

Winter 2004
ipmba  **news**
 Newsletter of the International Police Mountain Bike Association

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

Vol. 13, No. 1

IPMBA to the Rescue

by **Maureen Becker**
Executive Director

For many IPMBA members, wintertime means cold temperatures, brisk winds, snowstorms, and icy surfaces. Only the hale and heartiest of public safety cyclists (and those who live in warm places) brave bike patrol this time of year. For the rest, winter is a time of anticipation, of looking forward to springtime and the chance to start anew.

Anew is the key word. Snowbound cyclists spend hours poring over magazines, checking out the newest developments in equipment, clothing, accessories, and more. Their wish lists keep

They wonder, "how can I find out more about these products without having to buy every single one of them? How do I know if they are meant for bike duty?"

getting longer and longer, and it grows increasingly difficult to decide what items should be put on top. They wonder, "how can I find out more about these products without having to buy every single one of them? How do I know if they are meant for bike duty?"

Not a moment too soon, IPMBA comes to the rescue with the second annual IPMBA Product Guide. Thanks to the efforts of many IPMBA members, you won't have to spend time and money trying out one product after another to find one that works. Within these pages, you will read reviews and

descriptions of a wide array of products, including some that have recently entered the market.

You will also find the updated IPMBA Product Purchase Program, featuring 16 more discounts than last year; as well as the supplier listing, featuring companies which have demonstrated their commitment to IPMBA and public safety cycling within the past year.

Readers on both sides of the Atlantic will benefit from the debut of equipment designed to meet the needs of bike officers and medics in the UK. As emergency services cycling spreads rapidly throughout the UK, expect to see explosive growth in products and services for this emerging market, as well as improvements and innovations to existing ones. IPMBA plans to expand its networks to allow information to flow freely between its members and colleagues at home and abroad. Sharing experiences will open our eyes to new ideas and different approaches to similar problems.

The best place in 2004 to share knowledge and experience innovation will be in San Antonio, Texas, USA, host to the 14th Annual IPMBA Conference, May 1-8, 2004.

It's as big as Texas.

Mock Ye Not for Our Cause is Just

by **Phillip (Bob) Smart**
*Metropolitan Police, Station Woolwich
 London, England*

In November of 2002, five Saracen Dirtrax mountain bikes were donated to Woolwich sector police team by a neighbourhood renewal project and immediately pressed into service. As much media exposure as possible was initiated to make the bikes and riders instantly recognisable as police. Suitable clothing and accessories were almost non-existent, so existing supplies were adapted and it was necessary to make private purchases to maintain momentum and interest in the patrols.

Initially, the patrols were limited to Woolwich town centre to demonstrate them to the local community as they visited the shops and open market. Familiarity with them as part of the local policing resource was correctly judged to be a key factor. The patrols were quickly established as a welcome and trusted part of the town's response to security and crime issues; positive comments were received from centre managers and others engaged in local commerce. After a short time, it was evident that the bike patrols were instrumental in securing existing business and encouraging executives from large department stores to take over vacant properties, thus generating new trade.

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Friends Don't Let Friends Ride Junk

What type of bikes do we buy? What are the best lights? Who makes the best uniforms? How much will it cost? Where do we get this stuff?

This, the second annual IPMBA Product Guide, is all about where to get your stuff. The Right Stuff. The members of the Industry Relations Committee, with help from a few other IPMBA members, have done a fine job of gathering information on the latest bikes, tools, bags, lights and accessories. They have done extensive product testing to provide manufacturers with valuable feedback on how their products perform and how to make them better.

You will find a lot of product reviews in this issue. In

reading these reviews, you may notice a lot of positive comments, but not too much negative feedback. Why? Because when we find a product that works, we tell our members. When we find one that does not work, we tell the manufacturer. We provide solid answers as to why it

does not work and what can be done to make it better. We don't just give "lip service" to our industry partners; we provide them with an invaluable service that helps them find success in meeting our unique needs. We even offer advice on how to market products to public safety cyclists – see page 13 for details.

This issue's product reviews explore tools, bicycles, wheels, headwear, water bottle cage accessories, and more. A study of holsters compares some popular models with respect to retention and drawing speed. A report from Interbike highlights some of the newest developments on the domestic cycling front; while a report from the UK provides an overview of the key players in the emerging overseas market.

Speaking of the UK,

IPMBA can barely keep up with what is happening on the international scene. The public safety cycling movement is taking off like a rocket in and around the UK, and IPMBA is excited to be a part of it. One need look no farther than the cover story for evidence that the success

of bike patrol has spread way beyond the US borders. A group of dedicated constables, with some help from IPMBA, is changing the whole image of the "bicycling bobbie."

Whether you are just beginning to start a bike program and need to know what equipment to get or if you have a product that you think will help the public safety cycling community, IPMBA is your number one resource. We are here to help you as friends because "friends don't let friends ride junk."

IPMBA; doing it better, doing it first.



T.J. Richardson
President, IPMBA

P.S. Don't forget about the 14th Annual IPMBA Conference, May 1-8, 2004, in San Antonio, Texas! We're on a roll – awesome workshops, great sponsors, excellent riding, and lots of good food and good drink. Get your bikes and your bags packed and head for Texas. We'll be waiting!

We don't just give "lip service" to our industry partners; we provide them with an invaluable service that helps them find success in meeting our unique needs.

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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.

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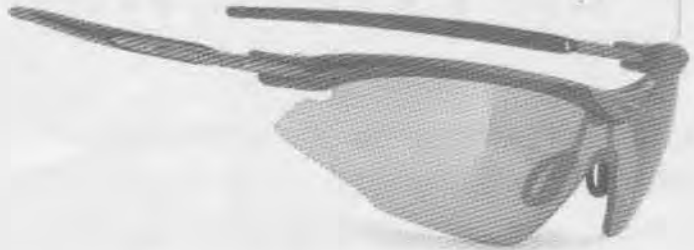
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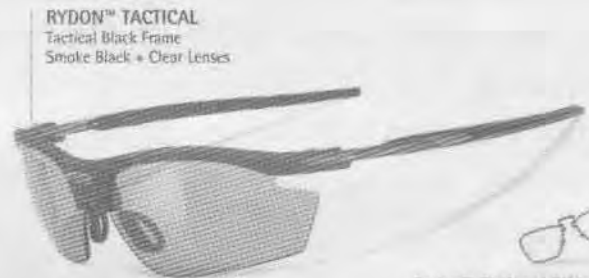
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Rydon™ Optional RX Insert



EKYNOS MASK™ TACTICAL
Tactical Black Frame
Transparent Hydrophobic + Smoke Lenses



Ekynox Mask™ Optional RX Insert



Klonyx™ Optional RX Insert & Interface



KLONYX™ TACTICAL Tactical Black Frame + Clear and Smoke Lenses



RB3™ TACTICAL
Tactical Black Frame
Smoke Black + Clear Lenses



RB3™ Optional RX Insert



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The 2004 IPMBA Product Guide

Welcome to the second edition of IPMBA's product guide — an excellent source for reviews, news, and listings of companies which offer products that are specifically geared toward the profession of public safety cycling. This handy guide will enlighten you, educate you, and serve as an incredibly useful resource for future purchases. Enjoy. *Pages 5 - 23.*

Reviews



Trek Wrench Force Tool Kit

by Monte May, PCI #262T/EMSCI #090T
IPMBA Industry Liaison
Kansas City PD (MO)

For the past two years, Trek has offered a mechanics startup set for public safety cyclists, available through local Trek dealers. This tool set consists of just about every tool a bike officer or medic needs to get started on making their own repairs. It includes a work stand which has been raved about in bicycle-related magazines, a quality alloy air-pump, several styles of allen wrenches, and even includes grease, lube, degreaser, and cleaner. Many of the hand tools included in the set are made for Wrench Force by Snap-On.

The set includes the following items:

Repair stand, Trek Y-Wrench 4, 5, 6 mm; Trek Y-Wrench 2, 2.5, 3 mm; T-Hex set; L-Hex set; locking tool (Shimano); chain whip; pro-crank puller; Air Daddy floor pump; bottom bracket tool (Shimano), cone wrenches 13-15, 14-15; spoke wrench; pro patch kit; 4 oz. grease tube; Trek cable cutter; Wrench Force chain tool; shop apron, 4 oz. Ice Wax; pedal wrench; headset wrench.

Likes: I liked the work stand that is included with this set. It is very stable and has plenty of height adjustment so the mechanic can get the bicycle nearly up to eye level to work on it. The air-pump is of good quality construction; when the operator is using the pump, it doesn't flex under operation. I suspect it is the use of metal in its construction that makes it hold up so well. I like the many allen wrenches included in the package — three-way allens (a tool that contains three different allen head sizes), L-shaped allens and T-handled allens. I also like the infamous Wrench Force pedal

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Do-Wrap Performance Headwear

by John Medford
IPMBA Industry Relations Committee
Denver PD (CO)

While at Interbike, I noticed a booth that had a niche product. One of the demo items on the desk really caught my eye. The product — the DoWrap Stubby CoolMax — had a Chicago Police badge on it. I struck up a conversation with the man in the booth and discovered that Chicago PD has been custom-ordering the product for sale through their union for a couple of years. The rep added that Chicago PD sells them like crazy. I tried on a demo unit; I really liked it and wanted to put it to a real-world test.

DoWrap's products were designed with helmet-wearers in mind. I tested the Stubby CoolMax and was pleased with its ability to keep the sweat out of my eyes and off of my glasses. This was accomplished by the "Sweat Vac System" — a Transpor on the inside to wick away sweat from the head, which helps you stay dry. It is great for summer temperatures and cooler weather. And when the temps begin to drop, do not fret: DoWrap offers several winter products. The Polar Stubby CoolMax is the same as the regular Stubby except it has an extra lining of Polar fleece to cover the ears. And when the temps *really* drop, the Deep Beanie keeps you warm with its DryLoft shell and double layer of Transpor. Not only is this performance headwear functional, it is also easy to use. You can put it on quickly with one hand, just like a hat, and there are

(Continued on page 11)

Trek Public Safety Bicycle

by Kurt Feavel, PCI #537
IPMBA Industry Relations Committee
University of Wisconsin at Madison (WI)



Because my department is located in Trek's backyard, I am often asked why we don't have a Trek for every officer. (Presently, my department has two 2001 models which are ridden extensively.) The reason is that until recently, our local dealer did not carry Trek, but that has changed, and none too soon. Trek has released the new 2004 Public Safety Bicycle and done so in fine fashion. I spent a month evaluating the new bike, and I am quite pleased with the changes. I had a difficult time completing this report because the 2004 was so sought-after by many of my officers that I sometimes had to pull rank just to ride it! Having high quality components that you can depend on is important in police work. Trek obviously had that in mind when they replaced the Judy TT front shock (used on the 2003 model) with the Manitou Public Safety Black. In my opinion, the TT was a very mushy shock that did not provide much support, even when it was dialed up tight; the slightest bump or braking action would cause it to mush down.

(Continued on page 12)





Reviews



Tallac Accessories

by Monte L. May, PCI #262T/EMSCI #009T
IPMBA Industry Liaison
Kansas City PD (MO)

This past summer I received products to review from a company called Tallac. Tallac produces several practical accessories that can benefit the public safety cyclist.

Most of their products are designed to enable riders to carry accessories and other small items on their bikes.

The first product that I inspected was the single-mount dual water bottle cage. This device enables you to carry an extra water bottle, bottle battery pack, or cell phone case either on the down tube or on the seat tube. This concept has a lot of merit, especially for bikes with a single water bottle cage mount. The B2 line includes two models: the B2-SS, made of stainless steel, and the B2-AL, made of aluminum. The SS retails for \$29.99, and the AL retails for \$19.99.

I tried out both cages. Of the two, I liked the B2-AL the best. While I was using the B2-AL, I would place my Niterider Classic waterbottle battery in the bottom cage, and either a traditional waterbottle or the Tallac Cage Bag (see description below) in the top cage. The AL withstood the abuse of dropping the bike on concrete. I also used the B2-SS and it too held up under similar use; however, it is very thin and would bend with abuse more easily than the AL model.

Tallac manufactures a variety of additional accessories for the water bottle cage.

EXSTICK The ExStick is used to raise the water bottle cage up to 60 mm for easier and safer reach. It can be used either with a single cage or the Tallac B2-AL. I used the ExStick with a single cage on a Trek 6700 so my Niterider Classic cord would reach the battery. (I guess I could have just bought a longer Niterider cord, right?) The ExStick worked well and held up under abuse. \$9.99.

CAGE BAG The Cage Bag is a small cargo carrier comprised on a bag and a removable plastic insert. It looks like a small 10 oz cup with a screw top lid and a cordura-like bag that zips. The Cage Bag can be used with or without the plastic insert. It's a great option for carrying such items as keys, tools, inner tubes, or a thin rain poncho. It fits perfectly into a 74mm water bottle cage. \$9.50.

STRAP KIT The Strap Kit is a 12-inch by 1-inch velcro strap that can be attached to the water bottle braze-on. It can be used to attach or carry a variety of items, such as a rain poncho, to the bike. \$7.50.

Tallac offers a wide range of accessories for cyclists who wish to carry small items on their bikes without resorting to a rack bag or panniers. Tallac products can be found at many local bike shops. For more information or to purchase these items, visit www.tallac.com.

Monte can be reached at montemay@earthlink.net

Spinergy Xyclone V-Disc Wheels

by John Medford, IPMBA Police Cyclist
IPMBA Industry Relations Committee
Denver Police Department (CO)

Bicycles used for police service tend to see lots of abuse. This abuse is usually not intentional, but between our aggressive riding and all the gear we carry to get the job done, our bikes are pushed to their limits.

Police service problems begin with the entry cost of most units. The wheel set is usually a single wall rim designed for riders weighing approximately 150 lbs, which is lighter than most police officers. Add our additional body weight, then duty gear, and our bikes are crying. Next add the large rack bag filled with paperwork, coats, tools and spare parts, all mounted over the rear wheel, and they crumble. A more expensive bike is not necessarily the answer, as most entry-level bikes use the same frame as their more expensive brothers. As long as the frame is strong, it makes more sense to upgrade the components than to replace the bike.

The first year I rode, I folded three rear wheels. My department was yelling and screaming at me to take it easy. Luckily for me, our yearly grant from one of our neighborhood associations rolled in, and, instead of purchasing new bikes, I upgraded the wheels on three of them. I had outfitted my personal ride with a set of Spinergy Xyclone-Disc wheels, and found them to be flush and better, yet indestructible. However, the retail of that set was cost prohibitive. Fortunately, Spinergy had introduced a set at a lower price point, \$399, that were a little heavier but could be used with either V-brakes or disc brakes.

These wheels are strong, very strong. The hubs are billet aluminum with built-on disc brake mounts. The rims have a braking service milled onto them and are custom-made for Spinergy. The rim is the only difference between the \$700 set and the lower V-Disc set. The beauty of the set lies in the spokes. The spokes, called PBO, are made of a fiber similar to Kevlar. The spokes are five times stronger than steel spokes but are much lighter. And since the spokes are fiber, less road shock is passed through the spokes to the rider. After just one shift, you will notice and appreciate the difference.

Our department has had these wheels in service for close to a year now and the three of us that are riding them love them. One of the guys was going to the shop literally two or three times a week to get his wheel trued. Since I put the Spinergy wheels on the bike, he has not been back. The shop even thought he had transferred out of the unit!

Recommendation

If you are having wheel trouble but your bike frame is still in good shape, keep these wheels in mind. It may take some convincing to get your department or loved one to allow you to spend the money, but it is money well spent.

Where To Buy

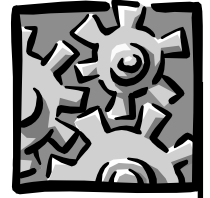
Spinergy Xyclone V-Disc wheels retail for about \$399. They can be purchased online at www.spinergy.com or from your local Spinergy dealer.

John is a police cyclist with the Denver Police Department. He rides both road and mountain bikes recreationally and works part-time at Collins Bicycles in Denver, specializing in law enforcement sales and general repair work. John can be reached at collinsbicycles@aol.com





Reviews



Road ID

by Ron Burkitt, PCI #488
Hilliard PD (OH)

Attention! All units in the area – we have a motor vehicle versus bicycle crash with injuries!

You hear this call go out over the radio and quickly respond. As you arrive on scene, you begin to assess the situation. You know the cyclist is unconscious and is going to be transported. The cyclist was out riding alone. You need information and you have no way to get it. Who is this person? Where does he live? What is his blood type? Does he have any allergies? Is he an organ donor?

How important to you is an ID? When you are on duty, your uniform is usually enough, but you also usually have your police ID. What about when you are off duty? Does your department require you to carry your ID? If



you carry a gun, you'd better be carrying ID. What about when you are riding? What happens if you are the victim of that crash? On duty, the uniform is all you need, but what about off-duty? Think about how much harder it is to do your job when you can't identify who you are dealing with. Personally, I never used to carry ID when I rode off-duty.

Then I found the Road ID. Now I am

never without identification. Road ID is a new product that can answer most of the “?” from above. The Road ID can be worn on your shoe, ankle, wrist or as a necklace. It allows you to provide up to six lines of information to help those that may need to help you during an emergency. My Road ID is similar to a military dogtag. It has my name, city and state, home and work phone numbers, the fact that I'm a Hilliard Police Officer, my blood type, allergies and organ donor status, and my IPMBA Instructor number. The Road ID necklace, called “the FIXX,” is made of polished stainless steel and can be laser engraved with a number of different logos, including the IPMBA logo.

So what if you don't ride off duty? Maybe you run, ski, swim, rollerblade, hike, or participate in some other activity in makes it awkward to carry ID. Road ID can give you peace of mind; if you do become a victim and can't speak for yourself, Road ID will speak for you.

When we were trained to ride our bikes on duty, our instructors told us that we are advocates for safe riding and that, like it or not, we are bike experts. I spend a lot time on and off duty talking to riders about wearing their helmets and now I encourage Road ID.

Road IDs for the ankle, shoe, or wrist are priced at \$19.99; “the FIXX” is \$24.99. Shipping and handling is free. For a closer look, visit www.RoadId.com. Road IDs also make great gifts for friends and family.

Road ID is offering a discount to IPMBA members while this issue of *IPMBA News* is in effect. If you place an order within the next three months, you will receive \$2 off any Road ID. Just enter the coupon code IPMBA3 when prompted and you will receive a personalized Road ID. Don't become the anonymous victim of a terrible accident.

Ron can be reached at rburkitt@columbus.rr.com.

Niterider Universal Mount

by Monte L. May, PCI #262T/EMSCI #009T
IPMBA Industry Liaison
Kansas City PD (MO)

Niterider has introduced a new headlight mount for their already popular lighting systems. This new product, called the Universal Mount, provides the Public Safety Cyclist with many more mounting options. I have to admit, when they first came out, I was a big fan of their “Cam-Lock” mount, which did away with the nut and bolt fastener. For the Public Safety Cyclist, or the cyclist who has more than one bike, the Cam-Lock mount was very practical, as it was easy to pull the light off of the bike and take it with you. However, I experienced continued problems with this design as the metal cam arms on several of these styled mounts bent and ultimately had to be taped to the bike with electrical tape.

The new universal mount seems to fix this type of problem while providing for a greater flexibility of mounting options. Lights can be mounted on the handlebar stem, on riser bars, or on oversized handlebars, and still have the light pointed straight. This is done by placing the light mount on a hinge that is separate from the part which mounts to the bike. This hinge can later be tightened to more permanently fix the headlight's position.

In addition to being practical, it is also sturdy. It looks to be very well-made and capable of standing up to all those times when we have to drop the bike to attend to business.

Likes:

I like the new bolt type fastener. The nut and bolt tightens into a U-shaped piece that won't strip out or bend like the cam-lock style. I also like the way the mount for the light is connected by a hinge that allows the user to adjust the light on riser bars or over other items on the handlebar.

Dislikes:

None

Purchase Information:

The Niterider Universal mount can be purchased at your local bike shop for about \$29.00 or on Niterider's website: www.niterider.com.

Monte May has been involved with police cycling in Kansas City for seven years. He is currently serving as IPMBA's Industry Liaison. He can be reached at montemay@earthlink.net.



Reviews



The Enforcer: Custom Bikes from Patrol Cycles, LLC

by Jeffrey Brown, PCI #487/EMSCI #64
IPMBA Industry Relations Committee
Dayton PD (OH)



Over the past 12 months, I have had the opportunity to test the Patrol Cycles LLC “Enforcer” bicycle. Based in Houston, Patrol Cycles builds custom police bicycles that can be outfitted with the components of your choice. They also offer custom graphics for your department.

IPMBA After speaking with a Patrol Cycles representative at the 2002 IPMBA Conference in Ogden, UT, I made arrangements to test one of their bikes for my department. I did not make a request for any specific components. After the usual departmental red tape, I received a 19-inch bike with the components listed in the below table.



As soon as the bike was delivered, I completed a quick inspection and began the basic assembly process. The fork was one of the first things I noticed while assembling the bike. The bike was equipped with a RockShox Pilot XC. Since I had never used an air-assisted fork, I decided to do a little research. According to RockShox website, the fork should have 80/100 mm of travel.

The fork is equipped with a single-sided coil with air assist. The adjustments are made through positive air pressure via schrader valve. I found that

unless you weigh less than 120 pounds, you need to add air pressure to the shock.

After a few minor adjustments to the drive train and brakes, I was on the road within 30 minutes.

As soon as I hit the road, I headed for the local community college, where I started riding down stairs. I found that once I had made the proper air adjustments to the front fork, it was able to absorb a great deal of the shock.

The “Enforcer” frame is made from 6000 Butted Aluminum. The frames are manufactured in Mexico, by Alubike, and then shipped to Patrol Cycles LLC for customization and assembly. The “Enforcer” model has a base price of \$450, which increases based upon the components and graphics you select.

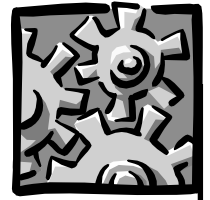
Although the bike I tested was equipped with the base level components, I experienced only one problem. Within the first three months, the bottom bracket started to go out. I replaced the factory-installed bracket with a Deore XT model and it has been fine ever since.

I have used this bike as my duty bike and I have found it to be very dependable. I have also allowed other officers to ride it during their shifts and have received very good reviews. The bike has held up well against the use and abuse of the typical public safety cyclist.

If your department is in the market for new bikes, I would recommend considering the Patrol Cycles LLC “Enforcer” bike. Patrol Cycle is an IPMBA Corporate Member. Visit www.patrolcycle.com or call 713-472-0894 for more information.

Jeff has been a police officer for 10 1/2 years and has been assigned to the Dayton Police Departments Bicycle Unit for 4 1/2 years. He can be reached at daypolblue@yahoo.com.

PART	DESCRIPTION
FRAME	Patrol Cycles' ALLOY MTB FRAME - 6000 Butted Aluminum
SEAT POST	Patrol Cycle Alloy - Black.
SADDLE	Patrol Cycle Ergo - Black padded.
SEAT CLAMP	Patrol Cycle alloy with Quick Release
HANDLE BAR	Patrol Cycle Alloy double butted black, sand blast finish, 630 mm width, 30mm rise
SHIFT/BRAKE LEVERS	Deore shifter pod with separate brake lever. 3 speed + 9 speed
GRIPS	Patrol Cycle Black cushion
HANDLE STEM	Patrol Cycle Alloy black, sand blast finish, 130mm extension, with 15 degree rise.
HEAD SET	TANGE AHEADSET STL/ALLOY CUPS, BLACK, CARTRIDGE BEARING 28.6MM
FRONT FORK	RockShox Pilot XC – Air Shock
FRONT and REAR TIRE	26 X 2.0 BLACK Continental Town and Country.
TUBE	26 X 1.90/2.125 w/ Presta
SPOKES	2.0 X 265 MM Stainless Steel
RIMS	Velocity Cliffhanger, black, double wall, 36 spoke
BRAKES	SHIMANO DEORE - V-BRAKES
FRONT HUB	SHIMANO NEXAVE 36H
REAR HUB	SHIMANO NEXAVE 36H Silent clutch
CASSETTE SPROCK	SHIMANO 11-32
REAR DERAILLEUR	SHIMANO DEORE
CHAIN	SHIMANO 9-speed black/gray
CHAINWHEEL	SHIMANO DEORE BLACK W/CHAIN GUARD
B.B.SET	SHIMANO DEORE
PEDALS.	ALLOY BODY & CAGE, BLACK
KICKSTAND	Rear Mounted
FRONT DERAILLEUR	SHIMANO DEORE



The KIT Equipment and Armour Carrier

by Nigel Tottie

IPMBA Industry Relations Committee
N. Yorkshire Police
York, England

Police Officers throughout the world face the daily threat of death or injury, often from the criminal use of firearms. Such threats mean that, sadly, body armour has become an essential part of the modern police officer's uniform equipment.

For UK officers, who face a relatively low risk from firearms, it is the ever-increasing use of knives by criminals which has prompted most forces to now issue armour routinely to their staff. Armour, especially if it incorporates knife-resistant fabrics, is often heavy and restrictive, which makes it unsuitable for officers engaged in anything more than the lowest level of physical exertion.

Whilst the nature of such armour causes no more than slight discomfort for vehicle-based officers, the specific needs of cycle patrol officers – vests which offer protection whilst being lightweight and, as far as possible, breathable – have meant that, until recently, officers on cycle patrols have gone without armour, leaving themselves vulnerable to attack.

These issues have been addressed in the UK by, among others, the company KIT (Kreative Innovative Technology), who have developed an armoured vest specifically designed to meet the needs of the cycle patrol officer. This is the subject of this review.

Armour Specification

The armour itself is designed to be worn as the outer garment of any clothing combination (in contrast to many US vests, most UK vests are designed for overt wear). It is constructed of a hardwearing outer fabric which is reflective yellow in colour, with a mesh inner. The outer fabric has reflective striping which

meets the British Standard requirements for working in heavy traffic conditions – the risk to officers of injury from moving traffic is far greater than from any other source – and incorporates an elasticated back to allow for officer movement.

The KIT vest is designed to carry front and rear armour panels and all of the officer's personal protective equipment in one garment, negating the need for

an equipment belt. The equipment carried is basically the same as that of US officers – radio, handcuffs, baton and incapacitant spray, but no firearm.

The ability to carry equipment on the vest rather than on a belt serves to spread the weight of equipment across officers' shoulders, vastly reducing the lower back discomfort which a

fully equipped belt can cause. Additionally, the Kevlar panels between the officer and his/her equipment affords protection from the equipment should the officer fall.

Use of the Vest

The vest has been used by York officers for the last 20 months and, whilst some slight modifications have been made, the basic design has remained unchanged.

The vest has been used in all weather conditions and has performed incredibly well. Despite being hot in the summer, the presence of the Kevlar armour panels has meant that officers are rarely cold in even the worst British winter weather, meaning that normally only a windproof top and thermal base layer need to be worn, even on the coldest nights.

All York officers on cycle patrol ALWAYS wear their armour, as it is the only means of carrying their protective equipment, and throughout the last 20 months of constant wear the only negative comments have related to the vest's heat retention properties in summer – a factor which is unavoidable if armour is to be worn.

The Good Points

- Relatively lightweight and flexible compared to the non-cycle vest, which is stab-resistant only.
- Ability to carry all of the officers' PPE on one garment.
- Has protected officers from kick/punch injuries during fights with offenders.
- Acts as high-visibility garment in all weather and light conditions.
- Keeps officers warm in cold weather.
- Spreads weight of protective equipment across officers' shoulders.

The Bad Points

- Can become very hot and uncomfortable in summer weather, as the Kevlar panels do not breathe, despite air channels in the vest's liner.

Manufacturer Information

The vests used by North Yorkshire Police York Community Cycle Unit are supplied by Kreative Innovative Technology, Unit 32, Clock Tower Business Centre, Works Road, Hollingwood, Chesterfield S43 2PE. Telephone: 01246 280007; Email: sales@kitinfo.co.uk; website: www.kitinfo.co.uk.

Nigel is a founding member of the North Yorkshire police cycle team and the coordinator of the 999 Emergency Services Cycling Seminar. He can be reached at Nigel.Tottie@northyorkshire.pnn.police.uk.



Photo courtesy Nigel Tottie.



Reviews



Medical Pannier Bags for EMS Cycling Use

by Tom Lynch

IPMBA Industry Relations Committee

London Ambulance Service Cycle Response Unit

London, England

The London Ambulance Service has a dedicated Emergency Cycle Response Unit (CRU) that has access to all National Health Service (NHS) suppliers and agents of the Crown. The suppliers used by the CRU have gone through a strict vetting procedure and tendering process, and we provided criteria to several suppliers for the development of our panniers. The company whose product is described in this article, Openhouse Products, have shown outstanding commitment to the development of cycle-specific medical pannier bags. There were no development costs charged to our service. This product development has taken one year and we believe it will get even better, as there are some exciting developments in the pipeline.

- Could accommodate lights
- Was durable enough for a max. load of 50lbs and equalised the weight carried for balance (the 'weight factor')
- Limited cross infection
- Was flame retardant and waterproof
- Separated medical supplies from personal items (clothing, food, etc.)
- Took rider positioning and rack attachment into account
- Had separate 'grab bags' to work from while leaving the main bag attached to bike
- Had separate map/paperwork area

With the information supplied, the prototypes were made; all trials took place on operational bikes, which led us to third generation stage. At the same time, we were working with Carradice (www.carradice.co.uk) to develop front pannier bags with bulbar, which cost approximately £50. This setup allows us to carry additional clothing and tools with no loss of control, and balances out the bike when on the kickstand (centre or rear-mount).

The Operational Product

The CRU Trunk is made from High Ten style Support Nylon which is polished, lacquered, and has flame-retardant, antibacterial/antifungal properties in the fabric. It has been marked up with our livery and has webbing (with reflective strip stitched in) attached for lights; this area offers extra protection for lights and reduces theft. Reflective markings and the yellow fluorescent colour make us more visible day and night. The 'weight factor' was taken into account, which resulted (from University research) in a supporting plastic/alloy frame insert. The positioning of the trunk was moved up higher to allow the rider to regain the feeling of one person riding instead of the wobbly feeling of towing a passenger.

There are four compartments:

1. *Main trunk* to accommodate one slim grab bag slotted down each side, and

with space on top for a defibrillator (weight factor solved). The Trunk is attached to the rack by two wing-nut bolts (universal attachment being developed); two six mm holes have been drilled in the heavy duty titanium rack. The Trunk is also secured to the rack with full-length, heavy-duty velcro fastenings.

2. *Document pouch*, an A4-size envelope space for action cards and other paperwork. This is located inside the top flap and has a Velcro opening.
3. *Storm flap*, located on top of trunk. This opens a see-through clear pocket map holder, has room for all paperwork, and serves as a good desktop in the field.
4. *Personal storage*, a half-moon shaped, under-seat storage area for food, additional clothing, etc.

These features have come about from trying out the various prototypes in the field whilst doing the job; they are all recommendations from the team. We have assisted in the development of our own product, it does what we want, and we regard this project as a great development partnership. If you look back at our 'user criteria' we have achieved this and more.

Likes and Dislikes

- We don't like it because it looks cumbersome.
- We do like it because it meets all our needs.

Manufacturer Information

The panniers are available through Openhouse Products, PO Box 447, Halifax HX4 0YS. Phone +44 (0) 1422 824777; email openh@globalnet.co.uk; website www.openhouseproducts.com. The cost is approximately £300-350 per unit.

Tom Lynch is the Co-ordinator (EMT) for the London Ambulance Service Cycle Response Unit. He has ten years EMS experience, including six years on the EMS Cycle Team. He has twenty years experience in International Championship Level BMX racing and is a cycle coach for mountain biking, road, and track racing. Tom can be reached at tom.lynch@lond-amb.nhs.uk.



Photo courtesy Tom Lynch

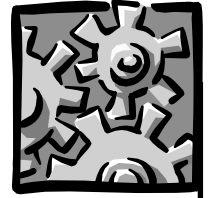
Product Development

The term "pannier bag" is used loosely, as this product takes the form of one bag or box, known as the CRU Trunk. The idea of coming away from traditional bags was met with some resistance by the CRU team, but we could not go on any longer as we had broken a number of bags; to be fair, we now expected them to do a lot more than we did at the beginning. Before getting started on the product development process, we all agreed that there would be some 'user criteria' set because we needed a product that:

- Identified our bikes as emergency vehicles
- Protected the scene of an emergency call
- Stood out as a road user from all angles



Reviews



Bike Equipment for UK Officers

by Mark Cockram, PCI #665
IPMBA Industry Relations Committee
City of London Police

At this time, trying to review kit for UK cycle officers is a huge task, as everyone is using items from different manufacturers. I will attempt to review those items that most relate to police work that my team has used and that are in circulation elsewhere, as well as review the manufacturers themselves. It is as ever difficult both from a professional standards point of view and out of practical necessity to provide outright recommendations and therefore I have to leave it to the individual teams to make their own minds up about the best suppliers. The products I do recommend have been tried and tested, and most will be familiar to established teams.

KIT (Kreative Innovative Technology) (See page 10 also) KIT, run by Shaun Tankard and fronted by Peter Riley, have been on the scene from the outset. Most cycle units in the UK are using at least some of their equipment; others are completely outfitted by them. Without a doubt, the most outstanding item of equipment they provide is the cycling-specific body armour. The armour has been vented, which holds the actual armour away from the back, making it practical for cyclists. The armour carrier likewise is very well thought out, holding all the kit you need out of the way but still easily accessible. I have been using the armour for 14 months and can say I have found it comfortable to the point of not realising I am wearing it. It does have one draw back: the cost. The unit costs £500.00, which is a good price for the armour, but trying to justify that cost to your department may be difficult. The carrier costs £90.00 and can be tailored to fit already issued body armour. This is a practical solution, but if you can get the whole package, then do. KIT also provides a recently updated waterproof range which is comprehensive and effective.

NITON Next on the list, because we are talking about equipment rather than the bikes themselves, comes Niton equipment. Already well known in police circles, Niton have introduced a cycling range. I have tested one of their jackets which I thought had great potential. The fabric is wipe-clean and very tough, features paramount to cycle officers. The design itself left a little to be desired as it was unvented and had no pockets. It was a prototype and I will be interested to see the finished product, which will retail at around £90.00. The rest of the range is small but good with some police-orientated products.

CYCLE FORCE UK (SMITH & WESSON) Smith and Wesson (Cycle Force UK), under Ron Parker come next. At present, Ron is not stocking a clothing line but I believe the company is looking at expanding their whole range. S+W do provide just about everything else you could need, all of which has been tried and tested in the States by cycle officers. There is a great knowledge base at Smith and Wesson who have been retailers to police cyclists for many years; this in itself could prove useful to anyone setting up a cycle team. Likewise, the team at Cycle Force are very open to ideas and new suggestions that may improve their service.

TREK BICYCLE CORPORATION A new entry into the UK police cycle industry is Trek. Well established in the US as one of the main players, Trek have recently offered their clothing and equipment range to UK officers. I have yet to find out how this will work but it does mean access to very good Trek and Nike equipment, some of which will be well suited to police work.

ALTURA UK For good, extremely hardwearing clothing, Altura UK are an excellent choice. They have close links to North Yorkshire constabulary and have indirectly provided a large portion of City of London uniform. Their downhill-orientated trousers and shorts are perfect for police work, and will remain looking smart for a long time. Selling at £40.00 and £50.00 pounds, respectively, they are also very good value. In the City they have been used for 14 months with no problems and are still going strong.

SPECIALIZED Specialized are the next on the list. Specialized, at present, do not have a police specific range but are keen to assist and most units will be using some equipment from them. The best product we have had from them is their Armadillo tyres. On a team of eight people running for 14 months in the City we have not had a single puncture. This speaks for itself!

There are many other companies and individual bike shops willing and able to assist with equipping your teams, so this article is just the beginning. We expect to have product-specific reviews of new gear as it becomes available. If you have the chance to work with a company as it develops products for emergency services cyclists, do it. You will then ensure that the products will be specifically designed to meet not only your needs, but those of your colleagues.

Mark is one of seven certified IPMBA Instructors in the UK. He can be reached at thecockrams01@aol.com.

Wrench Force Tool Kit (con't)

(Continued from page 5)

wrench and the chain tool, which provides extra support teeth on both sides of the repair pin for additional stability.

Dislikes: My only complaints about this tool set are really pretty minor. First, the kit is missing a few essential hand tools, such as pliers, adjustable wrench, screwdrivers, box wrenches, a tool box, etc. However, these items can all be easily purchased in hardware stores, so that is probably why they're not included. Of the tools included in the package, the only one I didn't like was the rear cassette removal socket. It is several millimeters longer than the Park Tools model. If you are accustomed to using the wheel skewer to keep the socket on the cassette (as I am; I've used the Park Tool model for years), you will find the Wrench Force socket a little too long.

Manufacturer Information

The Wrench Force starter tool kit is a great set for individual bike officers, or for departments that are starting to perform some of their own maintenance. For more information about this tool set contact your local Trek Dealer or Trek Bicycle's law enforcement rep at 1-800-688-4324 x4911 or police@trekbikes.com. Retail price: 576.88. **Price to IPMBA Members: \$250** (while supplies last).

Monte May is a police officer with the Kansas City, Missouri, Police Department. Monte is currently serving as the Industry Liaison for IPMBA. He can be reached at montemay@earthlink.com.

Performance Headwear (con't)

(Continued from page 5)

several different designs from which to choose.

My Sergeant also tried out the DoWraps. He rides daily in Denver in any weather, approximately 200 miles a week. His response to the product was simply, "it rocks."

Recommendation

If you wear currently wear a bandana or have been looking for something to wear under your helmet to keep you warm and dry, you need this product.

Where to Buy

DoWraps retail for \$9.95-\$24.95. They can be purchased online at www.dowrap.com or by contacting John Okon at 800-359-2514. DoWrap offers a 25% discount to IPMBA members through the Product Purchase Program. When ordering online, enter IPMBA into the Coupon Code field. Custom orders like the Chicago Police Department are also available.

John is a police cyclist with the Denver Police Department. He rides both road and mountain bikes recreationally and works part-time at Collins Bicycles in Denver, specializing in law enforcement sales and general repair work. John can be reached at collinsbicycles@aol.com.



Reviews



Trek Public Safety Bicycle

(Continued from page 5)

The new Manitou provides a very strong, stable platform. Handling the many bumps, curbs and stairs here in Madison was a breeze. Moving through large crowds during football games, I had great control and did not need to worry about the front end dive each time I touched the brakes. The upward tilt of the stem provided me with a more upright position and was very comfortable.

The aluminum frame is light and nimble. I could easily manipulate the bike and travel over and around objects and obstacles with ease.

The test model that I was provided had a Bontrager saddle which I found too hard and uncomfortable for daily patrol use (maybe I need to toughen up my seat...). The standard saddle for the Public Safety model is the Oasis Dual Density. Not my first choice, but I found it more pleasing to the rear end than the Bontrager.

The 2004 comes standard with the following items:

Drivetrain	
Crankset	Bontrager Select, ISIS BB 48x38x28t
Front Derailleur	Shimano Nexave
Rear Derailleur	Shimano XT
Shift Levers	Shimano Alivio Rapid Fire
Cassette	Shimano HG-50 11-30, 8 speed
Chain	Shimano IG-313
Other Components	
Brakes	TX 22 Alloy
Pedals	System aluminum cage & body
Handlebars	Bontrager Sport
Stem & Seatpost	Bontrager Sport
Saddle	Oasis Dual Density
Rear Rack	Topeak Gorilla rack
Standard Equipment	Bar ends, kickstand, toe clips, and police decal
Front Shock	Manitou Public Safety Black Fork
Wheels	
Hubset	Nexave with silent clutch rear
Spokes	15g stainless steel
Rims	Bontrager Clyde triple walled 36h
Tires	Bontrager Invert 2 w/ SV+

The 2004 model is Gloss Black with white decals and uses Alpha SLR aluminum tubing for the frame. It comes in the following frame sizes: 15.5", 17.5", 19.5", 21.5".

The suggested retail price for the 2004 model is \$769.99. Visit your local Trek dealer for more details, or email Trek's law enforcement rep at police@trekbike.com.

Sgt. Kurt Feavel, PCI #537, is a 20-year veteran of the University Police Department in Madison, Wisconsin. He is a founding member of the UW bike patrol, and has served as the unit coordinator for 11 years. In addition to his Bike Patrol duties, he is assigned to the Department's Planning and Development Unit and is responsible for departmental marketing. He can be reached at kdfaveal@wisc.edu.

Trek Jerseys & Shorts ...

In addition to testing the new 2004 bicycle, I also tested the Trek Tec long sleeve jersey and the Trek Criterium shorts.

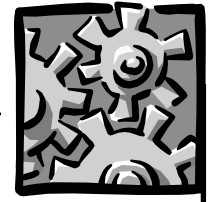
I wore the jersey under my long-sleeved uniform shirt on the cooler days this past fall. The jersey was very warm and provided a nice layer of insulation. The microfleece interior was soft and felt comfortable under my vest. The only drawback was the added layer in the back for the pouches; this made the jersey feel bulky. The jersey provides a comfortable layer of insulation that I now wear anytime I am in uniform during the cooler months.

The Criterium padded shorts were very comfortable. I had no problem with the legs riding up or the back sliding down as I have with some other brands. The legs were the right length and did not stick way out under my shorts. The pad was not so thick that it felt uncomfortable or bulky. The multi-panel design is a departure from the traditional 6- or 8-panel design; it has curved panels around the waist and then the standard six panels, which may lend to the comfort and fit. I'm not a tailor, but I know what feels comfortable, and these shorts work for me.

Visit your local Trek dealer to purchase the Trek Tek Jersey and the Criterium shorts. More information is available online at www.trekbikes.com. - Kurt Feavel

Interesting Intel from Interbike

IPMBA's intrepid Industry Liaison reports back from the industry's largest show



by Monte May, PCI #262T/EMSCI #009T
IPMBA Industry Liaison
Kansas City PD (MO)

The 2003 Interbike trade show in Las Vegas revealed some new "toys" for public safety cyclists as well as some improved ones. Here are some of the items that are likely to have an impact on public safety cycling in the coming year.

Giant Public Safety Bike

After several years of research and development, Giant has introduced a public safety special edition bike that has a lot of promise. The bike is based on their popular Giant Rainier Mountain bike frame and includes a pretty good parts spec. The only complaint I can anticipate with the bike is the lower-end front suspension fork. Overall, though, it is not a bad value. Keep watch in *IPMBA News* for a full product review in upcoming months.

Marwi Public Safety Headlight Set

Marwi has introduced a public safety headlight system that has merit. Their latest foray into the Public Safety Market is a three light system: one red, one blue, and one white. The white light acts as a traditional headlight while the red and blue lights oscillate in a flash pattern. Look for more on this item in a future review also. Marwi is a long-time participant in IPMBA's Product Purchase Program, contact Jennifer at 642-401-1335 or jennifers@marwiusa.com.

Sram X-Series Impulse Shifters and Derailleurs

Sram has introduced their new impulse shifters. These shifters are similar to Shimano's rapid fire shifters, except they use an upward motion of the thumb instead of a backward one to shift to a smaller chain-ring or cog. The XO derailleur is very large and similar to the older 9.0 and 7.0 models. It doesn't include a rear barrel adjuster; however, it does provide cable routing that really

forces the cable to stay straight, creating the environment for more dependable shifting. Both the shifters and derailleurs are based on Sram's one-to-one ratio. Also, I was told that the shifters will be available in the Rocket series, which is compatible with Shimano derailleurs. Look for more on these items in future issues.

Bontrager Hardcase Puncture-Resistant Tires

This product looks very promising. The tires are designed with triple puncture protection. This includes protection from pinch flats, cuts in the casing, and punctures. The tires feature a full strip of kevlar belting on the contact area; other brands use particles and pieces of kevlar in the belting. While the tire is slightly heavier than some competing items, its puncture-resistance will more than make up for the added weight. Look for these at your local bike shop soon for about \$40.

Niterider "Commuter" Lights

Niterider is marketing their new "commuter series" of lights. This lower-priced product line includes several AAA battery-operated headlights and taillights. They also introduced a new, more versatile headlight mount to be used with their traditional systems. This product I like. See the Product Review on page 7.

Gravity Dropper Seat Posts

This company makes a seatpost that a simple flip of a switch on the handlebar adjusts the seatpost height either shorter for aggressive terrain or higher for a more smooth spin. We're currently testing this product and will get a review of it out in an upcoming issue.

Monte May is a police officer with the Kansas City, Missouri Police Department. He has been part of their bicycle operations for seven years. Monte is currently serving as the Industry Liaison for IPMBA. He can be reached at montemay@earthlink.net.

Tips for Marketing to Public Safety Cyclists

Getting your product into the hands of police, EMS, and security cyclists requires a great deal of commitment. Governments and some corporations are not known for moving quickly; therefore the speed at which equipment decisions are made is glacial at times. Most agencies are required to go through a bid process, and budgets are frequently tight. It can be months, or even years, before your product goes from something that your customers want to something that they buy. No matter how good it is, your product is not going to start flying off the shelves without a little persistence on your part. Here are a few hints from the pros.

1. Be Patient
2. Establish Contact and Arrange for a Meeting
3. Use the Equipment Committee
4. Determine Current Needs and Brands
5. Determine Size of Department
6. Learn the Department's History from Local Distributors/Sales Reps
7. Make Test Samples Available
8. Be Prepared to Send Additional Samples
9. Stay in Touch/Follow-up
10. Respond Quickly
11. Set up Direct Sale or Local Distribution.
12. Be Patient

Support our Corporate Members



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

Alerte Systems

Bill Stranathan
800-728-1536

www.alertesystems.com
Bill@alertesystems.com



Patrol Cycles LLC

Murline Staley
713-472-0894

www.patrolcycles.com
sales@patrolcycles.com



TIDALFORCE

Silvio Pappalardo
703-435-7102 x 179

www.tidalforce.com
silvio.pappalardo@wavecrestlabs.com



Trek Bicycle Corporation

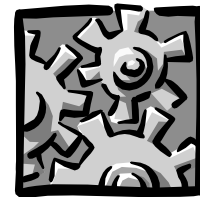
Jason Schumacher
800-313-8735 x 4911



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

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


Product Purchase Program *(Continued)*



Phone: 425-355-3669/800-523-7558
Fax: 425-355-3661
Website: www.spokeswear.com
Email: info@spokeswear.com
PYI Inc. Spokes Wear
12532 Beverly Pk Rd., Lynnwood, WA 98037

R & B FABRICATIONS, INC.
Product: Panniers & Safety Vests
Regular Cost: Contact for Product List
Cost to Members: 15% off Retail
Form of Payment: DC, MC, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Tina Lime
Phone: 419-594-2743/800-553-1911
Fax: 419-594-2250/800-742-5345
Website: www.rbfab.com
Email: rbfab@bright.net
R & B Fabrications, Inc.
20128 Road 138, Oakwood, OH 45873

REDMAN TRAINING GEAR
Product: Defensive Tactics Training Gear
Regular Cost: Contact for Product List
Cost to Members: 10% off Retail
Form of Payment: AX, DC, MC, PO, V
Ordering Options: Phone, Fax, Mail
Contact Name: Bob Brothers
Phone: 800-865-7840
Fax: 800-459-2598
Website: www.redmangear.com
Email:
Redman Training Gear
10045 102nd Terrace, Sebastian, FL 32958

RUBEL BIKEMAPS
Product: Bicycling Street Smarts: 48-page booklet
Regular Cost: See website for price schedule.
Cost to Members: Free shipping on any size order.
Form of Payment: CH, DC, MC, PO, V
Ordering Options: Phone, Email, Mail
Contact Name: Madeleine Nolan or Andy Rubel
Phone: 617-776-6567
Website: www.bikemaps.com 
Rubel BikeMaps
P.O. Box 401035, Cambridge, MA 02140
Notes: Contact for free sample; see full text at www.bikemaps.com.

RUDY PROJECT
Product: Sunglasses, Sport Eyewear, Helmets, Goggles
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Form of Payment: MC, V
Ordering Options: Website, Mail
Contact Name: Jason Kinsey
Phone: 888-860-7597/303-333-9191
Fax: 303-333-9292
Website: www.rudyprojectusa.com
Email: jason@rudyprojectusa.com
Rudy Project
Union Station, 1701 Wynkoop, Suite 113
Denver, CO 80202
Notes: At www.rudyprojectusa.com, click on OTHER INFO, then BATMAN. Enter passcode: PO

SIGNAL MEASUREMENT CO.
Product: GPS & Communication Mounts
Regular Cost: \$56.19
Cost to Members: \$33.71
Form of Payment: C, D, DC, MC, PO, V
Ordering Options: Phone, Fax
Contact Name: Ronnie Dowell
Phone: 800-527-1079
Fax: 281-356-0099
Website: www.smc-corp.com
Email: rdowell@smc-corp.com
Signal Measurement Co.
12519 Wanda Ln., Magnolia, TX 77354

SPORTWORKS
Product: Hitch-mounted Bike Racks
Regular Cost: \$325-\$565
Cost to Members: \$260-\$452
Form of Payment: C, DC, MC, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Julie Gregg
Phone: 425-483-7000 / 888-661-0555
Fax: 425 488 9001
Website: www.bicycleracks.com
Email: julieg@swnw.com
SportWorks
15540 Wood-Red Rd. NE, #A-200
Woodinville, WA 98072

SWAGMAN
Product: Bicycle Carriers (Roof/Hitch/Trunk)
Regular Cost: Contact for Product List
Cost to Members: 15% off Retail
Form of Payment: MC, V
Ordering Options: Phone, Email
Contact Name: Jim or Don
Phone: 800-469-7924
Fax: 800-469-7893
Website: www.swagman.net
Email: info@swagman.com
Swagman
300-1880 Government St., Penticton BC, BC V2A 7J1
Notes: All Shipments Made from Orville, WA

TERRY PRECISION CYCLING
Product: Bikes, Accessories, Seats, Apparel
Regular Cost: Contact for Product List
Cost to Members: Wholesale Prices
Form of Payment: C, CH, DC, MC, V
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: Ginny Weisel
Phone: 800-289-8379 x 15
Fax: 315-986-2104
Website: www.terrybicycles.com
Email: ginny@terrybicycles.com
Terry Precision Cycling
1657 East Park Dr., Macedon, NY 14502

The Product Purchase Program was updated January 2004. The information has been provided by the participating companies and is subject to change without notice. A company's participation in the Product Purchase Program does not indicate endorsement by IPMBA, nor does it indicate the company's sponsorship of IPMBA.

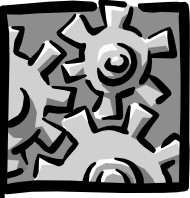
TRACY LEIGH ENTERPRISES
Product: Electric Police Bike
Regular Cost: \$2500 & \$1900
Cost to Members: \$1999 & \$1600
Form of Payment: AX, C, CH, DC, D, MC, PO, V
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: Robert Grippo
Phone: 570-992-9989 / 877-570-6963
Fax: 570-992-5026
Website: www.allwebscooters.com
Email: gandg@epix.net
Tracy Leigh Enterprises
P.O. Box 831, Brodheadsville, PA

WTB
Product: Tires, Saddles, Headsets, Pedals, Wheel Parts
Regular Cost: Contact for Product List
Cost to Members: Wholesale Prices
Form of Payment: COD, MC, V
Ordering Options: Phone, Fax
Contact Name: Travis Haft
Phone: 415-389-5040
Fax: 415-389-5044
Website: www.wtb.com
Email: thaft@wtb.com
WTB
475 Miller Ave., Mill Valley, CA 94941

ZOIC CLOTHING
Product: Mountain Bike Apparel
Regular Cost: Retail
Cost to Members: 30% off Retail
Form of Payment: AX, V, MC, CH, DC
Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: Brandt Furgerson or Wendy Misner
Phone: 858-731-0506/800-241-9327 x 532 or 531
Fax: 858-458-9714
Website: www.zoic.com
Email: brandt@zootsports.com or wendy@zootsports.com
Zoic Clothing
10280 Camino Santa Fe, San Diego, CA 92121

J.MARCEL/OLYMPIC UNIFORMS
Product: Bike Patrol Uniforms
Regular Cost: Contact for Product List
Cost to Members: 10% off Retail Prices
Form of Payment: V, MC, D, PO, C, DC, CH
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Julie Cruise/Rachel Peterson
Phone: 888-722-9222
Fax: 206-722-1521
Website: www.olyuniforms.com
Email: reps@olyuniforms.com 
J.Marcel/Olympic Uniforms
5920 MLK Jr. Way So., Seattle WA 98118

IPMBA extends a special thanks to Ron Burkitt for doing a great job of updating the Product Purchase Program.



2004 IPMBA Supplier Listing

A comprehensive listing of companies that serve the professional needs of the public safety bicyclist.

ABS SPORTS

Product: Super Saddle
Phone: 609-371-1554
Fax: 609-371-1554
Website: www.abs-sports.com

ALERTE SYSTEMS, INC.

Product: Lights & Sirens
Phone: 800-728-1536
Fax: 800-635-1536
Website: www.alertesystems.com



ANSWER PRODUCTS

Product: Suspension & Apparel
Phone: 661-294-4102
Fax: 661-294-4179
Website: www.answerproducts.com

ASLET: AMERICAN SOCIETY FOR LAW ENFORCEMENT TRAINING

Product: LE Training Organization
Phone: 301-668-9466
Fax: 301-668-9482
Website: www.aslet.org

BELL SPORTS, INC.

Product: Bicycle Helmets
Phone: 800-494-4543
Fax: 217-892-2662
Website: www.bellsports.com

BIKE TRACK

Product: Bike Storage & Parking Systems
Phone: 888-663-8537
Fax: 802-457-3704
Website: www.biketrack.com

BOUNDTREE MEDICAL

Product: Emergency Medical Products and Services for Pre-Hospital Medical Providers
Phone: 800-533-0523
Fax: 800-257-5713
Website: www.boundtree.com

BRATWEAR

Product: Uniforms
Phone: 253-517-4000
Fax: 253-517-4004
Website: www.bratwear.com

BRAVE SOLDIER

Product: Ointments & Crash Packs
Phone: 323-653-5538/888-711-BRAVE
Fax: 323-852-6604
Website: www.bravesoldier.com

BUSHWHACKER USA

Product: Trunk Bags
Phone: 801-829-6801/800-344-1256
Fax: 801-829-6104
Website: www.bushwhackerbags.com

CAMELBAK

Product: Personal Hydration Systems
Phone: 800-767-8725/707-792-9700 ext. 248
Fax: 707-665-9231
Website: www.camelbak.com

CANE CREEK CYCLING COMPONENTS

Product: Suspension Seatposts
Phone: 800-234-2725
Fax: 828-684-1057
Website: www.canecreek.com

CASCADE DESIGN

Product: Platypus Hydration Systems
Phone: 800-527-1527 / 206-676-1414
Fax: 800-583-7583
Website: www.cascadedesigns.com

CASTANARROW SCREEN PRINTING

Product: Bike Patrol Tee-Shirts
Phone: 570-963-7667
Fax: 570-963-1717
Website: www.castanarrow.com

CHIBA SPORTS

Product: Gloves & Suspension Seats
Phone: 813-855-3400
Fax: 813-818-7500
Website: www.chibasports.com

CHRISTINI TECHNOLOGIES

Product: All Wheel Drive Mountain Bikes
Phone: 215-351-9895
Fax: 215-351-9896
Website: www.christini.com

COP PEDALERS

Product: Bike Patrol Products
Phone: 773-792-3130
Website: www.coppedalers.com

CYCLE SOURCE GROUP (SMITH & WESSON)

Product: Bicycles and Accessories
Phone: 877-533-7245
Fax: 631-205-1435
Website: www.cyclesg.com

CYCLOPS BICYCLE & TACTICAL OPERATIONS EQUIPMENT & TRAINING

Product: Bicycle & Tactical Ops Equipment & Accessories
Phone: 843-259-8368

DANALCO

Product: Sealskinz Waterproof Socks & Gloves
Phone: 800-868-2629
Fax: 800-216-9938
Website: www.danalco.com

DE SOTO SPORT

Product: Triathlon Clothing
Phone: 858-453-6672/800-453-6673
Fax: 858-453-6783
Website: www.desotosport.com

DO WRAP PERFORMANCE HEADWEAR

Product: High-tech under helmet headbands and bandanas
Phone: 773-770-4200/800-359-2514
Fax: 773-770-4201
Website: www.dowrap.com

EKO SPORT

Product: Power Grips, Air Suspension, Pumps
Phone: 970-241-3518/800-999-8277
Fax: 970-241-3529
Website: www.ekosport.com

ELECTRIC VEHICLE TECHNOLOGY

Product: Electric Bike
Phone: 800-358-8345
Fax: 847-673-2237
Website: www.evtworld.com

ELHN BADGE & EMBLEM DESIGN

Product: Custom Police Badges, Emblems, Pins, Coins
Phone: 203-364-8644
Fax: 860-693-9381

ERGO, LLC

Product: Ergonomic Bike Seat
Phone: 425-333-6161
Fax: 425-333-6355
Website: www.ergotheseat.com

FINISH LINE

Product: Bicycle Care Products
Phone: 631-666-7300
Fax: 631-666-7391
Website: www.finishlineusa.com

FUJI AMERICA

Product: Bicycle Parts and Accessories
Phone: 800-631-8474 / 201-337-1700 x211
Fax: 201-337-1762
Website: www.fujibikes.com

GITA SPORTING GOODS

Product: Bike Patrol Shoes
Phone: 800-FON-GITA x 319
Fax: 704-588-4322
Website: www.gitabike.com

GOLDEN WEST COMMUNICATIONS

Product: Mobile Communications
Phone: 800-967-8124
Fax: 509-457-6748
Website: www.goldenwestcom.com

HECKLER & KOCH

Product: Training
Phone: 703-450-1900 x 293
Fax: 703-405-7938
Website: www.hk-usa.com

IMBA: INTERNATIONAL MOUNTAIN

BICYCLING ASSOCIATION
Product: Mountain Bike Advocacy
Phone: 888-442-IMBA/303-545-9011 x106
Fax: 303-545-9026
Website: www.imba.com

IOSSO PRODUCTS

Product: Lubes
Phone: 888-747-4332
Fax: 847-437-8478
Website: www.ioosso.com

J & B IMPORTERS

Product: Bike parts & accessories
Phone: 800-666-5000 x 255
Fax: 800-666-5003
Website: www.jbimporters.com

J. L. DARLING

Product: Weatherproof Paper
Phone: 253-922-5000
Fax: 253-922-5300
Website: www.riteintherain.com

JOHN E. REID & ASSOC

Product: Street Crimes Seminar
Phone: 800-275-4915
Fax: 773-594-0959
Website:

KRYPTONITE

Product: Locks
Phone: 781-828-6655 x268
Fax: 781-821-4777
Website: www.kryptonite.com



EMS: Back to Basics

Guidelines on establishing a bike medic program

By Drew Fried, *EMT-B*

The concept of using a bicycle as a means of transportation for emergency services workers dates back to the late 19th and early 20th centuries. After the invention of the automobile, this practice came to an end in the 1920s. In 1987, two Seattle police officers proved that bicycles could again be effective in emergency services.

Approximately six years after the development of police patrol units, EMS agencies began to use bicycles for EMS operations. Today EMS agencies use bicycles for many different situations—including bike tours, congested urban city streets, busy parks, and visits by high-profile officials. In 1980, NYC*EMS used mopeds during the New York City Transit Strike. This proved that the traditional system of deploying EMS providers may not be the best way.

EMS bicycle units were developed to give mobility to the EMS provider. EMS personnel can get through congested urban areas with them and use them during special events, in amusement parks, and at sports arenas.

Organizing a Bicycle Unit

Prior to organizing a bicycle unit, you must gain the support of your administration. Without such support, the unit cannot succeed. It will be helpful to have some statistics available from other agencies, indicating their success rate. These stats include the improvement of response times and the ability to have greater access to patients. To benchmark and compare, you will need to be able to look at stats for at least the year prior to deployment of the bicycle unit. You should see a decrease in the response times and an increase in the ability to gain access to patients.

After you receive the needed support, appoint a Bicycle Program coordinator. This person is responsible for coordinating day-to-day operations of the unit. Duties include but are not limited to the following:

- Maintain an inventory of the program's equipment, and order when necessary.

- Schedule maintenance.
- Coordinate the selection process of candidates.
- Coordinate special event activities.
- Prepare the unit's standard operating procedures.
- Conduct Quality Assurance/Quality Improvement.

Ensure that all members are wearing safety equipment at all times while riding.

Selection Process

The selection process should be under the supervision of the coordinator. Most agencies find it useful to post the position and ask for volunteers. Make sure you are clear about all of the requirements of the selection process.

Selection requirements include the following:

1. Complete agency application.
2. Have at least one year of service providing prehospital care at either the CFR or EMT level.
3. Supply two letters of recommendations from agency supervisors.
4. Complete medical examination or provide a medical certificate from healthcare professional if last medical exam was within six months. Candidates should be in good physical condition with the understanding that portions of the training and unit activities are physically demanding.
5. Provide a short summary of what special skills the candidate could bring to the unit.
6. Complete interview process.

Policy Considerations

A policy provides a framework or guideline within which bike patrol units can work. If you have an established unit, you may not understand what the person who started your unit went through to write and develop the policies you take for granted. If you are starting a new unit, you must decide what policies you will need to develop. Some agencies choose to write different types of policies, such as one of the following:

- Rules and Regulations—set policy.
- Special Orders—usually expire after a short period of time.

- Standard Operating Procedures (SOPs)—set the guidelines you want your teams to follow.
- Uniform Regulations—determine what the uniform of the day will be.

Training

As with any specialized unit, it is important that members of your EMS bicycle unit receive the proper training. As part of this training, the candidates learn their function and receive instruction on how to use and ride the EMS mountain bike. If you fail to provide this training, you leave your agency open to a number of lawsuits. Some of these lawsuits involve pedestrians injured by reckless operation, accidents with motorists causing damage to the vehicle or injury to the riders, injury because of incorrect bicycle fit and lack of maintenance knowledge, and injury from lack of an agency bicycle maintenance program.

Lessons include the following:

- Fitness and Nutrition
- Promoting Bicycle Safety
- Effective Cycling
- Technical Cycling
- Hazard Avoidance
- Basic Maintenance
- Uniforms and Equipment
- Legal Issues
- EMS Safety Considerations.

Selecting the Mountain Bike

Selecting the mountain bike is not the same as going to the store and purchasing a bicycle for your child or even for yourself. Contact a number of manufacturers directly and determine what mountain bike is best for your use. Most of the major manufacturers have special bicycles and equipment for medical and police bicycle units. You may not be able to purchase a bicycle directly from a manufacturer, but you will be able to find out which distributor sells the equipment you need. The manufacturer might also be able to pass on a special price to you.

You will need a number of accessories: Some of them will be for comfort; others are needed for safety. Before selecting equipment, determine if your unit will

(Continued on page 21)

Establishing a Bike Medic Program

(Continued from page 20)

operate at night. If so, purchase a good light system. A rechargeable system is best; also, try to determine the candlepower of the light. Because of the amount of physical activity and the need to stay hydrated, you will need to purchase a bicycle with a water cage and provide a water bottle.

Each bicycle should be equipped with the following:

- Toe clips and straps for the pedals.
- Rear-mounted kickstand.
- Fenders.
- Derailleur guard—to avoid injury from sharp points on gears.
- Warning devices—red blinking lights and siren devices.
- A good steady seat (a gel seat is preferable)

You also will need a rear rack with a rack bag designed to hold emergency medical equipment. This equipment should include the following:

- Oxygen tank “C” size
- Airway adjuncts
- Disposable gloves
- B/P cuff
- Stethoscope
- AED
- C-collar
- Suction unit
- Assorted medical equipment
- OB kit

The equipment may be shared among teams members if they patrol/respond in pairs.

Uniforms

Uniforms have always been the backbone of every public safety organization. Agencies with a bicycle unit have found that they have had to change their policy with regard to uniforms. You cannot expect a bicycle unit member to wear the regulation duty uniform. During the summer months, members should wear comfortable shorts of nylon or cotton. In place of the regulation shirt, most bicycle units have opted to wear golf shirts, with the department logo silk-screened on the front and EMS in four-inch letters on the back. Patches, embroidery, and silkscreen have replaced the traditional shields. In cooler months, bike medics should wear

long nylon bicycle pants specially made for bike riding; the pants come with stirrups to pull the pant legs down and keep them from getting caught in the chain. You can also have the shirt distributor silkscreen or embroider long-sleeve golf shirts or long-sleeve T-shirts. Have a good waterproof wind-resistant jacket for inclement weather. You can order most of this equipment from your local uniform vendor, by mail order, or on the Internet.

Each bicycle patrol member is required to wear a bicycle helmet approved by the American National Standards Institute (ANSI) or the Snell Memorial Foundation, padded cycle gloves in the summer and regular gloves in the colder months, and eye protection (sunglasses) that are shatter-resistant and have UV protection. Remember, on a bike you have no windshield to keep dust, bugs, branches, and other debris out of your eyes.

Start of Tour Procedures

At the beginning of each tour, each bicycle patrol team member should inspect his assigned bicycle using a standard department checklist. If any deficiency

cannot be immediately repaired, take the bicycle out of service. Riding a bicycle that has a maintenance problem can cause an accident.

If more than one team is assigned to the tour, each team should have an assigned response area. Each team should check for special instructions or events in the assigned area.

It is important that each member carry a water bottle and wear the proper uniform of the day, determined by the temperature. Each team must check the status board to see if the unit will perform its normal function.

Care and Maintenance of Bicycles

Keeping your bicycle in good working condition is as important as a vehicle operator's keeping his emergency vehicle in serviceable condition. As part of my unit's standard operating procedure, we had a service agreement with a local bike shop. Some agencies choose to send a member to become certified as a bike mechanic. This can sometimes save on the cost of repairs and yearly maintenance.

Whichever program you decide on, make sure that each member understands his role in bicycle maintenance. Each member will be required to inspect his assigned bicycle daily and weekly and to schedule yearly maintenance. A trained and experienced bicycle mechanic should conduct yearly maintenance.

General Guidelines

- All medical bike unit members must attend an approved EMS cyclist course and continue to attend refresher training.
- It is recommended that medical bike units do not operate under the following conditions:
 - The temperature is above 90°F.
 - The temperature is below 35°F.
 - There is heavy rain and slippery conditions.
 - There is snow or ice on the ground.
 - During high winds.
- The unit should operate at the discretion of the senior supervisor on duty.

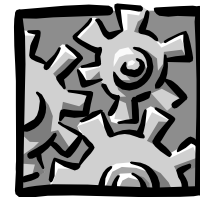
As noted above, all members should be required to wear a properly fitted bicycle helmet approved by ANSI or Snell while the bicycle is in motion.

A medical bicycle unit can help improve the organization's response time and public relations. The use of bicycles comes with a number of responsibilities, however. All members must obey the vehicle traffic law, just as they would in an emergency vehicle. In some states, EMS bicycles have the same privileges as a motorized emergency vehicle. Make sure to research what other bicycle units are doing in your area.

References

1. The Bicycle Patrol Program; Bikes on Patrol, Jose Dominguez, 1994.
2. *The Complete Guide to Police Cycling*, The International Police Mountain Bike Association, Joe Martin and Erik Blair, Calibre Press, 1996.
3. The International Police Mountain Bike Association, www.ipmba.org.
4. New York State Policy Statement # 00-08.

Drew Fried, EMT-B, has been an EMT for 22 years and a NYS EMT instructor for ten years. This article originally appeared in the September/October 2003 issue of fireEMS magazine.





Holsters and Weapon Retention

A guide to five different models of holsters

by Ashley Foster, PCI #356
Medical University of South Carolina
Charleston (SC)

For a police officer in a life or death situation, such as a close quarters combat or a surprise assault followed by an attempt by the suspect to disarm the officer, there are several pieces of equipment that are vital to the survival of that officer. One of the most important is the holster; can the officer draw the weapon fast enough to eliminate the threat of the armed suspect, and can the officer prevent the suspect from taking the weapon and using it on the officer?

Unfortunately, it is not uncommon for command staff officials to make equipment decision with little or no input from individuals who possess the necessary expertise. When considering holsters for duty use, one must consider several factors prior to the purchase and utilization of that holster, including ease of operation, retention capabilities, and endurance level. This does not include construction material, (i.e. leathers, laminates, nylon, etc.) since this has very little to do with retention abilities.

Recently, the MUSC Department of Public Safety conducted a study with respect to the use of holsters. To determine the more commonly utilized holsters, a telephone poll was conducted on fifty state, county, and municipal police agencies. Forty-three of these participated in the review; seven refused. All calls were made to either the Training Officer or the ranking Firearms Instructor. Three questions were asked; (1) What brand and model number of holster is used in your department; (2) What is the rated retention level of that holster; and (3) Other than firearms training (including qualifications/live fire), is additional training provided with reference to how the weapon is drawn from the holster. Results are in the below graph.

Brand	Model	Retention Level	Number of Agencies	Training
Safariland	#295	2	23	0
Safariland	#6280	2 (3*)	8	2
Michael's of Oregon	#98251	2	6	0
Safariland	#6070	3 (4*)	4	1
Safariland	#070 SSIII	3	2	0

(*) The weapon's retention level can be upgraded by the addition of the Safariland 6001 Sentry.

Armed with this knowledge, we set out to test the most popular holsters. In order to ensure that we did not receive any upgraded or enhanced versions of any particular holster, each of the holsters was purchased from various retail stores and not from the manufacturer or distributor. Five officers were used to evaluate the holsters. All five officers received the same forty hours of training in defensive tactics, ground defense and weapon retention techniques, as developed by an international training authority. Each officer then received four hours of specific training and practice time on each holster prior to testing and evaluation.

The evaluation phase consisted of every officer using each of the five holsters going through five scenarios, for a total of twenty-five scenarios per officer. Officers were evaluated on the amount of time that was required to draw the weapon and discharge one round upon stimuli. Each scenario forced the officer to utilize some form of weapon retention. They included officers in a ground defense position (officer on back and suspect in mounted position), bike officer riding a bicycle through a confined alleyway, bike officer standing over the bike in stopped position, officer standing in interview position, and officer in standing position with the suspect at the rear.

Upon completion of the evaluation phase, it was determined that the Safariland #295 and the Uncle Mike's #98251 were a few tenths of a second faster to draw than the others, but made it the easiest for the suspect to strip the officer's

weapon. The Safariland #295 consisted of a thumb break, which was very simple for the suspect to disengage, and a push-and-rock to release the weapon. This push-and-rock requirement made it simple for the suspect to strip the weapon, due to the natural push and pull effect which occurs in a struggle. Overall, the weapon was stripped from the officer approximately 46% of the time, and the thumb break was released in 83% of scenarios.

The Uncle Mike's #98251 was a nylon holster with a thumb break that wrapped over the slide of the weapon. This thumb break was made of a plastic type material that was sewn to the nylon holster. Throughout the evaluation phase, two of the thumb breaks failed where the stitching was sewn through the thumb break strap. On one occasion, the holster was ripped off of the belt. Overall, the weapon was stripped from the officer approximately 59% of the time, and the thumb break was released in 76% of scenarios.

The Safariland #6280 SLS consists of a hood-style thumb break. The hood requires the wearer to push down and forward on the hood to disengage the weapon. The #6280 also requires that the weapon be drawn straight up. This requirement made it very difficult for the suspect to strip the weapon, due to the fact that a canted weapon increased the difficulty of the draw. Even though the suspect was able to disengage the hood, he was only able to strip the weapon on three occasions, or 12% of the time. In one of those occasions, the hood was disengaged, and when the officer affected the suspect's release of the weapon, he was in a ground defense position. The weapon fell from the officer's holster. The Safariland #6280 was also tested in its Level 3 format, with the addition of the Sentry, resulting in one strip by the suspect, a 4% failure rate. Draw speed for #6280 ranked at third fastest in both formats.

The Safariland #6070 Raptor consists of a hood-style thumb break and has a straight draw technique like the #6280, but has one additional security feature which makes it a Level 3 holster. The holster includes a trigger guard lock, which is released on the draw and will secure the weapon in the holster without having to engage the hood. The #6070 resulted in zero strips and four hood releases (16%). The Safariland #6070 was also tested in its Level 4 format, with the addition of the Sentry, resulting in zero strips and zero hood releases. The #6070 Raptor and Safariland #070 ranked at the fourth fastest draw in both formats, behind the #6280 by an average of three tenths of a second.

The last holster evaluated was the Safariland #070 SSIII, a Level 3 holster. This holster consists of a top snap thumb break, middle finger release tab, and a decoy side strap. This holster also requires a straight draw similar to that of the #6280 and #6070, but is canted forward slightly. While this does provide for a more natural draw, if the thumb break and the release tab have been disengaged, the canted draw provides the suspect with a natural motion for stripping the weapon if the officer cannot effect a release quickly enough. The evaluation process was not completed because both test holsters were broken in the middle of the test phase. On one holster, the thumb break snap broke off, and on the other, the thumb break began to show extreme wear and to crack where the thumb break transitioned into the outside of the holster. The #070 tied the Level 3 version of the Safariland #6070 as the fourth fastest draw.

Now that the evaluation phase is complete, the next phase may be to determine which is the best holster. But the more important question to answer is which holster is the best for YOU. The holster is only as good as the officer using it. If you cannot draw your weapon from the holster fast enough (two rounds/two seconds), then you should not be on patrol with it. It could cost you, your partner, or someone else their life if you encounter a threat and are unable to draw the weapon, or, if a suspect succeeds in stripping your weapon.

First, pick the appropriate holster and retention level to meet your needs. Then, practice with that holster. If the holster level rating is low, develop your retention skills. If the retention rating is high, practice drawing and pointing the weapon. Find the weakness in the holster and make it stronger.

Ashley is the departmental training officer for MUSC public safety. He can be reached at fosteram@muscedu.

You Own It, You Clean It!

A guide to cleaning and lubrication: when to do it, how to do it, what to use



by Ken King, PCI # 523
IPMBA Industry Relations Committee
Lakewood Police Department (CO)

Proper maintenance adds to the reliability, performance, and longevity of a bicycle. However, we have all seen bikes that have been neglected for a variety of reasons: lack of maintenance knowledge, use of improper lubricants and cleaners, or, worst of all, just plain laziness. This purpose of this article is to clarify issues related to the proper cleaning and lubrication of your bike, a critical element of overall bicycle maintenance.



Why Clean and Lube?

1. Reliability and Performance – Drivetrain malfunctions are common reasons for “deadlining” a bike, and one of the most frequently performed services at most bike shops. Proper maintenance ensures a smooth, positive drivetrain and shifting, reduces down- or repair-time, and enhances overall performance.

2. Longevity – Reduced friction equals reduced wear and failure. Parts last longer and perform better and stronger.

3. Proactive Maintenance – Cleaning and lubing on a regular basis increases the chances of finding a problem (or potential problem) before it occurs or becomes severe. It is as important as taking a car in for routine service and oil changes.

How Often to Clean and Lube

Opinions vary, but it doesn't hurt to use a good drivetrain lubricant after each full day's use or after a good hard ride. Think of it in terms of a duty weapon: if it has been used and is dirty, clean it, lube it, and perform a basic function test.

How to Lube

Start with a clean drivetrain. Use a different set of brushes, sponges, and buckets to clean the drivetrain than you use to clean other parts of the bike. This will help you to avoid debris contamination and getting harsh cleaners in areas where you don't want them. Clean the drive train, rinse off thoroughly and allow to dry (no high pressure wash, please). Now you are ready to lube.

1. Under heavy or frequent use, degrease the drivetrain components by scrubbing them thoroughly or by pulling them off the bike and using a parts washer.

2. Apply lubrication evenly and thoroughly to the chain. Wipe off any excess with a rag after each application. Lubricate derailleur pivot points and housing ferrules with a silicone-based product or dry lubrication. This will repel dust or debris and enhance performance and positive shifting.

3. Use the right products and tools.

Types of Lube

Dry – Usually best suited for dry, dusty, and low humidity climates. Repels debris and dirt. Will wash off easily in wet environments, and not provide adequate lubrication.

Wet – Best suited for wet, high-humidity climates. Will not wash off as easily as a dry lube. Attracts more debris and dirt than a dry lube. When used in a dry environment, attracts everything under the sun to your drivetrain.



Wax – Best suited for the same conditions as dry lube, although some products are marketed for all-conditions use. Waxes usually have a self-cleaning component that makes them a popular choice. They do have a tendency to build up, so it is important to wipe off any

excess.

Products for Dry Conditions

- Pedro's Ice Wax
- Pedro's Extra Dry lube
- White Lightning Chain Wax
- Finishline KryTech

Products for Wet Conditions

- Pedro's Road Rage Lube
- White Lightning Race Day
- Finishline Cross Country Wet Lube

Products for All Conditions

- ProLink Chain Lube (a thin-bodied lubricant that actually bonds to the metal surface without building up or attracting unwanted debris. A review of this product is available on the Industry & Resources page at www.ipmba.org).

Cleaners/Degreasers

- Pedro's Biodegreaser Cleaner
- Pedro's Oranj Peelz Degreaser
- FinishLine Citrus Bio Solvent
- FinishLine Degreaser
- Motorex Bike Clean
- Performance Cling-on Degreaser

Most citrus cleaners aren't as harsh as traditional degreasers. They are marketed as being safe on all finishes and plastics, not just drivetrain components. Degreasers are usually best suited for drivetrain components only (unless diluted) but they



do an excellent job in removing the really nasty stuff. If you are not really sure what you need to get started, most products are available in cleaning and maintenance kits that include cleaners, degreasers, lubricants and cleaning tools. These kits cost around \$30.

Caring for your work equipment should include maintenance of your bicycle and bicycling equipment. Routine cleaning and lubrication should be considered an important part of your overall bicycle maintenance. The IPMBA Product Purchase Program features several vendors that offer discounts on a variety of products. Contact information for these companies, among others, is listed below. Take care of your bicycle, and it will take care of you.

Ken King, PCI #523, is with the Lakewood Police Department, in Lakewood, Colorado. He is a 10-year police veteran, was certified as an IPMBA Police Cyclist in 1996, and has been an IPMBA Instructor since 2001. He can be reached at kenkin@lakewood.org.

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T rain on the T rails at the 14th Annual IPMBA Conference

by T.J. Richardson, PCI #139T / EMSCI#010
IPMBA President
San Antonio Police Dept. (TX)

What is the best part of the 2004 IPMBA Conference in San Antonio going to be? Will it be the mild southern climate and the warm southern hospitality? Will it be the hot and spicy Tex-Mex cuisine that waits on every plate? Or how about the fantastic on- and off-road riding opportunities?

For those of you who live and die for the trails, you won't want to miss the off-road rides on some of the best trails in Texas! Ok, right now you may be thinking, "city park....big yawn....boring!" If you are, you couldn't be more wrong. Remember: this is Texas we're talking about. McAllister Park has been named one of the top ten municipal parks in the country for off-road trails, and O.P. Schnabel is even better!

On a recent San Antonio Police Department (SAPD) Police Cyclist Course, our trail guide, SAPD Officer Bill Roberts, led us on his famous "loop" through both parks. Bill Roberts is no stranger to the off-road scene. As an Expert Class

NORBA racer and a USCF Cat 3 racer, Bill is one of the department's premier riders. His knowledge of both parks is surpassed only by his ability to ride them.

We started out at McAllister Park, warming up with some flat but winding

singletrack. Then we hit the ridge for some technical climbing. After a couple of "crash-and-burns," Bill took us on some highly technical trails that, even after ten years of riding in the park, I had never experienced. He had us dodging trees, dropping through gullies and climbing up technical ridges that challenged even his exceptional riding abilities.



Photo by T.J. Richardson

It got even better on the second day. Bill challenged us all to some "screaming-through-the-woods-with-your-hair-on-fire" riding at O.P. Schnabel Park. Once again, we started with some not-so-flat single track as a warm up, and then we tackled The Bluffs: a

series of trails cut into the side of the bluff that borders the Leon Creek Greenway. Don't look down,

'cause that is where you're going! Wow, there were trails back there that only the most skilled mountain goat would try! After that, we dropped into

the Leon Creek Greenway to test our stamina on the miles of trail that snake throughout the rocky and hilly terrain. With plenty of "playgrounds" and "bowls" to bounce in and out of, we rode until we were forced to quit by the Lead Instructor, PCI #138, Neal Mitchell, who needed to make sure that we hadn't lost any of the 24 students we were putting through the course. There were no casualties, which was cause for celebration at Hills & Dales, a local watering hole not far from the trails.

So, have I whetted your appetite? Whatever your riding ability, from beginner to expert, San Antonio has the trail for you. Both training and recreational rides will be scheduled throughout the pre-conference and conference, led by seasoned guides from the South Texas Off-Road Mountain Bikers (STORM), and SAPD's own Bill Roberts. Bring your bike, your helmet, and your courage. We'll supply the band-aids.



Photo by T.J. Richardson



Exhibit-Only Passes Available for IPMBA Conference

Can't make it to the IPMBA conference but still want a chance to check out what's new in the exhibit hall? IPMBA is pleased to announce that complimentary Exhibit-Only passes will be available to all uniformed public safety personnel on Thursday, May 7, 2004, from 2:00pm-6:00pm. Passes will not be available at any other times. Exhibit-Only passes will be available at the door only; advance registration is not required. Holders of Exhibit-Only passes will not be admitted into any conference workshops, meals, or other scheduled activities. For more information about the conference, visit www.ipmba.org, email info@ipmba.org, or call 410-744-2400. See you in San Antonio!

T here'll Be a Rodeo in T exas

by Dan Ganzel, PCI # 097
Palm Beach County Sheriff's Office (FL)

A bike rodeo – IPMBA's Bike Rodeo workshop will have you lassoing good cheer from your community in no time

Let's take a trip back in time, to when you were in elementary school. The teacher told you that local law enforcement officers were having a bike rodeo, and that you would be participating. The teacher also said that there would be no class that day, so you were going to have some fun. That's how it was when I was in elementary school. A rodeo was about no class and riding our bikes on the playground. I had one of those bike with the banana seat and the chopper style handlebars – you know, the

Schwinn Orange Crate 5-speed – the cool bike. All the kids back then wanted one. My brother had a Schwinn, too, but he had the Lemon Peel. Anyway, thinking back to that day on the playground – taking a bike class, learning how to ride in a straight line, using your hand signals, learning which side of the road to ride on, and riding in a figure eight – did you ever think that someday you would be teaching it?

Well, chances are that you will. When someone decides to have a rodeo, they immediately think, "Hey, let's get the bike cops or the bike medics to do this. They're the experts!" If

you are like most bike cops or medics, the first thing you do is panic. You think, "the last time I did one of these, I was six years old!"

Panic no longer. IPMBA is offering you the opportunity to learn first-hand what you need to know to put on a great rodeo: *Bicycle Rodeos: From A to Z*, a hands-on workshop being offered at the 14th Annual IPMBA Conference in San Antonio, May 6-8, 2004.

Bicycle Rodeos: From A to Z is designed to help you find your way around the bicycle rodeo. You'll find out everything from what types of stations you will need (such as helmet fit, bike fit, and the demon highway) to what kind of goodies to give away. It will prepare you, the public safety officer, to give back to the community in more ways than you can imagine.

I offered this workshop for the first time last year in Charleston, Wv. I didn't know what to expect. Just before the conference, I was told was how many people would be attending the class. It was standing room only, wow! One officer who was sent by his department got funding just so he could take this workshop. His community wanted him to put on a rodeo for the elementary school and other groups. Some of the officers who attended the workshop said this was the best workshop ever. Here's why.

The coolest thing about this workshop was that, after a short classroom talk, we took a field trip to a local elementary school, where about 30 school kids would take part in the rest of the workshop. The officers were given handouts that showed what stations they would be setting up for the rodeo course and put to work. The kids loved it, and so did the cops and medics who participated. There were two school resource officers from Blue Springs, Mo., in the class. One officer was about 6'6" and his name was Mike; his partner was named Colby. They were the hit of the rodeo. As the kids would finish the

course, they would park their bikes and sit down to watch the rest of the class finish.

Officer Mike and his partner started pretending to be cars and trucks and making "vroom" sounds. While the kids were waiting for the others, they started getting antsy, so Officer Mike picked a few kids and turned them into cars and trucks. They had to make the "vroom" sound, too. After the bike rodeo, the kids asked all of the workshop participants to have lunch with them. Now, that's what I call success!

Do you know how many bicycles crashes involving fatalities happen in your state? Does your state have helmet laws, and how are they enforced? This knowledge can help you help keep the children of your community safe. *Bicycle Rodeos: From A to Z* will help answer such questions as: Who will help me, the Rotary Club or the teachers? Where will I put on this rodeo, at a school or at a park? How many and what kinds of stations do I need – helmet check, bike fit, rock dodge, slow race, more? What about props? Come to San Antonio and find out first-hand how to provide the very best rodeo experience possible!



Photos by Jim Bowell

International Community Police Cycling Challenge

You are invited to participate in the International Community Police Cycling Challenge (ICPCC), scheduled to take place Sunday, September 5, 2004. The organizing group for this event is made up of two active duty police officers and a community activist. A portion of the proceeds raised will be donated to two charities.

One organization is the Lance Armstrong Foundation, which supports cancer survivorship programs and research; the other is the Sommerset Medical Foundation, which promotes HIV/Aids awareness. Both of these institutions embody the meaning of survivorship and celebration of life and health. It is our belief that this is one of the chief goals of Community Policing.

The desired end result of this event is to foster greater ties between community policing departments and encourage cycling as tool for community police agencies in the Caribbean and Latin America. To accomplish this objective we plan to invite participants from throughout the United States, the Caribbean, and Latin America to compete against each other in a 10km road race. The course is located in Perth Amboy, New Jersey because of an excellent road re-surfacing program that the town has undertaken.

The race format will consist of individuals and teams. Trophies will be given to first, second, and third place winners. Other categories may be added as well. An opening and closing ceremony is planned and a school/youth outreach effort is also scheduled. Travel and accommodations information will be forwarded upon request. Contact: ICCPC/Attn: David Thompson, Mgr./15 Warren St., Suite 101/Jersey City, NJ 07302/305-804-3283/201-435-6641 Fax.

Pedro's 2004 Mountain Bike Festival

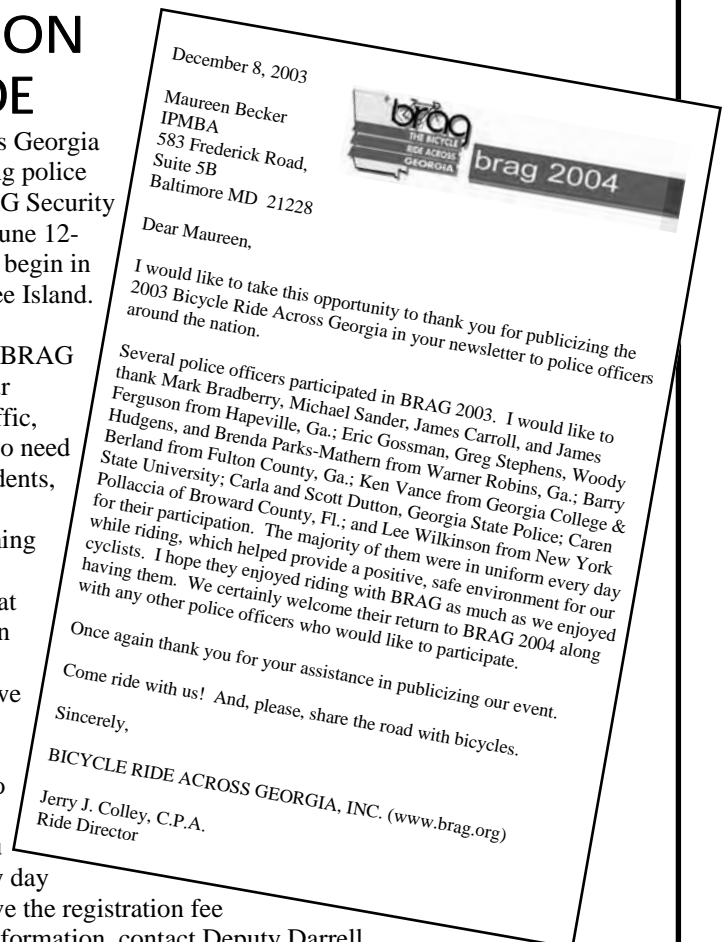
The 10th Annual Pedro's Mountain Bike Festival will be held July 16-18, 2004, in Lanesborough, Mass. Lanesborough is located just north of Pittsfield, Mass., in the Berkshires.

Pedro's Mountain Bike Festival is a family-oriented event that encompasses all facets of mountain biking. It attracts 2500-3000 participants. There are mountain bike rides for all ability levels – from beginner to expert – on miles upon miles of fantastic trails. The Festival also features a huge bike expo with approximately 80 exhibitors, clinics, demonstrations, entertainment, games and activities. A few cycling celebrities usually put in an appearance; last year's festival guest appearances included Greg Herbold, Audrey Augustin, Rockshox World Champion Tim Johnson; and Bronze Medalist, Cyclocross World Championships Kathy Burns.

The folks at Pedro's are offering law enforcement personnel the opportunity to attend the festival for FREE! (and receive a t-shirt and swag bag) in exchange for providing event security during the evening hours. For more information, contact Paul Salvucci of Pedro's Mountain Bike Festival at (781) 871-1563 or Amsportsvc@aol.com. For more information about the festival, visit www.pedrosfest.com.

INVITATION TO RIDE

The Bicycle Ride Across Georgia (BRAG) invites bicycling police officers to join our BRAG Security Team on BRAG 2004, June 12-19, 2004. The ride will begin in Toccoa and end on Tybee Island. 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 do 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.



Going for the Goal

A personal cycling journey around the great state of Ohio

by Ron Burkitt, PCI #488
Hilliard Police Department (OH)

Early in 2003, my best friend, Joe Kramer, and I were trying to come up with a goal for our 2003 riding season. We had started riding road bicycles in 2002, and we needed some way to stay motivated through all kinds of weather – heat, rain, snow, and wind. Gear wasn't a problem, as we were able to outfit ourselves with top-of-the-line gear through the contacts I've made through IPMBA.

Back in high school, Joe and I always liked history. Once we realized that 2003 was the bicentennial of Ohio, we knew we had found a good theme. We soon agreed to attempt to ride all 88 counties of the state. Before we got started on the rides, we established the number one rule about how to count a ride. We used "hockey rules," that is, if the entire bike crossed the county line, we had ridden the county. There was no limit on how many miles could be ridden in each county.

We began our rides on Mother's Day weekend by joining the "Tour of the Scioto River Valley," a 105-mile ride from Columbus to Portsmouth. We were slowed by the early rains in May and June and didn't ride again until July. We rode a lot of miles by ourselves, but we also participated in two Multiple Sclerosis rides. The first was "Bikin' to the Beast," an 82-mile ride from London to King's Island. The second was "Pedal to the Point," from Berea to Cedar



Photo courtesy Ron Burkitt

The following is a list of factual, approximated and even hilarious statistics we accumulated during our rides. We've been all over this great state and seen many things that would astound most people.

88	Counties ridden	760	Miles ridden
39:45	Hours spent riding	23	Rides to hit all 88 counties
4850	Miles driven to reach all 23 rides	297	Gallons of gas used
33	Average miles per ride	8.5	Average miles per county
26:30	Average minutes per county	15.85	Average speed per ride
10	Times chased by dogs	1	Times chased by squirrel
72	Hills climbed	35	Hills coasted down
1	Number of flat tires	102	Power Bars consumed
9	Non-rideable roads ridden	1	Skunk cows sighted

Point. Most of the Saturdays in October and November began at 4:30 am, as we didn't have much more time. We met our goal on December 12th by riding in the last two counties, Fairfield and Fayette.

Best ride: The 80-mile late fall ride from Indian Lake to Paulding County. *Worst ride:* The 11-mile early winter ride near Steubenville. The roads were terrible, covered with snow and slush, and uphill both ways.

Many thanks to IPMBA for assisting us in meeting our goal!

Ron can be reached at rburkitt@columbus.rr.com.



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IPMBA's inspires launch of Sandpoint Bike Unit

by Det. Chris Higbee, PCI #607
Sandpoint Police Department (ID)

The Sandpoint, ID, Police Department has recently established a bike patrol team that has seen great success. The Department initially put patrol officers on bikes several years ago out of necessity during special event days, such as the Fourth of July and the "Lost in the Fifties" celebration, a parade of 600-800 classic cars.

These special events freeze up our downtown area and it is quite often impossible to get a patrol car through in an emergency, let alone to patrol the area. We began with found property bikes taken in through patrol and then later inherited by the department. Of course, we never seemed to get the kind of dependable, higher end bikes that we needed. We wore polo-style shirts with the department's name on our chest, but the rest of our clothing was our own. We were functional, but not at all professional-looking.

Times have changed for us in the last several years – for the better. These changes are primarily the result of the experience, training and organization that IPMBA and its instructors have offered us. Being able to attend an IPMBA Conference and have our own IPMBA Instructor has helped our department and its bike unit to grow tremendously. We have also seen some great support from our department's administration and our community.

All of our bike officers are now trained and certified as Police Cyclists through IPMBA, which has helped us with unity in how

we patrol and has given us the tools to improve our safety. We have received generous donations from local businesses and funds from our Police auctions that have enabled us to purchase the equipment that we have desperately needed. Each officer who patrols our city on bike now has a professional, comfortable bike uniform as well as a high-quality mountain bike equipped with emergency lights and a full patrol bag.



Photo courtesy Chris Higbee

Our department has seen tremendous success in the reduction of crime in the last couple of years. Our bike officers traditionally have 3-4 times as many self-initiated and "observational" arrests as our patrol car officers. Nearly a quarter of a million dollars in drug money was seized incident to an arrest by one of our bike officers. During one of our busy summer months, each call for service during a day shift rotation was met by a bike officer before a car officer, every time. We have implemented annual bike rodeos and a reward program for kids caught wearing their helmets. Because we have seen such success, we have gone from dusting off the bikes for 2-3 events per year to having a regularly scheduled bike patrol shift. We are having a great time.

Our successes have also been accompanied by some trials. One of the biggest challenges, believe it or not, has been the enthusiasm and unity that we bike officers have developed. The patrol officers who remain in cars have, in the past, resented being turned into transport units for our numerous prisoners. We have greatly improved relations, however, by having some of our regular patrol officers take the IPMBA Police Cyclist Course even if they are not planning on riding while on patrol. They are then able to experience the rigors and trials of bike patrol, the instant unity that we feel, and the needs that we have. We now see great support from these officers as well as others and have become a full team of officers that rely on each other.

We have seen the benefits of implementing IPMBA into our bike unit. We thank all those that have put forth effort into making IPMBA what it is today. We recognize that our success is reflective of them. I am planning on attending the next conference held in San Antonio and hope to see you there.

Chris can be reached at chigbee@rmin.riss.net.

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#1323BK BLACK

#1323RB ROYAL BLUE

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Measures 15"H x 12"W x 7"D for 1,250 cu. in. of space. Wt. 80 oz.



#1323BK, 1323RB
O2/BVM, left side

#1326BK, 1326RB
AED, right side

#1363BK, 1363RB
6 pocket, left side

#1366BK, 1366RB
6 pocket, right side
BK- BLACK
RB - ROYAL BLUE



AED PANNIER

#1326BK BLACK

#1326RB ROYAL BLUE

The AED pannier has sufficient room for practically any AED on the market. Four clear vinyl pockets on the flap for miscellaneous supplies.

Measures: 15"H x 12"W x 7"W for 1,250 cu. in. of space. Wt. 80 oz.



6 POCKET PANNIER

LEFT SIDE

#1363BK BLACK

#1363RB ROYAL BLUE

RIGHT SIDE

#1366BK BLACK

#1366RB ROYAL BLUE

This pannier consists of 6 pockets of different sizes with 3 in the flap and 3 on the back side. The pockets have clear vinyl flaps to view the contents. These can be used as a pair or matched up with either the #1323 O2/BVM pannier or the #1326 AED pannier.
Measures: 15"H x 12"W x 7"W for 1,250 cu. in. of space. Wt. 80 oz.

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New Years Honours

IPMBA member David O'Grady of the Metropolitan Police Department, London, England—one of the first certified IPMBA Police Cyclists in the UK—has been awarded an MBE (Member of the British Empire) in the Queen's New Years Honours list.

David is pleased to receive this award, which was granted to acknowledge his extensive work in promoting the Metropolitan Volunteer Police Cadet Corp (Explorers) and work in Convoy 2000 projects in Romania.

The award was bestowed on David in a January ceremony.

Submitted by Anthony Moore
Metropolitan Police, London

Best Initiative

IPMBA congratulates IPMBA Police/EMS Cyclist Instructor Andy Burnham of the Hampshire Constabulary in Portsmouth, England. As a result of his success with introducing bike patrol, and for earning the distinction as one of the UK's first IPMBA Instructors, he has been awarded the "Portsmouth Community Policing Initiative Award" Award for 2003.

Andy attended the IPMBA Police Cyclist Course in London under the instructorship of Kirby Beck before travelling to the US to complete the IPMBA Instructor Course in Charleston, West Virginia.



Photo courtesy Andy Burnham

Cyclists in Public Service London Awards 2004

The Metropolitan Police in London has recently announced the creation of the London Cyclists in Public Service Awards. Emergency services cyclists from the Metropolitan Police Department, the City of London, British Transport Police, Parks Police and London Ambulance Service are eligible to be nominated for these awards. The awards, sponsored by Transport for London, will be presented in March at the Guildhall. The Mayor of the City of London and the Deputy Mayor of London have been invited and are expected to bestow the honours. Nominations should be submitted by 29 February 2004 to either Inspector Anthony Moore, Metropolitan Police (anthony.moore@met.police.uk); Police Constable Mark Cockram, City of London Police (thecockrams01@aol.com); or Mr. Tom Lynch, London Ambulance Service (tom.lynch@lond-amb.nhs.uk).

Cycling in Public Service Award

The top award, awarded to a cyclist from all represented bodies, who has demonstrated excellence in the use of the bicycle in his/her profession. The winner of this award will be selected from the winners of the Cycle Policing Award, Cycle Life Savers Award and Cycling in the Community Award.

Cycle Policing Award

Awarded to a cyclist from London's police services who has demonstrated excellence in cycle policing.

Cycle Ambulance Award

Awarded to a cyclist from London's Ambulance Service who has demonstrated excellence in meeting London's emergency healthcare needs.

Cycling in the Community

Awarded to a cyclist from all represented bodies who has demonstrated excellence in improving community relations through the use of the bicycle in his/her profession.

Cycling Development Award

Awarded to the organisation from all represented bodies who has done the most to develop cycling within their field of work.

Submitted by Anthony Moore
Metropolitan Police, London

A Study from Down Under: Bike Patrol in Canada, US, and the UK

Some of you had the pleasure of meeting Senior Constable Mick Shaw of the Northern Territory Police (Australia) during his whirlwind tour of bike units last year. Funded by a grant from the Winston Churchill Memorial Trust of Australia, Mick traveled to Canada, the US, and the UK to conduct a study of bicycle patrols. While in the US, he attended the IPMBA Police Cyclist Course and was certified as an IPMBA Police Cyclist Instructor. His study included such topics as team selection, training, health & safety, funding, equipment, uniforms, maintenance, SOPs, effects on crime, and bike-specific legislation.

Mick has compiled an impressive body of work, which is published on the website of the Churchill Memorial Trust. (http://www.churchilltrust.com.au/03flwsrpts_p6.html). The report is in PDF format.

This excellent and comprehensive report will serve as an excellent resource to bike officers around the world, and IPMBA thanks Mick for allowing us to be a part of his overseas experience.

Congratulations, Mick, on a job well-done. We hope to see you in San Antonio.

(Continued from page 1)

On January 10, 2003, a ban was placed on drinking alcohol in public areas in direct response to calls from the local community complaining about drunkenness, disorder and litter. As soon as the cycle patrols were tasked to deal with enforcing this ban the incidence of drink-related crime virtually disappeared. Persistent offenders quickly became aware that the bike patrols, supplemented by CCTV and PCSO resources, would make the town a no-go area for their nuisance behaviour. There was a dramatic improvement in an environment which had previously been plagued by drunken fights, petty theft and scattered cans and bottles. Again, this success was commented upon by local business managers; as a result, the local authority has seized this as evidence to support an extension of the ban area to one almost twice the size of the original.

From small beginnings in a limited area, the patrols were rolled out to the local wards, self-managed by each beat officer. It was instantly clear that there was no equal to an officer on a mountain bike for achieving high visibility access to even the narrowest of alleyways and footpaths. Younger children were drawn to the novelty of seeing the local beat officer on a bike, thus creating an early and essential bond between youth and police. Traditional policing styles were merged with the newer bike technology and strategies to give the most easily influenced youngsters direct access to a familiar person easily identifiable as part of the local law enforcement presence. After some initial surprise, parents easily welcomed the bike patrols onto the estates and surrounding street. Petty crime and youth disorder were tackled directly with almost total success and a grateful community has attributed this almost entirely to cycle officers.

Open drug use and the traffic of drugs into the estates were targeted and two well known hotspots for this activity were subjected to the most intense efforts. Local businesses had previously been badly affected by drug dependent offenders. The Woolwich sector bike patrols were able to have a direct positive effect in eliminating these hotspots. A general improvement to the quality of life and the feeling of being safer in their own streets was again commented on by local residents.

A leafleting campaign and direct letters to known troublemakers supplemented the bike patrols to assert authority over those who had previously been able to evade foot and motor patrols by escaping into 'rat runs'. Bike patrols made this no longer a viable option and offenders were forced to admit that they could no longer boast of being 'untouchable'. The ability to glide up almost silently behind a cannabis smoker or graffiti tagger and take the cigarette or pen from their hand caused even the most determined criminal youth to think twice – and bike patrol officers were acclaimed as 'sneaky ba****ds'.

The value of cycle patrolling in this type of community-based role cannot be overstressed. Nuisance offenders make themselves scarce, parents welcome a regular, reassuring and highly visible police presence, and children identify a strong influence on how to stay safe and avoid trouble.

Following a recent murder, bike patrols were tasked to monitor community tensions over the motives of the offender. Senior management have agreed that the patrols were most effective in gathering intelligence and scotching unhelpful rumours.

The development of clothing and technology for regular users was an early consideration for the patrols running from Woolwich sector. A number of approaches were made to retailers, both locally and further afield. This led to practical trials as part of an evolving programme of evaluation under all conditions. This has made the unit a well-respected, professional and uniformly corporate part of the local policing strategy to fight crime and rebuild communities.

Having identified the severe limitations of adapting existing equipment, a combination of private purchasing and lobbying for an official budget have provided the whole bike team with the best kit available at this time. This justly complements the enthusiasm of the bike patrol officers who have every right to expect to be both safe and comfortable

while engaged in such demanding work. A local retailer has agreed to provide parts and labour on demand and at a discount. The bikes are well-maintained on an individual basis by the riders; each of whom takes pride in the efficient running of the machine. Senior management have ordered a cycle-specific budget to be set aside from borough funds and we have been fortunate to find that the borough commander is an enthusiastic bike user who enjoys a frequent break from the office to join us on cycle patrol.

Nuisance offenders make themselves scarce, parents welcome a regular, reassuring and highly visible police presence, and children identify a strong influence on how to stay safe and avoid trouble.

Staff at every level of the borough have happily accepted that bike patrols are an effective and flexible resource which have an important role to play in delivering local and service strategy. Local authority staff visibly brighten to hear that cycle patrols will be deployed to deal with any issue, but particularly youth disorder. Parent and youth groups actively seek cycle patrol officers to lobby them for their

presence at local events. Officers from other sectors, boroughs and outside services seek advice and guidance on the deployment and safe use of patrols.

The outdated view of cycle policing as an ineffective tool more suited to an officer winding his career down towards retirement has been replaced by a new reality. That reality is one of an enthusiastic officer combining team loyalty with service goals in a genuine drive towards improving quality of life through crime reduction and high visibility. Current legislation which is already widely used by Woolwich bike patrol officers will be complemented by new laws soon to become part of statute. Proactive enforcement will continue to be at the centre of our role. Our team motto reflects the changing attitude to the use of bike patrols and stands as a testament to our commitment to development, consistency and service.

"Mock ye not for our cause is just and we are the elite and mighty Woolwich Mountain Bike Patrol."

Bob can be reached at phillip.smart@met.police.uk.

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Thanks, Industry Committee!

Special thanks to the members of IPMBA's Industry Relations committee for making the second annual Product Guide a reality. They have spent many hours assessing products in order to provide you with the information you need to make educated purchasing decisions.

- Jeff Brown, Dayton Police, Ohio
- Mark Cockram, City of London Police, England
- Kurt Feavel, UW at Madison Police, Wisconsin
- Ken King, Lakewood Police, Colorado
- Tom Lynch, London Ambulance Service, England
- Monte May, Kansas City Police, Missouri
- John Medford, Denver Police, Colorado
- Nigel Tottie, North Yorkshire Police, England

Memoirs of a Board Member: Chapter Three

Secret Proceedings Revealed!

by Mike Goetz, PCI #063T/EMSCI #003T
IPMBA Treasurer

When Monte May (Kansas City, Mo.) was first elected to the board, he began a short series of articles explaining the behind-the-scenes happenings at a Board of Directors meeting. He revealed important secrets, like why board members never go to the bathroom without an official recess (they will get volunteered for another project).

After being on the Board for quite a few years, I, too, have learned a few secrets. I am going to share with you some of the secret code phrases that were used at the Winter Board Meeting in San Antonio.

Discussions at IPMBA board meetings are peppered with so many acronyms that it is like being at a top-secret government meeting. I will buy the beverage of your choice when next we meet if you can tell me what the following acronyms mean. All of these were mentioned a minimum of five times each throughout the course of the meeting. SCC, EMSCI, SCI, PTI, PC, EMSC, SMBLA, IC, MOCCI, PCI, EMSCIT, NVQ, MOCC, PCIT, and MIAS.

That's not all. During the 17-hour meeting on Saturday, I compiled the following list, which rivals any on SNL.

The Top Ten Board Comments

10. You can't leave them on the back porch, you got to invite them in to the feast.
9. Let's wrap this up (followed by 10 minutes of rehashing the same idea)
8. I'm fixin' to open up a can of worms...
7. This will be a short topic...
6. What's the question?
5. Real quickly, let's review...
4. Let me say this...
3. Let me ask this...
2. I don't mean to cut you off, but...
1. I'll be brief, I just want to say... ("brief" = at least 10 minutes)

Honorable Mentions ...

- ... We got the tail waggin' the dawg...
- ... Stop thinking like a cop...
- ... If we were in Alice in Wonderland, we would all be sitting around singing Kumbaya...
- ... I'm gonna pull in the reins on that...
- ... Stop grinnin' and drop your linen...
- ... Are we voting on this?...
- ... All these birds with one stone and they can do their homework in class...

If you want a further explanation on any of these, consult any board member.

On a more serious note, the board meeting in San Antonio was a productive one. Topics discussed ranged from risk management to security cyclists to the international scene and back again. We spent a lot of time trying to think about the future and talking about how to formulate a strategic plan. It was long, and exhausting, but much was accomplished.

For those of you who are intrigued enough by the secret codes and phrases to want to apply, there will be at least four positions up for election/re-election in May. IPMBA needs forward-thinking people who are dedicated to working hard for the organization to fill these slots. If you are one of these people, please submit a letter of interest and resume to Executive Director Maureen Becker. **Letters must be received no later than March 17! See announcement on page 34.**

Congratulations to the following individuals for successfully completing the IPMBA Instructor Course in Scottsdale, Arizona, November 10-14, 2003!

Blevins, Michael, Pima College Dept. of Public Safety, Tucson AZ;
Buoniconti, Michael, Parker Police Dept., Parker CO; **Clark, Cleve**, Rogers Fire Dept., Rogers AR; **Daniels, Malia**, Grady Emergency Med. Svcs., Atlanta GA;
Fuchtman, Larry, Arizona State Univ. Police Dept., Tempe AZ; **Goff, Eric**, Arizona State Univ. Police Dept., Tempe AZ; **Johnson, Mark**, Scottsdale Police Dept., Scottsdale AZ; **Knab, Daniel**, Fort Collins Police Dept., Fort Collins CO;
Kowis, Joseph, Joplin Police Dept., Joplin MO; **Lindvall, Matt**, Vail Police Dept., Vail CO; **Malley, Craig**, Scottsdale Police Dept., Scottsdale AZ;
Oles, Christian, Park City Police Dept., Park City UT; **Shari, Jeffrey**, Cincinnati Police Division, Cincinnati OH; **Winstead, Barbara**, Cincinnati Police Division, Cincinnati OH; **Young, Melvin**, Navajo Nation EMS, Window Rock AZ.



Photo courtesy Jeff Shari

IPMBA Board Openings Announcement

Four seats on the IPMBA Board of Directors will be up for election/re-election at the 2004 IPMBA Conference in San Antonio, Texas. This is the official notice for those who may be interested in serving on the IPMBA Board.

In order to be eligible to serve on the Board of Directors, you must hold current, active certification as an IPMBA PCI or EMSCI.

According to the IPMBA By-Laws, **Article 111, Section 5: Board Candidate**, any qualified member can become a candidate for the Board of Directors by:

- a. Submitting a letter of interest to the Executive Director after the official notice and no later than 45 days prior to the first day of the Annual IPMBA Conference (last day to submit letter and resume will be March 17, 2004).
- b. A resume must accompany the letter of interest. If the resume is not submitted, the candidate's name will be deleted from the list of potential candidates.

If you are interested in serving on the IPMBA Board, you may submit your letter of interest and resume to the Executive Director at any time between November 30, 2003, and March 17, 2004. Mail your letter of interest and resume to IPMBA, 583 Frederick Rd., Suite 5B, Baltimore, MD 21228. You will be expected to address the board during its pre-conference meeting, exact date to be determined.

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IPMBA recognizes instructors with the best stats

Many thanks to all IPMBA Instructors for continuing to ensure the safety and effectiveness of emergency services personnel on bikes. IPMBA counts on you to offer the best possible training for public safety cyclists, as well as to strengthen the association by encouraging your students to join.

According to course records submitted by lead instructors, IPMBA instructors conducted over 300 classes throughout 2003, training more than 3000 police, EMS, and security personnel on bikes. Thanks to the recruitment efforts of the instructors, nearly 1/3 of these newly-trained cyclists applied for IPMBA membership and certification. Through the use of the soon-to-be-available membership media package, IPMBA looks forward to boosting the percentage of students taught who apply for membership from 30% to 50% in 2004. Stay tuned!

Notable Facts & Figures

Most classes taught: 6 (Donald Erb, John Washington, Gene Williams)

Most students taught: 88 (Donald Erb)

Most students who applied IPMBA membership & certification: 28 (Jamie Quattromani)

IPMBA membership & certification applied for by at least 50% of students:

Alan Beadle	Pat Donovan	Aaron Lauth	Loren Ryerson
Kirby Beck	Jeff Eubank	Ian MacAyeal	Neal Schweiterman
Kelley Bell	Ashley Foster	Kevin Manz	Jeff Sennett
Jake Brehmer	Jeff Gasiorowski	Glenn Marshall	Robert Simpson
Tony Chambers	Stephen Gass	Richard Miller	Harris Tapp
Jamie Cheatem	Kevin Harrington	Roger Nelms	Rick Troy
Jason Clark	Robert Hatcher	Michael Netzlof	Joyce Walden
Nate Cline	Chris Higbee	Todd Prevost	Micheal Welsch
Mike Clymer	David Johnson	Jamie Quattromani	Gene Williams
Bob DeLaurentiis	John Kaiser	Bryan Roman	

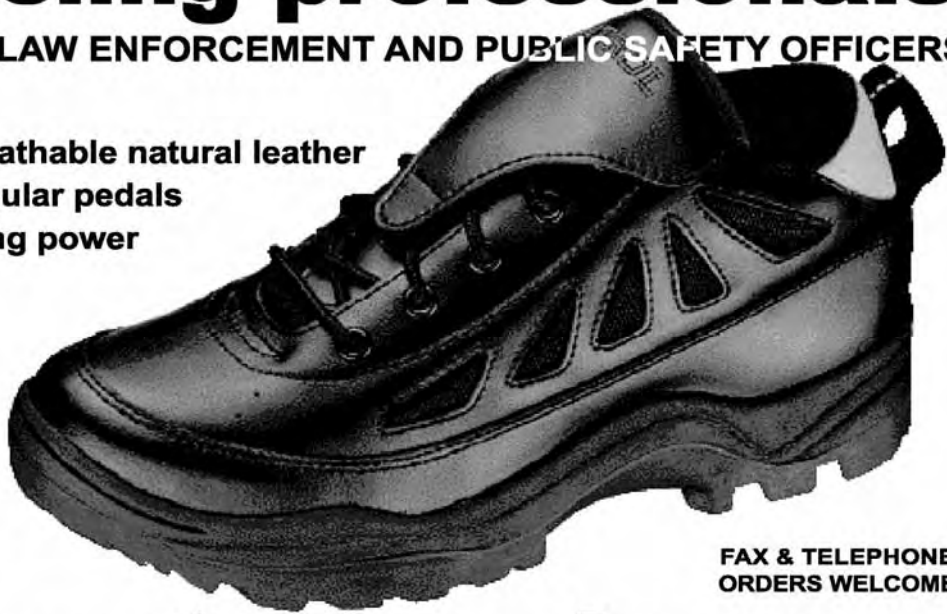
Want to Become an IPMBA Instructor?

Want to become an IPMBA-Certified Police Cyclist or EMS Cyclist Instructor? Call 410-744-2400 or email info@ipmba.org to obtain an instructor application packet. In the simplest of terms, to become an Instructor, you must meet the criteria outlined in the packet, apply to IPMBA headquarters, be approved, then attend one of the Instructor Courses offered around the country. (Information on 2004 Instructor Courses will be announced in upcoming issues of IPMBA News and on the website at www.ipmba.org.) We'd love to have you! Good luck!

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1994 IPMBA Conference, San Antonio.

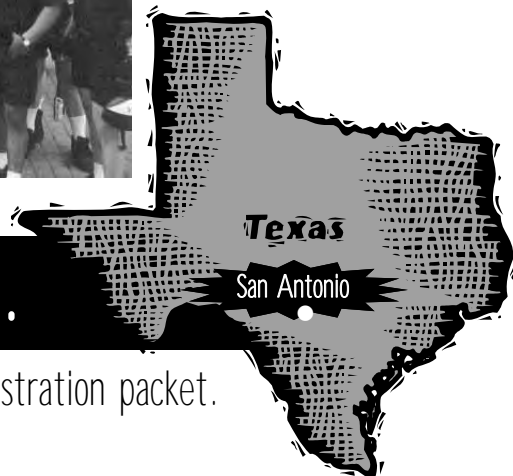
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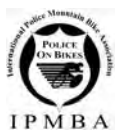
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Its as big as Texas.

Call 410-744-2400 or visit www.ipmba.org for your registration packet.



2004 IPMBA Product Guide



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