks to six Indianapolis-area bicycle patrol units: the Indianapolis PD, the IUPUI PD, the Indianapolis Capitol Police, the Indianapolis War Memorial Police, the safety operations of Indianapolis Downtown, Inc., and the Carmel Police Department.

➤ Commonwealth Edison teamed up with Currie Technologies of Van Nuys, California, to donate 130 electric-powered bicycles to ten northwestern Chicago suburban communities served by the utility. The bikes are valued at about \$2000 each.

➤ Mercedes-Benz USA has launched a mountain bike donation program that will ultimately distribute 1,000 Mercedes-Benz All-Terrain Mountain Bikes to police departments around the country. About half the bikes, which retail starting at \$1795, will be donated to departments in New York City, Washington DC, Atlanta, Miami, Chicago, Los Angeles, and San Francisco. After the initial giveaway, Mercedes will select about 400 departments from a list of those with IPMBA members for single bike donations.

➤ Ormet Corporation, a Wheeling, West Virginia-based producer of aluminum and aluminum products, donated four Cannondale Police Issue 500 patrol cycles to the Wheeling

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Training Miles: Get 'Em Where You Can

Riding to work proves to be more than just an exercise in saving fossil fuel

By **Officer Stephen Estes, PCI #48**
West Hartford Police Department (CT)

A recurring theme at the Police on Bikes Conference in Tucson last year was all too familiar to our bike squad: not enough riding. Bike squads that don't get to ride as often as they should seem to be common in this part of the country because of staffing shortages. I heard from other police cyclists that many areas in the country are suffering from a similar malady, as well as others which keep their police cyclists stuck in automobiles. This year, I decided to prepare myself for infrequent police cycling by "cheating" in my training — I now commute to work by bicycle when I am on the day shift rotation.

My commute is exactly 25 miles, and runs the gamut of cycling terrain from short, steep, rural climbs and deep woods riding, to long suburban roads, and through a downtown urban capital city. The ride itself is awesome, and I do it two or three days a week. I keep clean clothes and uniforms in my locker and take care of errands best handled by motor vehicle during the days on which I drive to work. A side benefit is the savings in diesel fuel costs for my pickup. I highly recommend this form of riding and encourage you to try it. It is especially helpful if you are stuck in a patrol car, as it lets you ride to work even if you can't ride at work.

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I have been reminiscing lately about the resurgence and progress of bike patrol. I say resurgence, of course, because bike patrol was a popular and accepted way of policing before the turn of the 20th century. That was before the use of police cars and two-way radios. Isn't it interesting that it became popular again 100 years later at the turn of the 21st century? More importantly, I think, despite all of the technological advances the 20th century brought to public safety, bikes and bike patrol show no signs of diminishing this time. This is because a bike is more than mere transportation. It is a tool that enables an officer or medic to provide timely service and personal attention in a way not possible for police or medics in motor vehicles or on foot. Bikes and bike patrol have been partly responsible for the revival of personalized policing we have come to call "Community Policing." When it comes to bike patrol, I think and hope that, as the musical group *Chicago* sang 30 years ago, it is "only the beginning."

It was the efforts of off-road pioneers like Gary Fisher, who created the all-terrain bike (ATB), and Specialized, the first company to manufacture and market ATBs, also known as mountain bikes, that resulted in a bike solid and versatile enough to function as a suitable public safety vehicle. The rugged frames and wheels, combined with a comfortable upright position and a wide range of gears, made it possible for these bikes to be ridden comfortably for hours, with few breakdowns. Unlike road bikes with narrow tires and drop handlebars, ATBs were designed for stability on many different surfaces and to position the rider upright, increasing his or her awareness of the surroundings. And as bike messengers had already discovered, bikes could move quickly through dense traffic and crowded streets and get to where they had to be. It wasn't long before police departments made the same discovery, starting with Seattle in 1987. Since that time, bike patrol has experienced many changes — in equipment, uses and, certainly, training.

Since the beginning, we have looked at bike racing technology and innovation as our standard of quality and performance. Back in the 80's, suspension for bikes was virtually unheard of; today, front suspension has become practically standard, and some departments even use full suspension bikes. While the racers' need for control and speed has usually been the mother of invention, comfort and stability for the rest of us have been the worthwhile offspring. The steel frames of ten years ago are being replaced by aluminum and other lightweight materials. And while we still strive to use "race quality" bikes and components, the quality of high-end bikes and components has improved so dramatically that even mid-level equipment is durable enough for public safety cycling use.

As the century turns, the best news is that, unlike the first time bike patrol was popular, it now seems ready to withstand the test of time.

The bike patrols of the late 80's and early 90's often had to improvise in terms of equipment and uniforms. The only bags, lights and uniforms available were those designed for bike commuters or tourists. They worked, but they weren't always the best tools for the job. Our needs were much different than theirs. And so the adaptations began. Two of the first companies to listen to special needs of bike officers and manufacture uniforms to meet them were *Olympic Uniforms* and *Bratwear*. They learned about and responded to the unique demands of our job, tending to such subtle details as where to position pockets and keepers, how high to make collars and how long to make sleeves. They also had to produce products and materials that could hold up to everyday wear. Since those early days, several other companies have joined *Bratwear* and *Olympic* in making quality uniforms for our specialized work. As EMS and security personnel have entered

public safety cycling, these companies have kept up with new colors, fabrics, and requests, and I know that IPMBA members have influenced their products and designs over the years.

Another essential piece of equipment that has been improved because of the demands and suggestions of public safety cyclists are headlight systems. The rechargeable headlight systems offered by companies such as long-time IPMBA supporter

NightRider are nothing less than incredible. Unlike the old light systems that merely allowed riders to see what they were about to hit, these new systems approximate car headlights. Not only do they produce better light for riding, they also provide the ability to safely "light up" suspects and crime or accident scenes.

Several companies have adapted their lighting systems to provide red or blue flashers for public safety bikes. Having seen too many officers' careers ended by injuries occurring on Code 3 runs, I often take issue with the idea that bikes should be thought of and operated as emergency vehicles. Even the **best** bike warning lights aren't half as good as the wimpiest "Kojak" light. And a bike provides no protection in a crash with a motor vehicle. I do agree that these lights are useful in certain situations, but their utility is dependent upon the type of environment in which the bike is operated.

Some manufacturers have found a whole new market in EMS and security cyclists as they, too, have discovered that bikes work in crowded or compact areas. In the EMS world, faster service can mean lives saved. Today's EMS cyclist carries the equipment and medication needed for most life-threatening emergencies.

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Welcoming in the New Year

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Equipment manufacturers have responded with defibrillators and AEDs that are compact enough to carry on bike patrol. Rack bags and panniers built specifically to protect delicate and very expensive equipment are also available. Like the police before them, EMS personnel are becoming very adept and knowledgeable about uniforms, equipment and training needs. It has been a joy to watch them learn and adapt so quickly.

Today, the ways that bikes are used for public safety are as varied as the people riding them. A number of large agencies support full-time, year 'round bike patrols. These lucky officers usually work areas where bikes best provide coverage and service needs of the community. In many cities, bike patrol units have replaced foot beats in busy downtown areas, and no patrol group, as a whole, has better arrest rates than proactive bike patrol units. But by far the greatest number of bike patrol officers ride part-time, for special projects or events. Increasingly, they carry bikes on their cruisers and do "park-and-ride" patrol. More and more, EMS on bikes are employed during large-scale events, celebrations, and athletic events. Bikes are used in parks, high density urban areas, bike trails, large community events, college campuses, housing areas, neighborhoods, and anywhere public safety service is needed and motorized vehicles aren't as safe, efficient or effective to use.

As bike use for police and EMS continues to expand, IPMBA members will continue to push equipment and uniform companies to create products that will best serve our needs. I am grateful to those companies that work so hard to meet the needs of our comparatively small market. Fortunately, it appears that the market will continue to expand to the benefit and enjoyment of all.

Finally, as a training organization, IPMBA must continue to assess the training needs of its members and potential members, and adjust its programs to meet those needs. The mandatory instructor course will be offered six times in 2001, and this year's conference features a number of new workshop topics. The possibilities of adding refresher courses and a security cyclist course will be discussed and debated by the board. It promises to be a challenging year for the members and the Board, and your

thoughts and ideas will be helpful.

As the century turns, the best news is that, unlike the first time bike patrol was popular, it now seems ready to withstand the test of time. Our members have made it the success it has been this time around, and the future is in our hands. I continue to believe that it is really "only the beginning."

Ride Safe. – Kirby

ipmba news

Newsletter of the
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The International Police Mountain Bike Association is a non-profit educational organization providing resources, networking opportunities, and training for public safety bicyclists. Membership in IPMBA is \$40.00 per year. See membership form in this issue.

Submissions are welcomed and encouraged.
 Call Maureen (410-685-2220) for information.

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**New Instructor Course Offered Three Times in 2000
Congratulations to those who completed it**

The newly redesigned IPMBA Instructor Course is in full swing. The course, offered three times in 2000, was well-attended by current instructors and instructor candidates as well as new applicants.

In order to earn the distinction of Instructor, each applicant must first meet the stringent criteria established by the Education Committee, and then pass a rigorous, five-day course of instruction that includes both classroom and on-bike sessions.

Congratulations to the following individuals for completing the new IPMBA Instructor Course. Their names will be placed on the National Registry of Certified IPMBA Instructors and their contact information will be available at <http://www.ipmba.org>.

Please join with us in congratulating them, and do not hesitate to call upon them to instruct your bike schools.

DATES: JUNE 19 – 22, 2000
LOCATION: SAN ANTONIO, TX

POLICE CYCLIST INSTRUCTORS:

- Andres Chapa, Albuquerque Open Space PD, Albuquerque NM
- Dave Waugh, San Marcos PD, San Marcos TX
- Jimmy Ray, Traffic PD, Shreveport LA
- Lance Hammick, Trinity University, San Antonio, TX
- Brian Riedel, City of Galveston, Galveston TX
- Ron Davis, Mesa PD, Mesa AZ
- James Whited, University of Oklahoma, Norman OK
- Joe Ledesma, San Antonio Airport PD, San Antonio TX

Kevin Wilson, San Antonio Park Rangers, San Antonio TX

DATES: SEPTEMBER 18-22, 2000
LOCATION: NORTHWESTERN UNIVERSITY INSTITUTE FOR PUBLIC SAFETY, EVANSTON, IL

POLICE CYCLIST INSTRUCTORS:

- Steve Anderson, Libertyville Police Department, Libertyville IL*
- Scott Becker, Rosemont Police Department, Rosemont IL*
- Kelley Bell, Glendale Heights Police Department, Glendale Heights IL*
- Patrick Blatti, Joliet Police Department, Joliet IL*
- Johnny Hanke, Joliet Police Department, Joliet IL*
- Christopher Hawk, University of Illinois Police Department, Urbana IL*
- Shawn McCormick, Cook County Forest Preserve District Police, River Forest IL*
- Gregory Oly, Plymouth Police Department, Plymouth MN*

DATES: OCTOBER 15-19, 2000
LOCATION: NEW ORLEANS, LOUISIANA

POLICE CYCLIST INSTRUCTORS:

- Daniel Anderson, Chattanooga Police Department, Chattanooga TN*
- William Collison, Glendale Police Department, Glendale AZ*
- Delma Craig, Jacksonville Sheriff's Office, Jacksonville FL*
- Edward Croissant, Tampa Police Department, Tampa FL*
- Michael Crowley, Groton Police*

- Department, Groton CT*
- Patrick Gipson, South East Louisiana University Police Department, Hammond LA*
- Mark Heyart, University of Colorado Police Department, Boulder CO*
- Wayne Nero, Desoto Police Department, Desoto TX*
- Larry O'Sullivan, Wayne County Airport Police Department, Romulus MI*
- Victor Odom, Florissant Valley Police Department, Ferguson MO*
- Phillip Redford, Wheeling Police Department, Wheeling WV*
- Bryan Roman, Mouth Holyoke Department of Public Safety, South Hadley MA*
- Philip Saladino, Gretna Police Department, Gretna LA*
- Rhonda Sanderson, Fernandina Beach Police Department, Fernandina Beach FL*
- Jarrod Sullivan, Tulane Medical Center Police Department, New Orleans LA*
- Anthony Webb, Bartlett Police Department, Bartlett TN*

Robert Clint Williams, Ruston Police Department, Ruston LA

EMS CYCLIST INSTRUCTORS:

- Neil Blackington, Boston EMS, Boston MA*
- Allen Brown, Miami Dade Fire Rescue, Miami FL*
- Stephen MacDonald, Portland Fire Department, South Portland ME*
- Scott Paul, First Aid and Safety EMS, Lebanon PA*



Announcements

Register Today!

Don't waste another moment before sending in your registration form for the 11th Annual Police on Bikes Conference — slots in both the pre-conference certification courses and many conference workshops are limited. Registration forms, including payment, are due in the IPMBA office by April 1, 2001. Registrations postmarked later than April 1 must include a \$25 late fee in order to be processed. If you have not received your conference registration packet (Winter 2000 issue of *IPMBA News*), or need an additional copy, visit www.ipmba.org for a downloadable packet, call 410-685-2220, or email ipmba@aol.com. See you in Cincinnati!

2001 IPMBA Instructor Certification Courses

The locations for the 2001 series of IPMBA Instructor Certification Courses have been announced. The IPMBA Instructor Course is required of all current PC/EMSCIs who have not already taken the PCID, all PC/EMSCI Candidates, and all prospective instructors. Current instructors and candidates must complete the IPMBA Instructor Course by May 2002 in order to retain their certification. The Instructor Course will be held in the following locations:

- **Orlando, Florida:** February 16-20, 2001
- **Cincinnati, Ohio:** April 28-May 2, 2001 (Police on Bikes Conference)
- **Minneapolis/St. Paul, Minnesota:** July 30-August 3, 2001
- **College Park, Maryland:** Dates TBD
- **Boulder, Colorado:** Dates TBD
- **Los Angeles, California:** Dates TBD

Please visit www.ipmba.org for date announcements and other information. If you would like to become an IPMBA instructor, please call 410-685-2220 or email ipmba@aol.com for information and an application.

Smith & Wesson now offers LEASING for Law Enforcement Bikes

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The following examples are based on a 9.5% prime interest rate. (actual contracts will be based on prime interest rate at time of signing. All pricing based on quarterly payments per bike).



Bike Models	Purchase Price	Lease (quarterly payments per bike)		
		1 year	2 year	3 year (minimum 6 bikes)
Custom	\$899.00	\$238.01	\$124.60	\$86.91
Patrol	\$550.00	\$145.52	\$76.18	\$53.14
Tactical	\$725.00	\$191.90	\$100.46	\$70.07

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 or e-mail us at: afrates@smith-wesson.com



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The BIKE SPIKE: A Roadspike for the Bike Officer


By Phil Redford, PCI #447
Wheeling Police Department (WV)

Finding a police bicycle officer engaged in a high speed pursuit is not too common; however, finding a police bicycle officer standing on the side of the road as the high speed pursuit goes by could be. PMG Manufacturing Group of Wheeling, West Virginia, has been manufacturing law enforcement equipment, including "The Roadspike" for several years. Recently, PMG developed a smaller, less expensive version of the Roadspike for departments with budget constraints. The new version comes in two models, one for police cruisers and one that fits inside the saddlebag of a motorcycle officer. While talking with Bill Blair, president of PMG Manufacturing Group, the topic of bicycles came up. I explained to him that on several occasions, I had stood helplessly on the side of the road as other officers pursued fleeing vehicles. Unfortunately, there was nothing I could do. *Now there is!*

Recently, I had the opportunity to test a road spike made specifically for the police bicycle officer. This Bike Spike is small enough that you can easily fit it into a trunk bag or panniers and still have room for your other equipment. The device measures 3 inches wide and 6 2 inches across when folded up, and 4 2 feet long and 3 inches wide when deployed. The Bike Spike has 32 replaceable 1.5 inch spikes which can deflate a tire and end the pursuit. The Bike Spike is attached to an 18-foot cord that keeps you off the road and out of harm's way. When not in use, the Bike Spike fits into a carrying case which then fits neatly in your trunk bag.

The device is in its infancy and PMG is still making some final adjustments. When the Bike Spike goes on the market, it is expected to sell for less than \$100.00 per unit. I had the opportunity to take the Spike to the IPMBA Instructor school in New Orleans, where it received a lot of positive feedback. For more information on the Bike Spike, contact David R. Blair, PMG vice president, at 1-888-876-2377. Be sure to tell him that you are an IPMBA member. PMG Manufacturing Group, 170 North 17th Street, Wheeling, WV 26003-7070. Phone: (304)-277-4057; Fax: (304)-277-4085; E-mail: pmg@ovnet.com.

INVITATION TO RIDE

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

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Product Purchase Program

IPMBA's Product Purchase Program offers IPMBA members a great selection* of bike patrol related products at reduced prices. This page provides discount details from the participating companies. You **MUST** be a current IPMBA member to receive these discounts. Have your **IPMBA member number ready**. Enjoy the discounts.

Company Name: ABS Sports Inc
Contact Name: Van Zeebhergen
Address: 683 Rt. 33
 Hightstown, NJ 08520
Phone: 609-371-1554
Fax: 609-371-1554
E-Mail: sales@abs-sports.com
Website: www.abs-sports.com
Product: Super Saddle
Regular Cost: \$99.00
Cost to Members: \$89.00
Notes:
Form of Payment: DC, MC, PO, V
Ordering Options: Phone, Fax, E-Mail

Company Name: Nutri-Plex, Inc.
Contact Name: Mike Menkes
Address: 3517 NW 35 Terrace
 Ft. Lauderdale, FL 33309
Phone: 954-486-4590
Fax: 954-486-4026
E-Mail: k2max@hotmail.com
Website:
Product: Sports and Nutritional Supplements
Regular Cost:
Cost to Members: Wholesale prices
Notes:
Form of Payment: AX, CH, MC, V, PO
Ordering Options: Phone, Fax, E-Mail, Mail

Company Name: Eko Sport
Contact Name: Christy Fry
Address: 580 North Westgate Drive
 Grand Junction, CO 81505
Phone: 970-241-3518 (800-999-8277)
Fax: 970-241-3529
E-Mail: Cry@ekosport.com
Website: www.ekosport.com
Product: Power grips pedal straps, total air suspension upgrades & pumps
Regular Cost: 20% off retail prices
Form of Payment: CK, MC, V, D
Ordering Options: Phone, Fax, E-Mail, Website

Company Name: Bike Control Inc
Contact Name: Lester Eriston
Address: PO Box 1895
 Beaverton OR 97075
Phone: 503-579-9729
Fax: 503-671-7465
E-Mail: info@bikecontrol.com
Website: www.strocker.com
Product: Add-on Rear Suspension
Regular Cost: \$199.00
Cost to Members: \$169.00
Notes:
Form of Payment: C, DC, MC, V
Ordering Options: Phone, Fax, Website

Company Name: Bushwhacker USA
Contact Name: Jeff Sims
Address: 395 E. 300 N
 Morgan UT 84050
Phone: 801-829-6801
Fax: 801-829-6104
E-Mail: js11205@aol.com
Website: www.bushwhackerbags.com
Product: MESA Rear Rack Trunk
Regular Cost: \$55.00
Cost to Members: \$35.00
Notes:
Form of Payment: AX, C, CK, MC, V
Ordering Options:

Company Name: Cascade Designs
Contact Name: John Fahney
Address: 4000 First Ave. S.
 Seattle WA 98136
Phone: 800-527-1527
Fax: 800-583-7583
E-Mail: john.fahney@cascaadedesigns.com
Website: cascaadedesigns.com
Product: Playkurs Hydration Systems
Regular Cost:
Cost to Members: Wholesale minus 10%
Notes:
Form of Payment: CK, Money Order accompanied by pro-form
Ordering Options: Mail-in only

Company Name: De Soto Sport
Contact Name: Emilio De Soto II
Address: 5282 Eastgate Mall
 San Diego CA 92121
Phone: 858-453-6672
Fax: 858-453-6783
E-Mail: desotoinc@aol.com
Website: n/a
Product: All Products
Regular Cost:
Cost to Members: 40% off retail
Form of Payment: AX, MC, V
Ordering Options: Phone, Fax, E-Mail, Website

Company Name: Diadora
Contact Name: Chris Goodwin
Address: 12600 Steele Creek Rd
 Charlotte NC 28273
Phone: 800-FON-GITA ext. 318
Fax: 704-588-4322
E-Mail: info@glitabike.com
Website: www.glitabike.com
Product: Bike Patrol Shoe
Regular Cost: \$90.00
Cost to Members: \$80.00
Notes:
Form of Payment: MC, V
Ordering Options: Phone, fax

Company Name: Fuji America
Contact Name: Kevin Moran
Address: 118 Bauer Drive
 Oakland NJ 07436
Phone: 800-631-8474
Fax: 201-337-1752
E-Mail: info@fujibikes.com
Website: www.fujibikes.com
Product: Bicycles and Related Products
Regular Cost:
Cost to Members: Call for special pricing on bikes
Notes:
Form of Payment: C, CH, MC, PO, V
Ordering Options: Phone, Fax, E-Mail, Mail

Company Name: Heckler & Koch Intl. Training Division
Contact Name: Pat Rios
Address: 21480 Pacific Blvd.
 Sterling VA 20166
Phone: 703-450-1900 ext. 293
Fax: 703-406-2361
E-Mail: pros@hk-usa.com
Website:
Product: "Officer Survival for the Mountain Bike Officer"
Regular Cost: \$50 off class price
Cost to Members:
Notes:
Form of Payment: Pre-payment or purchase order
Ordering Options: Phone for information

Company Name: Lane Sunglasses
Contact Name: Neal Dykstra
Address: 7640 N. 400 W.
 Rensselaer IN 47978
Phone: 800-542-7850
Fax: 219-956-2112
E-Mail: eyewear@netico.net
Website: www.lanesunglasses.com
Product: Protective Eyewear and Goggles
Regular Cost:
Cost to Members: Wholesale to members
Notes: Call toll free for a free brochure
Form of Payment: CH, DC, MC, V
Ordering Options: Phone, Fax, E-Mail, Website, Mail

Company Name: Makite
Contact Name: William Makie
Address: 1823 W. Webster Ave.
 Chicago IL 60614
Phone: 800-888-5427
Fax: 773-276-3331
E-Mail: libre.safety@prodigy.net
Website:
Product: Illuminated Safety Light Products
Regular Cost: \$12.95
Cost to Members: \$9.00
Notes:
Form of Payment: AX, D, DC, MC, PO, V
Ordering Options: Phone, Fax

Company Name: Marwi Lights
Contact Name: Kandi Phillippe-Watson
Address: 3571 N Union Dr
 Olney IL 62450
Phone: 618-392-2000
Fax: 618-392-2030
E-Mail: kandi.watson@marwusa.com
Website: www.marwusa.com
Product: Bike Lighting Systems
Regular Cost: \$99.00 - \$259.00
Cost to Members: Contact directly for discount
Notes:
Form of Payment: Visa, MC, COD
Ordering Options: Phone, Fax, E-Mail, Mail

Company Name: Maxxis Tires
Contact Name: Michael Kleinheinz
Address: 545 Old Peachtree Rd
 Suwanee GA 30024
Phone: 770-962-8229 ext. 124
Fax: 770-962-7705
E-Mail: n/a
Website: www.maxxistires.com
Product: MTB Tires and Tubes
Regular Cost: \$20.00
Cost to Members: \$6.00
Notes: And more savings...
Form of Payment: AX, D, MC, V
Ordering Options: Phone

Company Name: Moccasin
Contact Name: Bill Levitt
Address: 1635 Morrow Avenue
 Costa Mesa CA 92627
Phone: 949-546-1701
Fax: 949-546-1590
E-Mail: moccasin@aol.com
Website: www.moccasin.net
Product: Bike & Standard Patrol Wear
Regular Cost: 20% off retail
Cost to Members:
Notes:
Form of Payment: AZ, C, CH, DC, MC, PO, V
Ordering Options: Fax

Company Name: Model Rectifier Corporation
Contact Name: Frank Ritico
Address: 80 Newfield Ave
 Edison NJ 08837
Phone: 732-225-2100
Fax: 732-225-0091
E-Mail: n/a
Website: www.modelrec.com
Product: Helmet Gear, Cycle Visor
Regular Cost: \$14.98
Cost to Members: \$7.50
Notes:
Form of Payment: C, CK, MC, PO, V
Ordering Options: Phone, Fax

*A company's participation in the Program does not indicate endorsement by IPMBA, nor does it indicate the company's sponsorship of IPMBA.

ABBREVIATIONS:

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

The Product Purchase Program was updated January 2001. The information has been provided by the participating companies and is subject to change without notice.

Product Purchase Program

IPMBA's Product Purchase Program offers IPMBA members a great selection* of bike patrol related products at reduced prices. This page provides discount details from the participating companies. You **MUST** be a current IPMBA member to receive these discounts. *Have your IPMBA member number ready. Enjoy the discounts.*

Company Name: Nuke Proof Industries
Contact Name: Jim Tremayne
 Address: 443 Century St., SW
 Grand Rapids MI 49503
 Phone: 616-493-9000
 Fax: 616-493-4300
 E-Mail: nukeprf@nukeproof.com
 Website: www.nukeproof.com
 Product: Police Edition Warhead Wheelsets
 Regular Cost: Call for more details
 Cost to Members: C, CH, DC, MC, PO, V
 Notes: Call for more details.
 Form of Payment: G, CH, DC, MC, PO, V
 Ordering Options: Phone, Fax, E-Mail, Website, Mail

Company Name: Original Footwear Co.
Contact Name: Tedd Dunaway
 Address: 4901 Cloutier Dr., Suite B
 Modesto CA 95350
 Phone: 888-476-7700
 Fax: 209-549-2739
 E-Mail: info@originalswat.com
 Website: Www.originalswat.com
 Product: L.E. footwear that feels like cross-trainers
 Regular Cost: Call or e-mail for member specials
 Cost to Members: C, CH, DC, MC, PO, V, D
 Notes: Call or e-mail for member specials
 Form of Payment: Phone, Fax, E-Mail, Website, Mail
 Ordering Options: Phone, Fax, E-Mail, Website, Mail

Company Name: Paloma Cycling
Contact Name: Michael Jensen
 Address: 62 Cherry St.
 Bridgeport CT 06605
 Phone: 203-336-4901
 Fax: n/a
 E-Mail: palomacycling@yahoo.com
 Website: n/a
 Product: Cycling and Running Socks
 Regular Cost: \$5.00
 Cost to Members: \$4.00
 Notes: n/a
 Form of Payment: AX, C, CH, D, DC, MC, PO, V
 Ordering Options: Phone, Fax, E-Mail

Company Name: ProGold Products
Contact Name: Doug or Van
 Address: 4106 Stacks Rd
 College Park GA 30349
 Phone: 800-421-5823
 Fax: 404-766-3977
 E-Mail: progoldtrf@aol.com
 Website: www.progoldtrf.com
 Product: ProLink Chain Lube, ProGold Luber, EPX Grease/more
 Regular Cost: Call for details; 40% off retail
 Cost to Members: C, CH, DC, MC, PO, V
 Notes: Call for details; 40% off retail
 Form of Payment: Phone, Fax, E-Mail, Website, Mail
 Ordering Options: Phone, Fax, E-Mail, Website, Mail

Company Name: Promark International Inc
Contact Name: Kenneth Batcher
 Address: 35 E. Willow St
 Massapequa NY 11758
 Phone: 800-645-4443
 Fax: 516-795-6543
 E-Mail: promarkint@aol.com
 Website: www.publicatemail.com
 Product: Full Line of Law Enforcement Equipment
 Regular Cost: Full Line of Law Enforcement Equipment
 Cost to Members: 40% off most equipment
 Notes: Catalogs available upon request
 Form of Payment: CH, MC, V
 Ordering Options: CH, MC, V

Company Name: PYI Inc. Spokes Wear
Contact Name: Fred Hutchinson
 Address: 12532 Beverly Pk Rd
 Lynnwood WA 98037
 Phone: 425-355-3669
 Fax: 425-355-3661
 E-Mail: pyi@pyinc.com
 Website: pyincspokeswear.com
 Product: The Glove
 Regular Cost: \$30.00
 Cost to Members: \$15.00
 Notes: n/a
 Form of Payment: C, DC, MC, V
 Ordering Options: Phone, Fax, E-Mail

Company Name: Rudy Project
Contact Name: Bob Kelly
 Address: 971 Calle Amanecer
 San Clemente CA 92673
 Phone: 888-860-7597
 Fax: 800-316-8733
 E-Mail: rpn@aol.com
 Website: rudyproject.it
 Product: Sunglasses and Sport Eyewear
 Regular Cost: 10% over wholesale
 Cost to Members: 10% over wholesale
 Notes: n/a
 Form of Payment: MC, V
 Ordering Options: Phone

Company Name: Signal Measurement Corp.
Contact Name: Ronnie Dowell
 Address: 12519 Wanda Lane
 Magnolia TX 77354
 Phone: 800-527-1079
 Fax: 281-356-0099
 E-Mail: ronnie@smc-corp.com
 Website: www.smc-corp.com
 Product: Mounts for GPS & hand held comm.
 Regular Cost: \$56.19
 Cost to Members: \$33.71
 Notes: And more savings...
 Form of Payment: C, D, DC, MC, PO, V
 Ordering Options: Phone, Fax

Company Name: SportWorks Northwest Inc
Contact Name: Julie Gregg
 Address: 15500 Woodred Rd NE #C-600
 Woodinville WA 98072
 Phone: 425-483-7000
 Fax: 425-488-9001
 E-Mail: julieg@swnw.com
 Website: www.bicycleracks.com
 Product: Hitch-mounted quick load bike racks
 Regular Cost: \$300.00 (2 bike) \$430.00 (3 bike)
 Cost to Members: \$240.00 (2 bike) \$344.00 (3 bike)
 Notes: For 4 bike: \$424 v. \$530 normally
 Form of Payment: C, DC, MC, V
 Ordering Options: Phone, Fax, E-Mail, Website

Company Name: Swagman
Contact Name: Jim or Don
 Address: 300-1860 Government St
 Portion BC CANADA V2A7J1
 Phone: 800-469-7924
 Fax: 800-469-7893
 E-Mail: jim@m-swagman.net
 Website: www.swagman.net
 Product: Bicycle carries, roof/hitch/trunk
 Regular Cost: \$99 and up
 Cost to Members: Less 15%
 Notes: n/a
 Form of Payment: MC, V
 Ordering Options: Phone, E-Mail

Company Name: Tamer Suspension Seatposts
Contact Name: Kevin Marek
 Address: 4231 Progressive Ave. #2
 Lincoln NE 68504
 Phone: 800-297-4689
 Fax: 402-465-4534
 E-Mail: tamerusa@aol.com
 Website: www.tamerusa.com
 Product: Suspension Seatposts
 Regular Cost: \$109.95 - \$149.95
 Cost to Members: \$50.00 - \$80.00
 Notes: Pivoting & Telescoping Styles
 Form of Payment: C, DC, MC, PO, V
 Ordering Options: Phone, Fax, E-Mail, Website

Company Name: Terry Precision Cycling
Contact Name: Jackie Marchand
 Address: 1657 East Park Drive
 Macedon NY 14502
 Phone: 800-289-8379
 Fax: 315-986-2104
 E-Mail: jackie@terrybicycles.com
 Website: www.terrybicycles.com
 Product: Bicycles, Apparel, Accessories, Seats
 Regular Cost: Wholesale prices on all goods
 Cost to Members: Wholesale prices on all goods
 Notes: n/a
 Form of Payment: AX, C, CH, DC, D, MC, V
 Ordering Options: Phone, Fax, E-Mail, Mail, Website

Company Name: Thudbuster Seatposts
Contact Name: Ryan McFarland
 Address: 424 E Chicago St
 Rapid City, SD 57701
 Phone: 605-342-3232
 Fax: 605-342-3233
 E-Mail: ryan@thudbuster.com
 Website: www.thudbuster.com
 Product: Suspension Seatpost
 Regular Cost: \$159.00
 Cost to Members: \$99.00
 Notes: n/a
 Form of Payment: MC, Visa
 Ordering Options: MC, Visa

Company Name: Wilderness Trail Bikes
Contact Name: Travis Haft
 Address: 475 Miller Ave
 Mill Valley CA 94941
 Phone: 415-389-5040
 Fax: 415-389-5044
 E-Mail: www.wtbikes@pacbell.net
 Website: www.wtb.com
 Product: Bike Frames, Tires, Saddles, Parts, and more
 Regular Cost: Wholesale to members
 Cost to Members: Wholesale to members
 Notes: n/a
 Form of Payment: CK, DC, MC, V
 Ordering Options: CK, DC, MC, V

Company Name: ZAPWORLD.COM
Contact Name: Bruce Hopfengardner
 Address: One Zap Drive/117 Morris Street
 Sebastopol CA 65472
 Phone: 707-824-4150
 Fax: 707-824-4159
 E-Mail: bruce@zapworld.com
 Website: zapworld.com
 Product: Electric Power Assist Bikes, Systems, Patrol Bikes
 Regular Cost: 5% off all ZAP products
 Cost to Members: 5% off all ZAP products
 Notes: n/a
 Form of Payment: AX, C, CH, D, DC, MC, PO, V
 Ordering Options: AX, C, CH, D, DC, MC, PO, V

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(Continued from page 1)

The first hurdle I overcame was setting up my bicycle. I converted my old Trek 7000 mountain bike into a commuting road warrior. I did not want to ride my triathlon bike because I knew I needed something that could handle any road surface or sudden off-the-road avoidance maneuvers. A mountain bike was the obvious choice. Besides, converting the old bike gave me an excuse to buy a new one. I had built that Trek over the years to take the severe pounding of New England single track while carrying my 220 pounds. I knew that with 36-hole, cross 4-laced, hand-built Campagnolo rims, road hazards were nothing to worry about. I simply changed the knobbies over to Continental Town & Country tires and added puncture resistant Slime Liners. The rest of the components are of similar quality, mostly Deore XT, and more than up to the task.

I had learned over my many years of nighttime patrol work that I prefer a bicycle headlight setup that lets me adjust the individual beams. Therefore, I tried Performance's Viewpoint Dual Pro nickel metal hydride light on the bike and the Performance helmet mount light, for a total of 47 watts of power. This provided extremely effective lighting, especially at the start of my ride, where I am in the woods. Street lights are few and far between; the only time you can really outrun them is at speeds reaching 32 – 33 m.p.h. I installed a set of Profile Century aerobars because of the many advantages they offer on long road rides, but the handlebars are still flat mountain bike bars with bar-ends installed. All of this equipment made for a tight fit for the headlights, which I finally mounted upside down off the front of the aerobars. I positioned two 5-L.E.D. Vistalites on the seat stays and I wear a third one on my pack. I acquired some reflective striping from a truck mechanic (the type that is D.O.T-required on the trailers of tractor-trailers) and installed it on many exposed tubing areas. If you have never seen this stuff reflect at night, you will be amazed the first time you shine a light on it!

One of the first problems I encountered was with the aerobars. My Trek mountain bike is a 1988 model, made when mountain bike frame angles were very relaxed. This created breathing

problems and saddle comfort issues when I rode down on the aerobars. A saddle change solved it, for now, at least. I pushed the new saddle much farther forward to get my seat angle more amenable to an aero position. I still may need to buy a Profile seat post to get more forward extension, but time will tell. So far I can see no disadvantages to the forward positioning on the relaxed angle bike. Fenders are probably on the horizon also, as I have already been caught in a thunderstorm.

I have found that a back-mounted hydration system with ample storage and pockets is a necessity. Having a bite valve located adjacent to my face is far safer than removing a bottle from a cage,

I highly recommend this form of riding and encourage you to try it

drinking, and then replacing the bottle while commuting in traffic. I currently use the large K-2 brand hydration system. I like the wrap-around kidney pockets, but I find that I need more room under the zippered covers. I am sure that a Blackburn Mississippi or Camelback Transalp is in my future.

Something else I had to consider as a police commuter was carrying my weapon. As a firearms instructor, I advocate that officers carry their firearms, even while off-duty. I have found that the Sahara Strider holder made by Blackhawk is the best way to carry a gun concealed while riding a bicycle. It does not slide around like a fanny pack, it stays out of the way of a back-mounted hydration system, and it offers an extremely secure yet readily accessible mode of carry. The extra compartment next to the internal holster holds a small flashlight perfectly. And because it is made by Blackhawk, the quality is world-class. Despite the fact that it is a chest pack, it appears to onlookers as just another cycling accessory, especially if a hydration pack is also worn. Like any off-duty officer who carries a concealed weapon, as a police commuter cyclist, I also carry a form of communication (cell phone or take-home police radio) and a method of

taking someone into custody (Flex-Cuffs, Tuff-Ties, handcuffs, etc.).

An important part of commuting by bike is being prepared for mechanical breakdowns. I recommend that you carry at least one spare tube and a large patch kit, along with tire levers. Carry a 12-inch piece of tube as a backing in case a sidewall gets slashed on a tire. An Alien or similar all-in-one tool is an absolute necessity. A rag is always handy, as are an assortment of various sized wire ties. You should also carry a section of chain, along with Hyperglide pins (for Shimano chains.) Electrical tape or duct tape can be used for all kinds of quick repairs. Keep spare batteries for the Vistalites in your tool pouch. I also recommend an emergency contact sheet with your blood type, medicinal allergies and pertinent phone numbers, pagers, cell phones, etc., just in case. Leave yourself enough time for two mechanical breakdowns per trip. You probably won't break down that often, but its better to be early than to explain to the Lieutenant why you were late for roll-call.

To make for a more relaxed morning, I pack all of my gear the night before the ride, lube the bike and check the tire pressure. I rely on my IPMBA training and experience as a police cyclist for the skills to safely maneuver in traffic. My closest call has been a 140-pound doe that crashed out of the underbrush and stopped in front of me, transfixed by the headlights.

I have found that this ride is extremely satisfying. Leaving my house in the darkness, riding through dawn and beating the heaviest traffic are great fringe benefits to a very nice 25-mile ride. It is well documented that early morning workouts have a beneficial effect on your metabolism for the rest of the day. I also notice that on days on which I ride, I eat better throughout the day and stay hydrated, preparing for the ride home. I realize that bicycle commuting will not work for all officers, but why not give it a try? The only thing you have to lose is your normal training ride, and you would have to make time for that anyway.



"The Shooter" Law Enforcement Glove

By Officer T.J. Richardson, PCI #139
San Antonio Police Department

In the eight years I have been in police bicycling, I have found a few products that are actually worth "writing home about." One of those products I discovered only recently is the "Shooter" Law Enforcement Glove, by Woodland Industries of California.

I bought a pair of these gloves at the 2000 Police on Bikes Conference in Tucson and have now been using them for six months. By now, I would normally be ready for a new pair of gloves. With most cycling equipment or apparel, the manufacturer expects you to wear it 4-5 times a month for a year at most and then buy the latest fashion. They don't think about those of us who use something every day for weeks on end until it falls apart because it's job related. With six months of use now, the Shooter glove doesn't even act like it's broken in yet.

The word "Shooter" may give you the impression that the glove is strictly for shooting, but that is not the case. The glove may be designed with shooting in mind, but ergonomically, the grip on a weapon is almost identical to the grip on the handlebars. The padding is thinner than that of a gel glove, but still very comfortable. And the less padding your gloves have, the less likely you will "heel" your shots should you actually need to draw your weapon and fire.

The materials used in making the glove are probably its best

assets. The palm is made of Clarino, a faux leather material that does not stretch out of shape, even in the most wet conditions. It also doesn't smell as bad as regular leather after it has picked up all the sweat and bacteria your palms can give it. The material that covers your knuckles, Airprene, has great ventilation and seems to be indestructible. The glove has a sweat pad lined on the outside with a terry cloth material and backed underneath with a liner that wicks away the moisture, allowing it to soak up more sweat. There are pull tabs on the heel of the palm as well as on the ends of the fingers, enabling you to pull the glove on and off with extreme ease.

When it is time to wash the gloves, just throw them in the washer with other dark clothes and hang them up to dry. Try that with a standard pair of leather gloves and they turn into beef jerky!

The "Shooter" glove is available in both full finger and fingerless styles for \$29.99; not a bad price considering that they will probably last twice as long as any standard cycling glove. If there is any doubt about the size of glove to order, my suggestion is to go with the larger size because this glove will not stretch to fit your hand like a normal leather glove. You can contact Woodland Industries toll-free at 888-449-3453 or visit their web site at www.woodlandindustries.com. While on their website, be sure to check out the other products they have available.



Good Guys and Bad Guys on the Streets of Philly — Some Response

The following comments were recorded at www.boblonsbury.com, in response to the column *Good Guys and Bad Guys on the Streets of Philly*.

From Lt. Bill Schmid, PCI # 352

I am the Commanding Officer of the Center City District and I head up the Philadelphia Police Department's Bicycle Patrol. I have just read your article and I wanted to thank you for such a positive article. It will be read at every roll call for the next couple of days. Copies of your article have been handed out to all Bike Officers. I can't thank you enough for the positive comments about the bike patrol. It was an encouragement to all the officers and it was good for them to hear this right before deployment on a new day here in Philadelphia during the RNC. Thank you again for the positive article. I hope one day to talk to you or meet you in person.
— Sincerely, Bill Schmid (Lt. PPD) Commanding Officer CCD

Response: Your officers, sir, were some of the best trained and most professional I have seen in almost 20 years as a reporter. You and they have and deserve the gratitude and respect of thousands. God bless you.

From Officer Kirby Beck, PCI# 002T, IPMBA President

I was sent this article and it is wonderful. I'm a bike cop and President of the International Police Mountain Bike Association (www.IPMBA.org). We trained many of the Philly bike cops. I would love to reprint your article in our membership newsletter. Let me know if that would be something we could do. Great job.

Response: I'd be honored if you reprinted the column. I'd be honored if you would pass my respect and gratitude to all your members.

EMS Pins are Here!

Hey, all you IPMBA-certified EMS Cyclists — Have you ever wished you could have a really cool IPMBA EMS Cyclist pin, just like the ones the IPMBA-certified Police Cyclists wear? Well, now you can!

As of this month IPMBA has certified EMS Cyclist pins available for purchase. The pins are roughly 1" in diameter, are gold-toned, and sport the IPMBA logo in bright blue. In the center are the words "EMS Cyclist", where it usually says "Police on Bikes."

These pins are available exclusively to IPMBA-certified EMS Cyclists*. To order your pin, please send a check in the amount of \$5 (includes shipping and handling) to 28 East Ostend Street, Baltimore MD 21230. To avoid any confusion, be sure to specify that you would like an EMS Cyclist pin, and include your IPMBA membership number, your phone number, and the address to which you want the pin mailed.

Get your EMS Cyclist pin today!

**Must have taken the IPMBA EMS Bicycle Operations Course and submitted the one-time \$10 certification fee.*

By Master Sgt. Louis A. Arana-Barradas
Air Force Print News

AVIANO AIR BASE, Italy — Some of the best known cops on the beat at this base ride mountain bikes to help maintain law and order. But they rarely have to chase down and lock up a bad guy.

Just having a bike patrol on the base helps deter crime, said Staff Sgt. Cordell Thornton. It's also helping make security forces more visible. "People know we're around to help them," he said. "The bad guys know we're here, too."

Thornton is the noncommissioned officer in charge of the 31st Security Forces Squadron's 20-member elite gate

himself knowing the security forces are on patrol in the area," Lindsay said. "We welcome any additional security."

There are bike patrols in base Areas 1 and 2 from April through November -- from 6 a.m. to 6 p.m. In these areas are the schools, exchange, commissary and enlisted dormitories. Traffic jams are frequent at peak hour, like when the day starts and when schools let out.

Those are busy times for the bike patrol, according to Thornton. His troops help direct traffic and get children to their buses safely. "That," he said, "is another way we get to know the kids here."

Getting the children to know the bike patrols is also a priority. By making friends with them, he said, "maybe we can keep them from doing something stupid, like drugs or drinking."

Relating to the children, Perez said, "helps us keep up with what's happening in the schools. We've noticed fewer kids getting in trouble since we've been on patrol."

Elite guards are volunteers, hand-picked for the one-year tour. They all get bike patrol training, and do special physical training to keep in shape. When not on patrol, security troops don starched battle dress uniforms and a special ascot, spit-shined boots, a unique sleeve patch, and then stand guard at base gates. They also welcome important visitors and act as color guard.

The distinction of being an elite gate guard drew Senior Airman Tamara Moler to the job. She spent a year touring as a singer with the Air Force's Tops in Blue. The elite guard was a way to "continue serving with a sharp, top-notch, professional unit," she said.

There are two elite guard shifts. Two troops do the bike patrol and the others gate duty. Troops pull bike patrol twice a week. They pedal some 20 miles during each six-hour shift.

But that doesn't matter to Senior Airman Jennette Bowling and Airman 1st Class Henry Munoz. They joined to get their gate guard, patrol and bike patrol certification. Doing the one-person bike patrols is a great job, they said.

Bowling said being in the elite gate guard will expand her career. And it will help her learn more about her job.

"That'll make me better."

Munoz hopes bike patrol will make him more "approachable to the people I work for, especially the little kids."

The elite gate guards are "likable professionals who take a lot of pride in what they do," Lindsay said. They give Aviano and the security forces a positive image.

The Air Force has taken notice. It selected the unit the best large security forces squadron in the Air Force in 1999.



Submitted by Kevin Legge. 8Air Force News, June 2000. Reprinted with Permission.



guard. Its members do double duty as the bike patrol. They're easy to spot in their black shorts, polo shirts, athletic shoes and helmet. They ride top-of-the-line blue mountain bikes.

The bike cops augment car patrols and help with traffic control, respond to alarms, do surveillance and other law enforcement duties.

But they aren't on the street "just to bust people" or give parking tickets, said Senior Airman Michael Perez, an elite gate guard section leader. They're helping erase the "bad cop" stereotype.

"When people see us, we stop to talk to them, so they can get to know us," he said. "That way they can see we're regular people just like them." That, he said, gives the entire 31st Security Forces Squadron a better image.

People are noticing, said Tech. Sgt. Brandon Lindsay, the base historian, who has a nine-year old son at the local elementary school. "I feel better — safer — about letting my son play by

Interest and Support, cont.

(Continued from page 1)

Police Department. In conjunction with the bike donation, a local community revitalization program, O.N.E. Wheeling Weed and Seed, has pledged \$50,000 in overtime for increased bike patrols in East Wheeling and \$11,600 to purchase uniforms for the officers. The bike patrols in Wheeling operate 24 hours a day, seven days a week in most weather conditions.

➤ Trek Bicycle Corporation donated a fully-equipped police bike to the police department of Bloomsburg, Pennsylvania. The bike, which was presented during the League of American Bicyclists Covered Bridge Rally, literally doubled the size of the town's young bicycle unit. Since then, the town has announced plans to include funds for more patrol bikes and bike-specific training in the 2001 budget.



City Mayor Endorses EMS Bike Team

By Ed Brown, EMSCI #002
Orange County Fire/Rescue (FL)

The City of Orlando, Florida, deployed the newest "weapon" in its arsenal of EMS services on a trial basis from June 9 through September 4, 2000. During this ninety-day trial period, the Orlando EMS Bike Unit operated in the downtown entertainment district from 2100 to 0300 on Friday, Saturday, and holiday nights.



Mayor Glenda Hood declared the trial a success. On October 15, 2000, she announced that paramedics on **two wheels** are now a permanent fixture in downtown Orlando after the trial period showed a dramatic improvement in response times. City statistics show that the average response time for a motorized rescue unit during heavy traffic is four minutes. The two-person bike teams responded in less than three minutes 95% of the time, less than two minutes 83% of the time, and under one minute 55% of the time. As a result of their success during the trial, the teams will continue to work emergencies from 9pm – 3am on Fridays, Saturdays, and holidays.

This endorsement was publicly made during a news briefing on local news stations, and it appeared in the **Orlando Sentinel** newspaper. Congratulations to the Orlando Fire Department's EMS Bike Team on a job well done. By the way – the IPMBA EMS Cyclist training is required to become a member of the team. *Take care and be safe!*

See page 10 to order an EMS Cyclist Pin!

Letter to Editor

Dear IPMBA Colleagues,

I've worked as a police officer in Switzerland for the last six years. I'm very interested in the work, the problems and the procedures of police departments in other countries. Compared to the United States, the structure of the Swiss police corps as well as the laws are quite different.

In 1993, I completed a language course in San Diego to improve my English and when I've had a vacation, I've often traveled to the USA to visit various areas. On my trips, I was also able to visit a number of police stations and have met many police colleagues.

On the Internet I discovered the International Police Mountain Bike Association and I'm a member since fall 2000. Police on bikes are, however, very rare in Europe, although bike patrol offers certain advantages over motorised patrol. The contact with the public, which is such an important part of police work, is greatly improved with bike patrols.

I've been using a bike on my beat for a year now and rate my experiences as very positive. Unfortunately there are no special training courses for police bicycle patrols in Europe. That's why I wrote this summer to Don Hudson, the Los Angeles police bike training officer and IPMBA boardmember, to ask if it would be possible to attend a course in the USA. I was very glad when he replied that he had signed me up for the course from the 18th until the 22nd of September. On the 12th of September, he picked me up at the airport and I was invited to stay with his family while I attended the course. In the time I spent with him, I got to know Don Hudson as a helpful, kind and very competent police officer. Through him I was able to visit different police stations in Los Angeles and got to know many police colleagues. The one week bike course at the police academy was very well organized. The tactical procedures for controls as well as the varied deployments, for example at street demonstrations, were very educational and interesting for me. Back home in Europe, I hope to spread the knowledge that I received in this course. Next spring, I'm planning on attending a further training course at the conference in Cincinnati 2001.

I'd like to thank IPMBA boardmember Don Hudson very much, who made it possible for me to experience so much about police work in Los Angeles during my short stay. Through his experience and knowledge I was able to learn a great deal and I'll also most certainly use what I learned in my daily work here in Switzerland.

Sincerely,

Roger Pfister
City Police Hilterfingen/Oberhofen
Email: admin@hilterfingen.ch
Switzerland, 11.08.2000



IPMBA

Yes, I'd like to join IPMBA.
Membership is \$40.00

Name: _____

Address: _____

City, State, Zip: _____

Department: _____

Department Address: _____

City, State, Zip _____

Daytime Phone: _____

() _____

E-mail: _____

- My check is enclosed.
- Please charge my credit card (below)

Exp. ___/___


MAIL TO:
IPMBA, 28 E Ostend St.
Baltimore MD 21230
If paying by credit card, you
can fax this form to:
410-685-2240

Benefits of membership include:

- ⇒ Discount to Annual Conference
- ⇒ The informative and essential read: *IPMBA News*
- ⇒ Access to IPMBA's exclusive Product Purchase Program
- ⇒ Membership decals: one for your bike, one for your car
- ⇒ Eligibility for world class training opportunities
- ⇒ Subscription to *Bicycling Magazine*

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The top ten reasons to come to Cincinnati

For IPMBA's 11th Annual Police on Bikes Conference & Product Exhibition

10

— To visit the Newport Aquarium ...

9 — To watch a movie on the five-story movie screen at the Omnimax Theater ...

8 — To try Cincinnati's own Skyline Chili ...

7 — To visit the Cincinnati Zoo ...

6 — To enjoy an evening at the restaurants and taverns on Main Street ...

5 — To watch Ken Griffey, Jr. play baseball ...

4 — To eat world famous BBQ chicken and ribs at the Montgomery Inn Boathouse ...

3 — To meet new friends and visit with old ones ...

2 — To meet 600 kid athletes from the "Piglet Race" at our competition ...

1 — To be a part of IPMBA's best conference yet!

The City of Cincinnati and the Cincinnati Police Division are proud to host the 11th Annual Police on Bikes Conference & Product Exhibition. We have a great week in store for you! Our mission is to provide you with the ideal environment for a successful conference. If you need anything, please ask. We'll do our best to accommodate you.

There are several restaurants and taverns within walking distance of the hotel. The restaurant choices range from the five-star Maisonette to chili and cheese coney's at Skyline Chili. Rock Bottom Brewery is right across the street from the hotel. The Habana Martini Club is a couple of blocks east, Uno's is close by, too, and there is plenty of fun riverfront dining. It's all here!!

The competition should be outstanding. The course will offer most of the familiar obstacles as well as a surprise or two or three for a little extra challenge. Don't forget there will be about 600 kids there to cheer us on, so bring some little "goodies" to give to them. We're proud to give the children of Cincinnati a chance to meet bike officers and EMS personnel from around the United States and the world. — *See you in Cincinnati!*

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- Bike Patrol on an Airforce Base
- Getting Training Miles
- Instructor Course Graduates
- Product Purchase Program
- And more ...