

Winter 2005

ipmba news



Newsletter of the International Police Mountain Bike Association

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

Vol. 14, No. 1

Marking Milestones

by **Maureen Becker**
Executive Director

For the third year in a row, IPMBA is proud to present the Product Guide issue of *IPMBA News*. In a short period of time, this issue has become an invaluable resource for all those involved in public safety cycling. The companies highlighted within these pages have demonstrated their commitment to the men and women who deliver emergency services via mountain bike. Because they possess an understanding of the unique needs of police, EMS, and security cyclists, they are often able to provide the best products and services to IPMBA members.

Not only does 2005 bring the third annual Product Guide, it also brings the 15th Annual IPMBA Conference. The first IPMBA conference was held in 1991, in Tucson, Arizona. Dubbed the “First National Conference

of Bicycle-Mounted Police”, it was organized by the League of American Wheelmen (now the League of American Bicyclists). IPMBA would not come into being until a year later, at the second “Police on Bikes” conference in Las Vegas, Nevada.

The IPMBA Conference has come a long way in those 15 years. It began as not much more than a group of pioneers gathered around a large conference table discussing issues of concern to budding police cycle patrols.

Today it fills the meeting rooms of an average conference hotel. It offers eight pre-

conference training courses, over 60 workshops, and an obstacle course competition. It attracts several hundred participants from the US, Canada, the UK, Switzerland, Israel, the Netherlands, Australia, and more. It no longer meets only the needs of police cyclists; it now also serves EMS and security professionals who ride mountain bikes in the line of duty.

In addition, the IPMBA Conference features the nation’s largest – and only – product exhibition designed for public safety cyclists. Uniforms and equipment have come a long way since the early days when police cyclists rode “regular” bikes and struggled to find ways to balance comfort against professional appearance.

IPMBA has played a major role in the development of products and services like those featured in this issue. By providing feedback and assisting during the product development phase, IPMBA members have enabled suppliers to integrate “real-world” experience into their offerings. Having helped create this niche market, they continue to seek out items which – with or without modification – enhance safety, comfort, and effectiveness, as well as offer good value for the price.

Please support the companies whose information appears in this publication. Your patronage makes it possible for them to continue devoting time and other resources to the development of products for public safety cyclists.

We look forward to seeing you in the exhibit hall at the 15th Annual IPMBA Conference, April 16-23, 2005, in Scottsdale, Arizona, USA. For information and/or to register visit www.ipmba.org or call 410-744-2400 to register.



Fit, Filthy, and Fun

by **Ben Hewitt**

Filip Meirhaeghe isn’t used to standing still. But high on a hill overlooking Quebec’s St. Lawrence River, on a narrow ribbon of muddy trail spiked with snot-slick rocks, the best mountain biker in the world has stopped pedaling.

In fact, he’s hovering over me, inspecting a flap of skin ripped from my right knee courtesy of a rain-slicked root. “You have too much air pressure in your tires,” he says, with an I’ve-seen-worse shrug. He gives my rear tire a cantaloupe squeeze, then wheels around and disappears into the brush.

It’s choice nuggets of wisdom like this (and maybe his mammoth thighs, zeppelin-size lungs, and years in the saddle) that made Meirhaeghe the 2003 cross-country world champion and a former kingpin on the balls-to-the-wall downhill circuit. They also make him the perfect two-wheeled trail guide for the bruising, top-notch course I’ve only just begun to tackle.

Meirhaeghe’s mission: To shred my riding style in search of the most common mistakes that you’ll make on the trail, and the easy fixes that you, I, and even some of his rivals could benefit from. Listen up — or learn the hard way.

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Hello, IPMBA Members.

Welcome to the third annual Product Guide Edition of *IPMBA News*. Inside, you will find a wealth of information about products and services that are available to IPMBA members, many at special discounts.

IPMBA members spend countless hours testing and reviewing products for both you and the suppliers so that the very best ones will be brought to market. This year, you will find no fewer than ten product reviews and reports from two important industry trade shows.

Industry Liaison Gary McLaughlin attended the annual Interbike tradeshow in Las Vegas this past September. There, he got a chance to see many of the new and

exciting products that will be available in 2005. Industry committee member John Medford also attended, and he has prepared a summary of what he considers to be the highlights of the show.

We also had representation at the International Cycle Show in London, as IPMBA UK members Kevin Rogerson and Steve Harvey

IPMBA members spend countless hours testing and reviewing products for both you and the suppliers so that the very best ones will be brought to market

attended. Like John, Kevin has summed up his "best of show." In addition, Kevin has written exhaustive reviews of products by KIT and Lightrider, which, by the way, has become the first UK-based company to enroll in IPMBA's Product Purchase Program! They were quickly joined by Vision 2000. Look for the Union Jacks on pages 16 & 18. Wintertime is the perfect time to

both upgrade old equipment and perform important maintenance on your bicycle fleet. I encourage you to seek out IPMBA's corporate members for any of your bike patrol needs. And don't forget to check out the Product Purchase Program listings in this issue. You will find pages of vendors who provide special purchasing opportunities for you.

Finally, I want to remind you that it is never too early to send in your registration for the upcoming IPMBA Conference in Scottsdale, Arizona, USA. The conference dates are April 21-23, and the pre-conference courses begin April 16, 17, and 18. I hope to see you all there.

Respectfully submitted,

Sgt. Monte L. May
President, IPMBA

Become an IPMBA Instructor

Want to become an IPMBA-Certified Police Cyclist or EMS Cyclist Instructor?

Call 410-744-2400 or email info@ipmba.org to obtain an instructor application packet. In the simplest of terms, to become an Instructor, you must meet the criteria outlined in the packet, apply to IPMBA headquarters, be approved, then register for and attend one of the Instructor Courses that will be offered in 2005. Course dates and locations to be announced.

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.

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

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The 2005 IPMBA Product Guide

You have in your hands the third 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. Like our last two product guides, this handy issue of *IPMBA News* will enlighten and educate you, and serve as an incredibly useful resource for future purchases. Enjoy. *Pages 5 - 23.*

Reviews



PolarPak Hydration System

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

Bike patrol can take a lot out of you during a long, hot day. Although hydration packs have made it easier to survive a day in the saddle, a long day in the sun (or against the back of an overheated cop) can make the water inside them rather warm and unsavory.

PolarPak — with its 70- and 100-ounce hydration bladder — helps to slow the boil. Using non-toxic gel-filled pockets, the Polarpak bladder keeps your fluid of choice cold for up to six hours. I put it to the test on a recent warm day (only 65° — it is winter in Denver) while working in a car. I placed it on the dash in the sun to try to make it hotter. But by the end of my eight-hour shift, the pack was still providing cool H₂O.

Other features I appreciate about the Polarpak are its quick-release hose/valve and easy-to-access bite valve. The quick-release hose makes it ultra-convenient to remove the bladder from a hydration pack, especially when the hose is routed internally through the shoulder straps, which makes traditional bladders very difficult to remove. The quick release hose makes it easy to release the bladder and store it in the freezer between shifts or rides. And since the bladder is frozen, bacterial growth is almost completely stopped, which reduces the amount of regular maintenance necessary to keep the bladder safe.

Prior to finding this product, I would put ice directly into my hydration pack, which would dilute a supplement drink or juice. Too soon, all that would be left was a watery, warm

(Continued on page 6)

Lightrider — Rider Illumination

by Kevin Rogerson
*Whitley Bay Station
Northumbria Police (UK)*

Whilst at the International Cycle Show in London last September, I had the opportunity to look at some innovative products and speak with their inventors. Tudor Davies and his Lightrider™ LED light was one stall that stood out from the normal “bling, bling” of shiny things. So what’s so different and unique about this LED light? Read on.

A bit of background

Over half a decade ago, Tudor asked himself, “What is the best way to illuminate cyclists to make them more visible to other road users?” Picture the scene — it is midnight, and you are cycling home from work at the end of your shift. You’ve got your lights on and a 20-minute ride ahead of you. The driver of the car heading



towards you on the other side of the road sees a small bright light approaching, thinks “it’s probably a cyclist” but cannot gauge your speed. Good thing the driver has seen you.

Okay, you’re now approaching a stretch of road with a junction to both your left and right, you can see cars about to emerge, but you have the right of way. Feeling a little bit unsure — have the drivers seen you and have they judged your speed correctly? — you scan the scene looking for clues and trying to make eye contact with the drivers. The

(Continued on page 8)

Get Blown Away with Wind Stopper

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

During a recent trip to the United Kingdom, I had a taste of what our friends across the pond experience on a daily basis — weather that changes not only every day, but several times throughout the day. There is more truth in the statement, “if you don’t like the weather, wait a minute” there than anywhere else I’ve traveled. You cannot even count on the seasons — in the course of a June weekend I experienced sunny, warm conditions and damp, bone-chilling ones!

The wet, chilly weather drove me into the vendor area, where I discovered Freestyle, based in Plymouth, Devon, UK. Freestyle manufactures a jacket that employs materials familiar to the United States: Gore-Tex® and Windstopper®. Anthony Russ of Freestyle detailed the fabric and offered a demonstration of the waterproofing/wind-stopping capabilities of the clothing line. He poured a bottle of water over the jacket, but the water did not seep into the fabric. Instead, it slid off the material the same way liquid mercury becomes like marbles, rolling over a smooth surface. The water simply rolled off the jacket.



The principle of the material is quite scientific. Gore-Tex combines two

(Continued on page 12)



Product Reviews

East Valley Uniforms Equipment Vest

by Jason Barnes
Chandler Police Department (AZ)

When the Chandler Police Department implemented the Taser as an additional tool, the limited space on their equipment belts caused some officers to remove such items as O.C. and the expandable baton. As a result, our bike team began seeking an alternative way to carry our weapon systems. We started looking at vest carriers from various manufacturers, but could not find any that did not have a tactical look. Then we discovered a seamstress by the name of Lily at East Valley Uniforms in Tempe, AZ, who could custom make an outer vest which would hold our existing ballistic panels. After approval from our department, we set about custom-designing our vests.

The vest is made of a durable material that comes in blue, black, or tan. We chose blue because we wear blue Olympic shirts, shorts, and pants. We had pockets for the Taser and an extra cartridge placed on the left front of the vest. On the right side, we included pockets for O.C., expandable baton, and tactical flashlight. There are two breast pockets, each of which will hold either a small notebook or F.I. cards. There are two handcuff cases on the rear of the vest, along with Velcro for a police

insignia patch. Pockets for gloves and plastic bags can be found on the inside. There is a soft badge and nametag attached by Velcro.

I wore the vest over a six month period which included both cold and hot conditions. The vest felt a little warmer



than a standard vest because of the extra, thicker material. This was fine in colder weather as you are limited by the number of layers you can put on underneath the vest. It is not too bad in the warmer weather, either, because the vest can be easily removed to cool off. This is one of its biggest advantages, along with having less weight around the back and hips, and being able to throw it on over plain clothes while working an undercover detail.

I am very satisfied with the vest and would not want to switch back to a standard under-the-shirt system. The vest can be purchased at East Valley Uniforms in Tempe, AZ (480-

831-5199) for approximately \$180-\$220.

Jason has been on the Chandler Police Department Bike Team for approximately three years and has been an IPMBA member for approximately one year. He can be reached at ej52339@mindspring.com.

PolarPak Hydration System

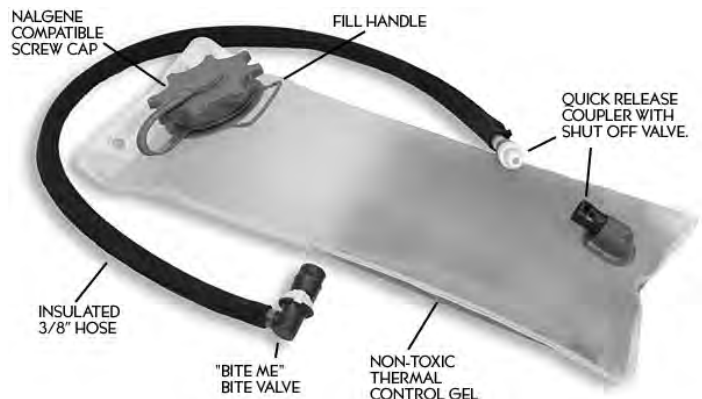
(Continued from page 5)

mess. I hated this and would sometimes slow down the intake of vital fluids. This will not be a problem anymore. And if I am ever on the trail and have need of one, the PolarPak can double as an icepack.

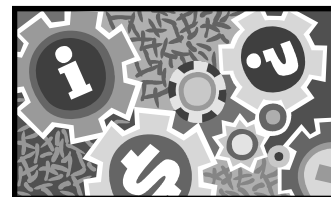
Cold-weather riders will be glad to know that the pack can also be placed in hot water for 5-10 minutes to warm the gel, which slows the freezing process. I look forward to trying this feature when I go skiing, but since the deadline is this week, I will let everyone know how it works in a future issue.

Finally, PolarPak can be embroidered with Police, Sheriff, EMS, or whatever your heart desires for only nominal fee (.50 per thousand stitches, or approximately \$3 for text only). The IPMBA cost on the 1.0 model is \$18.30 without the gel and \$28.30 with it. To purchase a system, contact Jeff at 208-426-9058. There is a limited supply of 2004 models, but the 2005 model is not yet available. For more information about PolarPak, visit www.polarpak.com.

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



Product Reviews



Specialized Milano Bicycle Saddle

by Joyce Walden, EMSCI #054 and Tom Harris, EMSCI #030
East Baton Rouge EMS (LA)

Joyce Says: I have been using the Specialized Milano Saddle for two years. I have tried many saddles in my eight years on the EMS Bike Team and the Specialized Milano is by far the best of them.

The Milano is a luxurious yet affordable saddle that looks and feels at home on any bike. It provides the full benefits of Specialized's Body Geometry design, maximizing ergonomics and preventing numbness. It also features



pockets of anatomically placed padding and lightweight, durable chromoly rails. Before I found the Specialized Milano, no matter what saddle I used or how long I was on my bike, riding the next day was painful. I was just shy of strapping a pillow to my seat! Whether taking a one-hour ride around the lake or working a 12-hour detail, this saddle is comfortable and decreases soreness to the genitalia. It also seems to be gender-friendly. Some of my male co-workers and friends have used the saddle and also find it comfortable.

In my two years using the Specialized Milano saddle, I have nothing negative to say about the product; however, my male co-workers and friends have complained that the saddle does not hold up well. Apparently, the seat cover has separated from the bottom, but after two years, mine is still holding up.

I am currently testing a different saddle and will let you know how it performs in comparison to other saddles I have used in a future issue of *IPMBA News*.

Tom Says: I concur with Joyce's opinion on the Milano Saddle. In my more than eight years experience with public safety cycling, I have tried just about every saddle available. Two years ago I received the Milano in the mail. Since then I have used it extensively and found it to be the most comfortable saddle to date. If you are uncomfortable or pain, your day gets extremely long and your disposition might not be what it should while interacting with the public. The Milano helps prevent this. The only problem I have encountered with the Milano is that it is not as durable as I expected it to be. My saddle separated between the leather and the plastic base to which it is attached. I recently purchased another Milano and the new saddle is beginning to separate at the same location. I am hoping that Specialized will address this flaw, but in spite of it, I highly recommend the Milano.

The saddle comes in black and sells for about \$40. For more information about the Specialized Milano, visit their website at www.specialized.com.

Joyce is a paramedic with East Baton Rouge EMS and Tom is the EMS Bike Team Coordinator. They will be coordinating the first-ever IPMBA Conference to be hosted by an EMS agency, April 19-21, 2007, in Baton Rouge. Joyce can be reached at jwalden@brgov.com and Tom can be reached at tharris@brgov.com.

SIXSIXONE

by Gary McLaughlin, PCI#005T
IPMBA Industry Liaison
Sacramento Police Department (CA)

SIXSIXONE is a leading manufacturer of moto-cross and mountain biking gear, including downhill body armor. You may be wondering why we would evaluate downhill equipment for bicycle officers; here's why. As society becomes more vocal and violent, it is becoming increasingly necessary for bike officers to wear protective gear similar to that of a foot soldier in the heat of battle! While involved in public demonstrations, like those held during the WTO in Seattle, the DNC in L.A., and the USDA Summit in Sacramento, bicycle officers discovered that they needed more sophisticated protection. Subsequently, bike officers began donning riot gear. In Sacramento, we realized that the riot equipment made available to the foot troops would not fit the needs of the bicycle officers; therefore, members of the Sacramento Bicycle Unit contacted SIXSIXONE. We purchased pressure suits and knee and shin guards for all bike officers.

A pressure suit has many qualities that are needed for protection from demonstrators: injected molded plastic shoulder cups, high-density impact pads for the forearms, chest protectors, and an articulated rear-injected molded spinal column. This is all held together by a comfortable body suit, made from a perforated EVA foam underlayer and breathable mesh. There are adjustable velcro straps for the shoulders, forearm, and chest protectors that can be trimmed to a custom fit. The suit also features "impact-zone" protection areas for the chest, shoulder, elbow, and upper arm; and a removeable hard plastic breast plate. This equipment provided the bicycle officers with the same protection afforded to the foot soldier. And because it is designed specifically for cyclists, the members of the bike team were able to ride, run, and apprehend violent protestors without experiencing any discomfort. They also sustained fewer injuries to their knees and elbows as the result of making arrests.



SIXSIXONE comes highly recommended as the uniform of the day during periods of civil unrest. The Sacramento Police Department knew that the battle was won when the bicycle officers rode their bikes to a demonstration in their SIXSIXONE pressure suits and all the demonstrators started humming the Star Wars Storm Trooper theme song!

Contact Daniel Burt at 661-257-2756 or danielb@sixsixone.com, and visit www.sixsixone.com for more information.

Gary McLaughlin is an officer with the Sacramento Police Department and one of the founders of IPMBA's Survival Tactics and Riding Skills Course. He is currently serving as industry liaison on the IPMBA Board of Directors. He can be reached at garymbike255@aol.com.



Product Reviews

Lightrider (Continued from page 5)

driver on your left has seen you; she's come to a complete stop and is waiting for you to pass. The driver to the right hasn't; he pulls slowly out in front of you, sees your cycle light at the last minute as it shines through his side window and brakes right in front of you. You swerve past, your heart rate slightly increased, but unharmed. He either didn't see you or misjudged how fast you were going. It is far easier to see things and judge how fast they are travelling when they have form. Tudor's solution was simple but effective: *illuminate the rider*. This is what the Lightrider does and why it is totally unique.

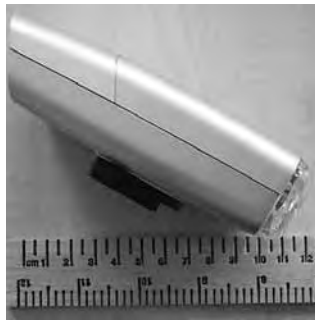
How it Works

Lightrider has eight high-performance white LEDs. Five are at the front, split into two distinct beams: i) the first beam, formed by three magnified LEDs, hits the road about 8' in front with a concentrated ball light of about 3' in diameter; and ii) the second beam, resulting from two LEDs, shines horizontally out at the oncoming traffic. The three LED's at the rear shine an 8" diameter circle of light at the rider's chest. To accommodate the three beams, the Lightrider is mounted on the handle bar at an acute downward angle.

The light gets its juice from four AA (LR6) batteries (included in the purchase price) and is fixed onto the handle bar with a sturdy black plastic bracket which is supplied with enough rubber spacers to accommodate the majority of bars. It is clamped together by tightening a metal cross-head screw into a metal thread insert embedded in the clamp. This is a nice touch – no nut to keep in place and lose several times before finally getting the thing tightened! As you tighten the clamp, you notice that the top half can be adjusted for lateral movement thereby giving the opportunity to have the light angled in the horizontal plane slightly to the left or right. The light itself then slides

forward onto the bracket and firmly clicks into position. It is removed by pushing in a small lever beneath the light to disengage the simple, yet effective, locking mechanism.

The on/off switch sits on the top, centrally positioned at the front. It has a simple three-stage, push-down rubberised weatherproof switch which follows the following sequence: i) five front LED's; ii) five front LED's + three rear LED's; iii) off.



None of the LEDs on the Lightrider can be put into flash mode. This was a deliberate decision since the primary purpose is to illuminate the rider. The claimed longevity of the batteries is i) 100 hours (low beam) and ii) 40 hours (high beam).

I've had the Lightrider on trial for four months this winter, swapping between the two light combinations based on location, lighting conditions and hazards, and these battery times are genuine. LED's have a slower fade out than filaments, so it is harder to tell when you need to replace the batteries. To keep the LED's performing, stick to the above times.

Lighting the Way

The LED's produce a crisp bright pure white light, as you'd expect from modern high-performance white LED's. The three magnified LED's hit the ground about 8' in front of the bike and provide adequate slow speed illumination of the immediate hazards. The remaining two front LED's are aimed squarely at oncoming traffic. They could be seen easily up to 400 metres away. The three rear-facing LED's shine backwards onto the rider's chest, producing a weaker ball of light about 8" in diameter. Now my field is more CID than traffic but the rule "cannot display a white light to the rear" immediately sprang to mind when I saw the Lightrider on display. However, when you are on the bike the light can't be seen by traffic to the rear.

Results

I've asked other officers for feedback on how effectively the Lightrider achieves its main objective of illuminating the rider, and I've observed other riders using it. When

viewing riders head-on, the main five LED's are bright enough to make it impossible to see what is directly behind them (when there's little street lighting around); however, there was a distinct advantage to the observer when viewing from the junction scenario. The rider was far more visible from the side, especially when wearing a hi-viz reflective jacket. Together, the light and the hi-viz jacket alert a driver to the presence of a rider coming in from the periphery much earlier, allowing the driver more time to react safely.

Conclusion

Pros:

- Unique & innovative design
- Nice solid, simple bit of engineering
- As bright as a filament light in traffic
- Longevity of batteries
- Increases rider safety

Cons:

- Design might be seen by some as too plain.
- As it is not a filament bulb, it cannot be used as the sole light source (in the UK).
- Price £27.95 retail/£23.70 IPMBA members, including global post and pack.

Performance 8
Value 7

Demand Technology, maker of Lightrider, is proud to be the first UK-based participant in the IPMBA Product Purchase Program. Contact Gill Hawkins at gill@demandtechnology.com or 01252 612661. Visit www.Lightrider.co.uk for a virtual display!

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

Photo courtesy www.lightrider.co.uk



Product Reviews



CLIMITTS Cycling Mitts

by Jeff Brown, PCI# 487 / EMSCI #64
IPMBA Industry Relations Committee
Dayton Police Department (OH)

A "must have" for winter riding

Those of us who are not fortunate enough to work in an area that enjoys a comfortable year-round climate have two options once cold weather arrives. We can stop riding and wait patiently for spring, or, we can find winter gear that allows us to ride year-round.

Most of the medics I know are smart enough to put their bikes away until the weather breaks (except those Bostonians); therefore, I will direct this review towards police and security officers.

One of the first items you might purchase for winter riding is a pair of heavy winter gloves. The main problem with this choice is safety. If you have to fire your weapon, you will probably have to remove those gloves. Those precious seconds could cost you your life.

BRATWEAR™ offers a product that allows a rider to wear thin, lightweight gloves instead of the usual bulky winter gloves – CLIMITTS® Cycling Mitts. CLIMITTS® were designed by Seattle Police Officer Steve Redmond, who was apparently tired of his hands being wet and cold during the winter months.

CLIMITTS® Cycling Mitts attach directly to the handlebars with Velcro® and take less than a minute to install. Once on the bike, the CLIMITTS® cover the brake levers, grips and shifters. They also have openings for bar ends. CLIMITTS® are made with a waterproof outer shell, are windproof, and are

lined with fleece to provide extra warmth and protection. They also have a reflective strip for safety.

I have been using the CLIMITTS® Cycling Mitts since 2001. I purchased my first pair at the 11th Annual IPMBA Conference in

Cincinnati. After evaluating the CLIMITTS® for an entire winter, I purchased a pair for each of the full-time bike officers on our department.

I would highly recommend the CLIMITTS® Cycling Mitts for anyone who rides in cold weather. In the words of my partner, "these are the greatest things since sliced bread!"

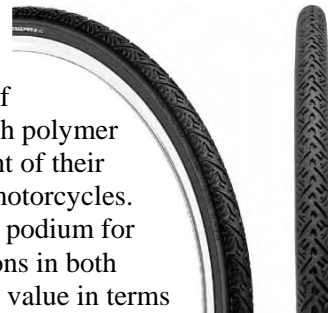
Visit www.bratwear.com or call (253) 517-4000 for more information.

Jeff is currently assigned to bike patrol in Dayton's central business district. He serves on the IPMBA Industry Relations Committee and is looking forward to hosting the 16th Annual IPMBA Conference in May 2006. He can be reached at daypoblue@yahoo.com.

IRC High Quality Tires

by Gary McLaughlin, PCI#005T
IPMBA Industry Liaison
Sacramento Police Department (CA)

IRC High Quality tires are lightweight, top-of-the-line tires incorporating IRC's most advanced features. IRC, one of the world's leading producers of tires and tubes, employs technology that matches or surpasses that of most other manufacturers. A division of INOAC group, IRC uses high polymer chemistry in the development of their tires, both for bicycles and motorcycles. These tires have been on the podium for off-road and road competitions in both arenas. They offer excellent value in terms of performance, quality, and price.



The IRC tire best suited for police work is the Avantage Pro Inverted Tread. This tire is available in a 1.5 or a 2.0. The 2.0 size is highly recommended for public safety use because it allows more grip on the road, provides greater space between the tire and the rim, and is less susceptible to pinch flats. It also facilitates slow maneuvers – like slow-speed skills in crowded areas – and transitioning from the street to off-road. Finally, it out-performs the 1.5 in wet conditions.

The Sacramento Police Department has been using this tire for the past five years. We highly recommend it over the Avocet Cross and the Continental series. We have found that the softness of the rubber gives us better braking and grips better in turns. This tire will last anywhere from nine months to one year, depending upon how many power slides and turns to which it is subjected!

We love this tire because it performs well, and our administration loves it because of the price. Police, fire, and EMS agencies can purchase IRC Avantage tires directly from United Bicycle Supply for \$3.90 per tire, or \$3.60 each for more than six. Tubes are available for \$1.50 per tube. Contact United Bicycle Supply at 541-482-1750 to establish an account. For more information about IRC Tires, visit www.irc-tire.com.

Gary McLaughlin is an officer with the Sacramento Police Department and one of the founders of IPMBA's Survival Tactics and Riding Skills Course. He is currently serving as industry liaison on the IPMBA Board of Directors. He can be reached at garymcbike255@aol.com.



Product Reviews

The KIT "Ultimate Action Trousers"

by Kevin Rogerson
Whitley Bay Police Station
Northumbria Police (UK)

Quite a claim, but do they live up to it?

The "Ultimate Action Trousers" – this is how the KIT brochure describes trouser model #720. Quite a claim, but do they live up to it?

I joined Northumbria Police in August 1990 and have spent a total of six years on a uniform shift and six years in CID. The last 2 ½ years, I have been a Community Beat Manager (CBM). One of the first things that struck me when I became a CBM was the time it took just to walk onto my beat, let alone patrol it on foot. The solution to this inefficiency was obvious – a mountain bike. However, adopting this concept wasn't as simple as I first thought. And after a bit of personal research, I discovered that procuring a uniform specifically for bike patrol officers in the UK was a lot more difficult than I expected.

In May 2002, I was invited onto a working party set up to look at uniforms for bike officers. It was whilst on this working group that I met Peter Riley from KIT. KIT already supplied some uniform to Northumbria Police,

and had started manufacturing bike-specific uniform components, including a Cargo-style trouser. The other six bike officers at Whitley Bay and I were wearing Ronhill tracksters and whilst these are ideal for cycling, they are not suitable for meetings, even informal ones.

From my point of view, the ideal bike uniform would feel like cycle wear but would look like a normal uniform when off the bike. So when I saw Peter Riley

at the 2003 Emergency Services Cycling Seminar in York, and he explained to me that KIT had just introduced a new pair of trousers ideally suited for cycle patrol officers, I was very interested. Peter waxed lyrical about the *Ultimate Action Trousers* and made some quite impressive claims in their favour. These were made of a new material which allowed the weave to stretch in four directions yet retained its shape (no baggy knees), lined with a fabric

which kept you cool in the summer but warm in the winter, and had as many pockets as a Ford Galaxy people carrier – in short, they were *Ultimate Action Trousers*. He then hit me with the price tag – £90 a pair.

I arranged to trial a pair of these "all singing and dancing" trousers and finally got my hands on them in November 2003.

The first thing I noticed is how much like standard uniform trousers they look. In fact, from across a room, you'd struggle to notice the difference – a good start. When I put them on, I discovered just how comfortable they were; this may sound strange, but I really didn't notice that I was wearing them. I immediately put them to the stretch test, and there was no restriction in my movement – absolutely none at all! The inner lining is actually fixed to the outer fabric so they move in unison. The inner fabric has a very soft feel to it, which I can only liken to the feel of lamb's wool. The stitching is quite subtle and the plethora of pockets isn't too obvious; this aids in passing them off as normal uniform trousers. The pockets and the people carrier analogy rings true – pockets are dotted all over the pants. KIT have managed to fit eight pockets into these trousers! At the front on each side are the standard open pockets and beneath each of these is another pocket secured by a zip which is nicely concealed (as are all the zips). Two more zipped pockets can be found at the back, and the final two are located on the front of each thigh. These thigh pockets are again secured by a zip which runs vertically along the outside of the leg and are big enough for a pocket notebook or stop-and-search pad.

The trousers are slightly tapered and have some rather discreet Velcro at the back to fasten the bottom of the trousers down and prevent them getting caught in the bike chain.

Standard belt loops are fitted along the waistband and a plastic D-ring is attached to the waistband, above the front right pocket. Also attached to the waist band on the inside at the back is semi-circular sweat pad.

OK, so they looked and felt good. The true test would be the three month trial. The North of England doesn't do nice warm weather during winter; it doesn't even do nice weather. What it does do is changeable, wet, cold, windy icy weather – a fair testing ground. When someone extols the virtues of something, you can become quite determined to see if it is all it is professed to be. So these

trousers were my uniform for the majority of this period. They were subjected to at least 400 miles of police cycling. They kept the wind out and the warmth in, wicking away sweat very quickly. I even decided to use them off-duty on my road bike and went for a more energetic ride – they're not designed for this – but they still performed very well.

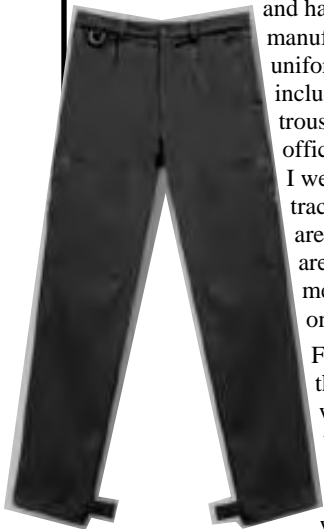
I would normally have had to put waterproof trousers over the tracksters during short showers, but the KIT trousers have a finish that allows light rain to almost roll off the surface. One evening I was caught short in some heavy rain on route back to the station, but I got back without getting soaked to the skin. The trousers were very damp but not uncomfortable, and they dried out within half an hour. This leads me onto another major benefit of the 720's. When washed, the trousers come out of the machine just about dry. Popping them in the tumble dryer on their own for 10 minutes brings them out completely dry. If cycling is first on the agenda at work there is really no need to iron them, although this isn't a chore – it takes longer to get the ironing board out, switch on the iron and allow it to heat up than it does to actually iron these trousers. And despite being washed twice weekly, the fabric didn't really fade. Mind you, it is not what I would describe as jet black to begin with, certainly not as black as a tunic.

So I had established that these were excellent bike trousers and the benefits of the four-way stretch fabric meant they would be ideal for normal daily patrol, whether in a car or on foot. The fact that they allow unrestricted movement means they will not hinder you in a foot pursuit, nor is climbing in them a problem. Just to test them a little bit more I wore them walking and climbing with my children – I really couldn't fault them.

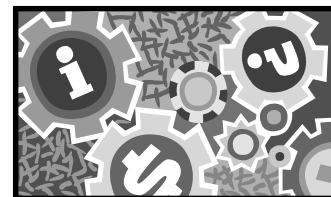
Although the initial trial was during the winter months, we have now had the chance to test them in the summer. They again lived up to their billing – even in temperatures in the 80's (that's hot for us), they did what was promised and kept us relatively cool.

So do the *Ultimate Action Trousers* live up to their claim? Yes, they do. These trousers just scream quality. The only problem is convincing those who control the purse strings that at £90 a pair they represent good value; this is their Achilles heel. The high price is their only down side. We managed to outfit

(Continued on page 13)



Product Reviews



Lapel Lights

by Mitch Trujillo, PCI# 244T
IPMBA Industry Relations Committee
Boulder Police Department (CO)

Small Solutions for Poor Light Conditions

While conducting some nighttime patrol-bike training for the Lafayette (CO) Police Department this past fall, I got a lead on some useful gizmos. The Lafayette crew has been employing the QuigLite™, a stealthy pocket-clip light that allows the officers to see their notes and keep their hands free. I later came upon the Coast Cutlery Flex Light and put it through some field use. I don't carry a lot of unnecessary stuff and can't consider myself an "Inspector Gadget" by any means, but both lights proved their worth. Both brag LED (Light-Emitting Diode) technology, and are shock-proof and water resistant.

LED Lenser 360 Micro Flex Torch by Coast Cutlery

I've been using this little guy for the past three months. It sports a silver anodized stainless body and flexible neck with a white LED bulb on the end. The pen-like mechanism is lightweight and takes up little room. It clips to your pocket, lapel, cap, etc. My version has a lanyard ring so it can be worn around the neck. It measures about four inches in total length; the flex neck measures about two inches.

In the field, the Flex Torch puts out just enough focused light to write tickets in the dark, but doesn't jeopardize tactics. The flexible neck allows the beam to be positioned in any direction. The small on/off switch is easy to activate with a touch of a finger. The only drawback I've encountered is that the push-button switch has to be positioned in such a way that it can be easily accessed without accidental activation.

The cold-burning bulb means no bulbs to replace and 100 hours of light without a battery change. Button watch batteries are included. Coast Cutlery makes several versions of the light and offers different beam colors. Eddie Bauer® markets a Coast Cutlery-made flex light.

Coast Cutlery, which has been in business since 1919, boasts German engineering and a Lifetime Warranty.

MSRP: I got mine for \$12.99 but I've seen them as low as \$9.99 online. Contact: Coast Cutlery at www.coastcutlery.com.

QuigLite®

The QuigLite® is a super-thin, stealthy black, clip-on light source that is easy to place in your pocket, lapel, cap, etc. The unit measures about 3" by 1 1/4". The bright LED bulb comes in white, blue, green, or red. I've heard that the red or green beams are probably best for looking at driver's licenses, and the blue seems to wash out Colorado DL's. The bulb is more powerful than the Flex Torch, which is a tactical aspect that might be considered.

A rotating arm moves up and down but doesn't have quite the flexibility as the Flex Torch. The QuigLite® takes two lithium batteries and offers forty hours of continuous use. There is a battery saver feature that automatically turns off the light after five minutes of use. The push-button switch is easy to access and does not accidentally activate.

Probably the only significant downside to the QuigLite® is that it takes up a lot of room in your pocket pen-slot. The QuigLite® can be ordered through Galls® online for less than twenty bucks.

MSRP: As low as \$17.99. Contact: Galls® at www.galls.com.

Mitch is an IPMBA Instructor Trainer, an IMBA National Mountain Bike Patroller, and has a penchant for singlespeeds. He can be reached at trujillom@ci.boulder.co.us.

Stinky Feet, eh?!

by Steve Forbes, PCI#743
University of Guelph Campus Community Police
Guelph, Ontario, Canada

Super Socks

What is one part of your body that makes the rest of your body miserable? (Hint: read the title.) That's right, your feet! If your feet are cold, the rest of your body feels cold; same for the heat. As a cyclist, you need to be comfortable on the job and there is no better place to start than with your tootsies.

Cycling-specific clothing is not new. There are companies that spend millions on research and development to help us stay cool when cycling, but using these items on duty can be tricky. You just can't wear your Lycra shorts and your bright orange cycling jersey while out on patrol.

I have been on a bike patrol unit for about nine years now, and when I look back to the beginning, I am always amazed on how patrol units have progressed. Here in Canada we operate our bike patrol unit year round. Our weather can be either sweltering or freezing. Back when the bike patrol started, the SOP stated that "all members that are on bicycle patrol in uniform will wear dark socks at all times." This usually meant black cotton tube socks, just like the ones everyone else wore. I hated wearing them – they stained your skin, and they were unbelievably hot in combination with the standard-issue police shoes. I remember one summer while on patrol; I actually scaled the tops of my feet from the sun beating down on my sweaty feet.

That all changed after a bike show in Toronto, where I saw a booth promoting "cycling socks". The salesperson told me how great these socks were and assured me that the problems I was describing would magically disappear if I began wearing them. Being inherently cheap, I was very hesitant to spend \$15 Canadian on a pair of socks; that is about 16 pair of black cotton ones from Wal-Mart! So I persuaded the sales person to give me a pair for test. I took them back to work and tried them. It was like heaven – no more sweaty feet, no more feeling like my feet were going to explode. They were great and even made my feet feel comfortable in those police shoes. These "miraculous" socks are made by DeFeet.

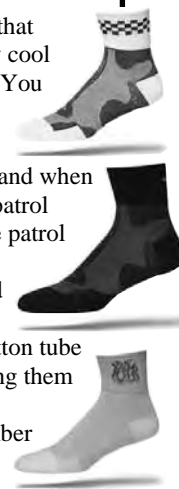
DeFeet is a company that specializes in sport socks. Their blend of knit and layering technology makes their socks stand above many other brands. The quality of workmanship has always been high. They dry very quickly and make cold or hot feet a thing of the past.

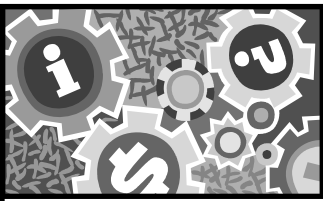
DeFeet socks are available in many different colors, patterns and styles; they even have blue socks with the word "police" stitched on them. They even offer custom orders, so if your department would like a unique design, no problem.

If you have never tried or bought a pair of cycling socks or you are still using the good ol' black tube socks, you owe it to yourself to try cycling socks. Come to think of it, they never asked for the test socks back, hmmm, wonder if they still want them?

Find out more about DeFeet by visiting their website at www.defeet.com or by calling 800-688-3067 or 828-397-7025.

Steve, an IPMBA PC Instructor and Ontario Mountain Bike Instructor, races in the Ontario Cup Downhill Racing Series, and has been wearing DeFeet since 1999. He can be reached at sforbes@sec.uoguelph.ca.





Product Reviews

Windstopper *(Continued from page 5)*

components to achieve a lightweight, impermeable system designed to keep a cyclist dry and warm or dry and cool. The two components joined together form an incomparable material, unrivaled in mechanical and chemical stability. Incorporating a product known as PTFE (polytetrafluoroethylene, a.k.a. Teflon®) into the jacket makes it repel water. Since its accidental discovery (it was the product of an “oops” in scientific research), DuPont has capitalized on its chemical make-up. Simply put, PTFE won’t react with anything. If you have a clothes allergy, you won’t itch from wearing this material. Spill coffee, mustard or get powdered donut on it, it won’t stain. Water and other liquids just roll right off.

Freestyle has taken Gore-Tex, whose water- and oil-resistant properties affect the waterproof performance of the clothing, and joined it with WINDSTOPPER, a breathable, windproof and water-resistant membrane. The result, it claims, is a lightweight, breathable, wind- and waterproof line of cycling clothing. Mr. Ross expressed an interest in introducing the product to public safety cyclists, so I purchased a jacket and offered to write an independent review. Hence this article.

My first experience with the jacket was during the rally itself. Now I know how New England got its name – the early settlers obviously felt right at home with the unpredictable weather. Utilizing the jacket for the frequent rainsqualls, I learned immediately how beneficial the jacket was in protecting the wearer (me) from the wind, cold, and rain.

The Initial Assessment

Upon my return home, I examined the construction of the jacket. The material had the consistency of Neoprene®, a waterproof fabric that is difficult to handle. Due to its thickness, Neoprene is not a practical choice for cyclists and other athletes. This jacket did not have that feel. It seemed designed to provide comfort without sacrificing protection from the elements. It felt soft and supple against the skin. The jacket had a “stretchiness” which I later learned could be an asset when spending long periods of time in the

riding position. The seam stitching was done in white (the jacket is currently available only in black), which highlighted the seams too much for my liking. It may work for personal use, but may not meet departmental uniform standards. One possibility may be to substitute the white seam-stitching with reflective 3M® material, which could enhance personal safety and recognition.

The jacket felt as if the manufacturer cares about each jacket going out the door. Freestyle utilizes a jigsaw style of assembly, which reduces the likelihood of the fabric overlapping in the seam regions. The seams were “taped” to maintain the waterproofing characteristics. (Gore-Tex has a waterproofing guarantee, which must be met by each and every manufacturer using the trade name. This standard is what keeps you from getting wet.) The drawstrings and zippers were strong and placed in the appropriate locations to keep the wind and rain out as much as possible. There is a drawstring around the neckline designed to help keep rain from going down the neck. If the jacket were to be used for police work, the toggle would, in my opinion, have to be moved to another location for officer safety. In its present position, the toggle and drawstring could be used as a choke mechanism in a rear attack.

The zippers and mechanical makeup of the jacket were appropriate. The zippers (YKK) were durable. The jacket itself had a high tolerance for abrasions. The elbows and shoulders took a good beating during several falls (I’m learning off-road skills using clipless pedals!). The jacket stood up to harsh thorns, too. Only once did I note a slight thread pull on the sleeve.

The jacket also featured fitted sleeves, which left my wrists feeling not “strangled,” but actually comfortable. I felt no restriction in movement. I would, however, recommend adding extra room for expansion of the shoulder blades. The jacket was as comfortable as it had seemed during my initial examination. The internal layer was soft and supple, and at no time did I feel uncomfortable. During the testing phase, the jacket was worn next to my skin, but I experienced neither chafing nor itching.

Finally, the jacket was easy to care for. After reading the care label, I placed it in the washing machine. The manufacturer recommends washing by hand or machine wash warm and cold rinse, with a short spin cycle. I actually put the jacket in the dryer, tumble dry on medium heat for a short cycle. The jacket came out of the laundry unwrinkled, unstained and ready for the next ride.

The Testing Process

The jacket was tested under two sets of circumstances: actual riding conditions and static testing.

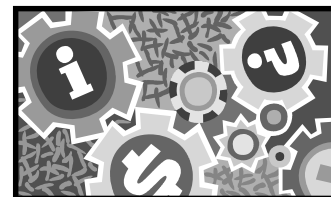
During the summer, I wore the jacket while riding in the rain, over performance undergarments similar to those manufactured by Maxit and Under Armour. The weather was 92°F. A light rain was falling. The jacket was a bit warm inside, but I did not feel like I was overheating. Never did I get wet – from rain or sweat – despite my level of physical exertion. The jacket was flexible and afforded me the movement needed for the training activity.

The jacket performed equally well during the winter. Slipping it under my patrol jacket because it does not meet our uniform standards, I wore it on duty several times. The weather conditions were cold and windy with an outside air temperature of 42°F. The wind was steady at 12 – 15 mph off of the ocean, causing a wind-chill adjusted temperature of 31°F. There was a light mist rolling off the Atlantic Ocean. With the neckline drawn in, the jacket maintained a high performance level. Never did I feel overheated by wearing four layers of clothing. The jacket kept my body dry and warm. In short, the Freestyle product lived up to its advertising.

As for static testing, the jacket was worn against the skin, zipped, and “sealed” around the neck, arms and waist. The jacket was first tested by misting it with a garden hose, to see how long the waterproof integrity of the jacket could/would last. After approximately 2.75 hours of shedding water continuously, the jacket fabric had not shown signs of penetration. Around the neck the jacket indeed allowed water, but not so much that it was uncomfortable. In fact, all four openings (neck, sleeves and bottom)

(Continued on page 13)

Product Reviews



Windstopper (Continued from page 12)

allowed water into the jacket, but that would be the same with any other jacket on the market.

The second static test involved stronger water pressure. Placing the hose on straight stream, the discharge was directed towards the jacket at various angles. Over 30 minutes had passed without the jacket remotely feeling like water was coming in. After approximately 36 minutes, the water began to seep through the shoulder seams. Not feeling completely wet, the test subject

indicated that the jacket felt only damp inside, and he would have been fine wearing the jacket until finding shelter.



Practical Applications

After reviewing the jacket and its material, I can confidently say that the jacket lives up to the manufacturer's claims. In this lightweight jacket, they have combined the soft, comfortable fit of a mid-layer with the reliable protection of a shell against cold wind, light rain and snow. My overall feelings for this jacket are it is a quality product. The jacket could be worn not only for cycling, but also for any outdoor activity, to protect against wind, rain, and snow. When worn in layers, the jacket is able to provide the wearer with a high level of protection from the elements. As it is, it is ideal for personal use.

As for police work here in the United States, some modifications would be necessary. The tail of the jacket is quite long and interferes with the duty belt.

I tried tucking it in, but that gave me an uncomfortable, "bulky" feeling. The only alternative is to leave the jacket outside of the belt and cinch it tighter around the waist, but the water-shedding nature of the fabric would cause the water to run to the waist and soak the rider. That said, with modifications, the Freestyle jacket would serve as a reasonable medium between a rain slicker and a heavy winter coat. Even in the warmer southern states, it could be used and used well.

The current design may work better in the United Kingdom, where police officers utilize vest-style armour and equipment carriers, wearing their jackets underneath. They would enjoy the luxury of the wind and water stopping capabilities without an increase in bulk. I believe this jacket could be an alternative to the wooly pulley sweater, as well as a rain

slicker, especially during those windy, misty days.

I think the jacket has great potential for use in the EMS field, both in the US and abroad. The jacket looks professional. It retains its shape well and is easy to launder. If blood or body fluids land upon the jacket, it cleans easily and with little fear of staining. The repellent nature of the fabric may even offer some protection from communicable diseases such as HIV and Hepatitis.

My opinion of Freestyle is that they are eager to get involved with public safety cyclists. Their website (www.freestyle-sports.co.uk) displays numerous products which could further the development of appropriate clothing. Materials and manufacturing practices could be altered

to accommodate the needs of this unique group of cyclists, including making their product available in standard public safety colors, such as plain black, navy, or high-visibility green. In addition, the composition, location of stitching and application of silkscreen lettering would have to be addressed.

Conclusion

Although the current design of the jacket may not be ideally suited for public safety cycling, the fabric certainly is. I was drawn to it by both its water-shedding and wind-stopping characteristics, and both worked. It kept me dry and comfortable. Wearing a garment which makes you uncomfortable or miserable while on patrol saps your motivation and reduces your drive to protect and serve. A jacket like Freestyle's will bring it back.

Manufacturer's Information

Freestyle Sports
Tamar Building
Queen Anne's Battery Marina
Plymouth, Devon PL4 0LP
Tel: 01752 250101
Fax: 01752 250114

POC: Mr. Anthony Russ
Email: sales@freestyle-sports.co.uk
www.freestyle-sports.co.uk

PTFE Information Source: Roberts, Royston M.: Serendipity: Accidental Discoveries in Science; John Wiley and Sons; New York; 1989

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

KIT Trousers (Continued from page 10)

all of our officers only by factoring the trousers into a bid for helmet cameras to tackle youth disorder. It may be worth looking at ways to bring down the price – by including fewer pockets, for instance. Whilst the pockets are a nice feature, once their novelty wore off, I, like my colleagues, found myself only using the front pockets. The extra pockets are good for walking, but on the bike they are a bit surplus to requirement – and I have no doubt are one of the reasons why the trousers cost £90.

I would score the 720's 9/10 for performance and 7/10 for value. If the price could be brought down to £50 - £60, they would score straight 9's. How about it, KIT?

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



Product Reviews

Lights, Camera, Action...on Cycles?

A prototype surveillance camera specifically designed for the cycle patrol officer

by **PC Dave Brook**
*Chapeltown Community Cycle Unit
West Yorkshire Police (UK)*

As a serving U.K police officer, I regularly sit back and watch with admiration the exploits of American patrol officers caught up in high-speed, all-action pursuits, brought to our television screens courtesy of high-tech cameras.

Not only does it make for good viewing, it also assists with the successful conviction of many offenders whose actions are caught on camera. Keen to expand on the benefits of the latter, I sought to implement this capability on my own police bicycle.

I was aware that cameras had recently been fitted to cycle helmets and used for evidence-gathering, but those cameras offered only limited vision with an 8-12 mm lens. I wanted digital capability with a larger focus, night vision, and sound.

I approached Vision 2000 Leeds LTD, an established local company at the cutting edge of technology. They sought to develop a prototype surveillance camera specifically designed to meet my requirements – and the needs of a cycle patrol officer.

The result was magnificent, far exceeding my expectations. Vision 2000 presented me with a night vision CCD camera mounted to the handlebars, controlled by an easy-to-use link switch, supported by a Sony Mini DV camcorder, a microphone and pre-amp, all housed in a rear top bag.

Technical jargon? Maybe. But this system really did meet my requirements. It provided me with instant recording capabilities for both vision and sound, all of which could be digitally enhanced. The night vision is superb. It is unbelievable how easily offenders can be identified. Already the system is proving its worth.

Local Councillors have been so impressed that they are now providing funds to fit more cameras to our bikes. We hope that soon every cycle in our livery will be fitted with one.

Perhaps you could soon will be sitting back in your chair, watching me in hot pursuit, albeit a little slower.

I hope to demonstrate this system at the third annual 999 Emergency Services Cycling Seminar, June 25-26, 2005, in York. And if Fairy Godmothers exist, perhaps at the IPMBA Conference in Scottsdale, Arizona, as well. "I believe."

To view the system, visit www.vision-2000.co.uk, and to learn more about it, e-mail me at akita@shikomufreeserve.co.uk.

Dave has been the driving force behind the Chapeltown Divisional Cycle Unit in West Yorkshire, U.K. He was certified as an IPMBA Police Cyclist in November 2003 and hopes to attend the IPMBA Instructor Course in 2005. He can be reached at akita@shikomufreeserve.co.uk.

Welcome New Product Purchase Program Participants!

IPMBA is pleased to start the New Year with four new additions to the Product Purchase Program (*find them on pages 15-18*). These companies, like the others they are joining, have demonstrated their commitment to meeting the needs of public safety cyclists by making special pricing available to IPMBA members. Please show your support by patronizing them and the rest of the companies featured in this issue of *IPMBA News*.

BroForm

BroForm is a free, one-stop resource for direct online access to hundreds of promotional sales programs across all outdoor/action sports. Membership is generally only open to industry employees and pros who are eligible to purchase items at a discount. BroForm represents over 250 brands and more than 10,000 products, all of which can be purchased by IPMBA members at either pro-purchase or employee discount prices. You will find clothing and equipment for all kinds of cycling, skiing and snowboarding, canoeing and kayaking, camping and hiking, surfing and scuba diving, and more! BroForm has eliminated the need for paper forms and phone calls, and because their catalogs are online, they are able to keep product availability up to date. This means that the odds are far better that you'll be able to get what you ordered in a timely manner! To establish an account, email your full name, department name, email address, and IPMBA membership number & expiration date to Kyle Parsons (kyle@broform.com). Kyle can also be reached at 877-420-2766. Visit www.broform.com for a sampling of the many products they have to offer.

Demand Technology

Demand Technology is the first UK-based participant in IPMBA's Product Purchase Program. Their product, the LightRider cycle light, is designed to illuminate both the road and the rider. This unique lighting system was tested by Kevin Rogerson of the Northumbria Police. His report appears on page five. For more information about the LightRider, visit www.lightrider.co.uk or call 01252 612661.

Polar Design

Polar Design manufactures personal hydration backpacks. The backpacks range from the streamlined Bode, which offers a 50-oz bladder and 80 cu of storage space, to the PolarPak Fr, with a staggering 100-oz bladder and 1200 cu of storage space. Their product line also includes a toolbelt, a portable hydration bladder, and a gel-cooled bladder known as the "Bi-Polar." The Bi-Polar is designed to keep cold liquids cold and warm liquids warm for a longer period of time than regular bladders. IPMBA Industry Committee member John Medford raved about it – see page five for the full review.

United Bicycle Supply*

United Bicycle Supply, based in Ashland, Oregon, is a distributor of bicycle tools and parts. Their inventory includes any tool that you might need to repair a bicycle. They carry a variety of brands, including Shimano, Park Tools, Finish Line, and more. They also carry a very limited supply of bicycle parts, such as tires, tubes, stems, and pedals.

United Bicycle Supply has agreed to allow police, fire, and EMS agencies to purchase products at wholesale prices. Interested departments should call 541-842-1750 for more information and/or to establish an account. Once an account has been created, products may be purchased by credit card or purchase order. Be sure to mention that you are an IPMBA member.

**Please note: the information in the United Bicycle Supply catalog is confidential. Although these companies have the ability to offer lower pricing on parts, tools, and accessories, they are not intended as replacements for your local bike shop. Even though your department may choose to use these companies as part of cost-saving measures, it is still very important to maintain a good working relationship with your current shop for items not available through either distributor, items for personal use, and maintenance/repairs. Please note that wholesale pricing is available to departments only, not individuals.*

Product Purchase Program



Welcome to the Product Purchase Program! Since its humble beginnings in 1997 with just four members, the Product Purchase Program (PPP) has grown to include more than 50 fine companies.

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

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

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

ABS SPORTS

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

ABS Sports
 683 Rt. 33, Hightstown, NJ 08520



ALERTE SYSTEMS INT'L

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

Form of Payment: DC, MC, V
Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: Art Germann, Sherri Smalley, Bill Stranathan
Phone: 800-728-1536
Fax: 800-635-1536
Website: www.alertesystems.com
Email: bill@alertesystems.com

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

ASLET: AMERICAN SOCIETY FOR LAW ENFORCEMENT TRAINING

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

ASLET: American Society for Law Enforcement Training

121 North Court St., Frederick, MD 21701

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

ABBREVIATIONS:

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



BIKE WORLD

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

Ordering Options: Phone, Fax, Website, Mail

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

Bike World
 5911 Broadway, San Antonio, TX 78209

BRATWEAR

Product: Bike Uniforms
Regular Cost: Contact for Product List
Cost to Members: 10% off Standard Price List
Form of Payment: AX, C, CH, DC, D, MC, PC, V
Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: Joleen Compston
Phone: 253-517-4000
Fax: 253-517-4004
Website: www.bratwear.com
Email: jcompston@bratwear.com

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

BRAVE SOLDIER

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

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

BROFORM.COM

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

BroForm
 PO Box 788, Whistler, BC 40N B10
 Email full name, department name, email address, IPMBA membership number & expiration date to Broform contact.

BUSHWHACKER USA

Product: MESA Rear Rack Trunk
Regular Cost: \$55
Cost to Members: \$35
Form of Payment: AX, C, CK, MC, V
Ordering Options: Phone, Fax, Email
Contact Name: Jeff Sims
Phone: 801-829-6801/800-344-1256
Fax: 801-829-6104
Website: www.bushwhackerbags.com
Email: jss1205@aol.com

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

CANE CREEK CYCLING COMPONENTS

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

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

CASCADE DESIGN

Product: Platypus Hydration Systems
Regular Cost: Contact for Pro-Form Pricing
Cost to Members: Wholesale Pricing
Form of Payment: CK, DC, MC, V
Ordering Options: Fax, Mail
Contact Name: Mike Hunter
Phone: 800-527-1527 / 206-694-1517
Fax: 800-583-7583
Website: www.cascadedesigns.com
Email: mike.hunter@cascadedesigns.com

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

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

IPMBA extends a special thanks to Ron Burkitt (Hilliard (OH) PD) for updating the Product Purchase Program for 2005.



Product Purchase Program

CHRISTINI TECHNOLOGIES

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

Christini Technologies
421 N. 7th Street, Suite 200, Philadelphia, PA 19123

CYCLE SOURCE GROUP

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

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

CYCLESIREN

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

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

CYCLOPS BICYCLE & TACTICAL OPERATIONS EQUIPMENT & TRAINING

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

Cyclops Bicycle & Tactical Equipment & Training
5003 Alpha Street, N. Charleston, SC 29405

DANALCO

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

Danalco 1020 Hamilton Rd., Duarte, CA 91010

DE SOTO SPORT

Product: Triathlon Clothing
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Form of Payment: AX, MC, V
Ordering Options: Phone, Fax, Email, Website
Contact Name: Emilio De Soto II
Phone: 858-453-6672/800-453-6673
Fax: 858-453-6783
Website: www.desotosport.com
Email: contact@desotosport.com

De Soto Sport 5260 Eastgate Mall, San Diego, CA 92121



DEMAND TECHNOLOGY, LTD.

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

Demand Technology, Ltd.
99 Fleet Road, Fleet, Hampshire, UK GU51 3PJ

DO WRAP PERFORMANCE HEADWEAR

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

Do Wrap Performance Headwear
1747 W. Grace Street, Chicago, IL 60613

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

EKO SPORT

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

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

ELHN BADGE & EMBLEM DESIGN

Product: Custom Police Badges, Emblems, Pins, Coins
Regular Cost: Varies
Cost to Members: 10% off
Form of Payment: CH, DC
Ordering Options: Phone, Email, Mail
Contact Name: Erno Nandori
Phone: 203-364-8644
Fax: 860-693-9381
Website: www.elhnbadges.com
Email: elhnbadgedesign@aol.com

ELHN Badge & Emblem Design
615 Cherry Brook Road, Canton, CT 06019

Call or email design/quantity for price quote.

ERGO, LLC

Product: "The Seat" Ergonomic Bike Seat
Regular Cost: \$40 lycra/gel; \$29 vinyl; \$20 faux leather
Cost to Members: \$30 lycra/gel; \$23 vinyl; \$15 faux leather
Form of Payment: CH, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: Thomas White
Phone: 425-333-6161
Fax: 425-333-6355
Website: www.ergotheseat.com
Email: 425-333-6355

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

GITA SPORTING GOODS

Product: Patrol Bike Shoes, Giordana Apparel
Regular Cost: Varies
Cost to Members: 25% off Patrol Bike Shoes; 10% off Giordana/Diadora
Form of Payment: MC, V
Ordering Options: Phone, Fax, Website
Contact Name: Nelson Frazier
Phone: 800-FON-GITA x 319
800-FON-GITA x 319
Fax: 704-588-4322
Website: www.gitabike.com
Email: info@gitabike.com

Gita Sporting Goods
12500 Steele Creek Rd, Charlotte, NC 28273

On website, enter "IPMBA" in promotion code box.

IMBA: INTERNATIONAL MOUNTAIN BICYCLING ASSOCIATION

Product: IMBA Membership
Regular Cost: \$25 Basic; \$45 Supporting
Cost to Members: \$10 Basic; \$18 Supporting
Form of Payment: C, CH, DC, MC, V
Ordering Options: Fax, Mail
Contact Name: Scott Gordon
Phone: 888-442-IMBA/303-545-9011 x 106
Fax: 303-545-9026
Website: www.imba.com
Email: info@imba.com

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

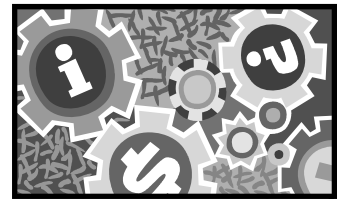
Submit copy of IPMBA membership card with IMBA membership application or renewal notice.

IOSSO PRODUCTS

Product: Cleaners & Lubes for Guns & Bikes
Regular Cost: Contact for Product List
Cost to Members: 20% off Retail
Form of Payment: C, CH, MC, PO, V
Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: Marianne Iosso
Phone: 888-747-4332
Fax: 847-437-8478
Website: www.ioosso.com
Email: info@ioosso.com

Iosso Products
1485 Lively Blvd., Elk Grove, IL 60007

Product Purchase Program



LANE SUNGLASSES

Product: Protective Eyewear & Goggles
Regular Cost: Contact for Product List
Cost to Members: 30% off Retail
Form of Payment: CH, DC, MC, V
Ordering Options: Phone, Fax, Email, Website, Mail

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

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

LIFT & STORAGE SYSTEMS, INC.

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

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

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

LIGHTCYCLES

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

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

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

LOUKA LLC

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

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

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

MAKLITE

Product: Illuminated Safety Light Products
Regular Cost: \$10.95 (9" Strips With Velcro)
Cost to Members: \$7.00
Form of Payment: AX, D, DC, MC, PO, V
Ordering Options: Phone, Fax

Contact Name: William Maki
Phone: 800-888-5427 / 773-276-7500
Fax: 773-276-3331
Website: www.librasafety.com
Email: libre.safety@prodigy.net

Maklite
1823 W. Webster Ave., Chicago, IL 60614

MARWI USA, INC.

Product: Lighting Systems
Regular Cost: \$99-\$399
Cost to Members: Contact for Discount
Form of Payment: COD, MC, V
Ordering Options: Phone, Fax, Email, Mail

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

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

MAXIT DESIGNS

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

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

Maxit Designs
PO Box 1052, Carmichael, CA 95609

35% off other in-stock items. Visit website for information and call for availability. Have IPMBA membership number handy.

MAXXIS TIRES

Product: Bike Tires & Tubes
Regular Cost: Contact for Product List
Cost to Members: 50% off Retail (Pro-form)
Form of Payment: AX, D, MC, V
Ordering Options: Email, Fax, Phone

Contact Name: Ben Burgis
Phone: 800-4MAXXIS / 678-407-6778
Fax: 678-962-7705
Website: www.maxxis.com
Email: bicycle@maxxis.com

Maxxis Tires
545 Old Peachtree Rd., Suwanee, GA 30024



MOCEAN

Product: Bike Patrol Uniforms
Regular Cost: Contact for Product List
Cost to Members: 25% off Retail
Form of Payment: AX, C, CH, DC,

MC, PO, V
Ordering Options: Fax, Website

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

Mocean
1635 Monrovia Avenue, Costa Mesa, CA 92627

OLYMPIC UNIFORMS/J. MARCEL

Product: Bike Patrol Uniforms
Regular Cost: Contact for Product List
Cost to Members: 10% off Retail Prices
Form of Payment: AX, C, CH, D, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Mail

Contact Name: Julie Cruise/Rachel Peterson
Phone: 888-722-9222
Fax: 206-722-1521
Website: www.olyuniforms.com
Email: reps@olyuniforms.com

Olympic Uniforms/J. Marcel
5920 MLK Jr. Way South, Seattle, WA 98118

PARADIGM TACTICAL PRODUCTS

Product: FRISKER PRO Hand Worn Metal Detector
Regular Cost: \$179.95 + S&H
Cost to Members: \$150 + S&H
Form of Payment: CH, DC, D, MC, PO, V
Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: James F. Marr
Phone: 978-352-6633
Fax: 978-352-7799
Website: www.frisker.com
Email: jmarr@paradigmatactical.com

Paradigm Tactical Products
64 Central Street, #1, Georgetown, MA 01833

PATROL CYCLE LLC

Product: Patrol Cycle Shoe
Regular Cost: \$109.95/Web Direct \$79.95
Cost to Members: \$67.95
Form of Payment: C, CH, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Barrie Gorton
Phone: 800-208-2032 / 651-773-8763
Fax: 651-773-8762
Website: www.patrolcycle.com
Email: bgorton@patrolcycle.com

Patrol Cycle LLC
31 Emma Street, Kalinga, QLD 4030

POLAR DESIGN, INC.

Product: Hydration Backpacks & Gel-Cooled Reservoirs
Regular Cost: PolarPak 1.0 \$42.95 w/o gel; \$52.95 w/ gel
Cost to Members: PolarPak 1.0 \$18.30 w/o gel; \$28.30 w/ gel
Form of Payment: AX, D, MC, V, C, CH, DC, PO
Ordering Options: Phone, Fax, Email, Mail

Contact Name: Jeff Skillern
Phone: 208-426-9058
Fax: 208-424-8687
Website: www.polarpak.com
Email: jeff@polarpak.com

Polar Design, Inc. 1306 Alturas St., Boise, ID 83702
Special offer is not available online.

PROGOLD LUBRICANTS

Product: ProLink Chain Lube, ProGold Lubes, EPX
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Form of Payment: C, CH, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Doug or Van
Phone: 800-421-5823
Fax: 404-766-3977
Website: www.progoldmfr.com
Email: progoldmfr@aol.com

ProGold Lubricants 4106 Stacks Rd., College Park, GA 30349

PROMARK INT'L INC.

Product: Full Line Law Enforcement Equipment
Regular Cost: Contact for Product List
Cost to Members: 40% off Most Products
Form of Payment: CH, MC, V
Ordering Options: Phone, Fax

Contact Name: Kenneth Battcher
Phone: 800-645-4443/516-795-6543
Fax: 516-795-4259
Website: www.publicsafetymall.com
Email: promarkint@aol.com

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



Product Purchase Program

PUBLIC SAFETY LOGOS

Product: Badges/Badge Cases/Jewelry/Patches/Etc.
Regular Cost: \$40-\$115

Cost to Members: 10% off + drop ship free on \$150 or more
Form of Payment: AX, C, CH, DC, MC, V
Ordering Options: Fax, Email, Website, Mail

Contact Name: Michael Carrizales
Phone: 281-251-0707 / 800-276-0706

Fax: 281-251-4786
Website: www.publicsafetylogos.com
Email: sales@publicsafetylogos.com

Public Safety Logos PO Box 11307, Spring, TX 77391-1307
Code: 20PMBA04 and IPMBA membership number must accompany order.

PYI INC. SPOKES WEAR

Product: The Glove
Regular Cost: \$30
Cost to Members: \$15
Form of Payment: C, DC, MC, V
Ordering Options: Phone, Fax, Email

Contact Name: Fred Hutchison
Phone: 425-355-3669/800-523-7558
Fax: 425-355-3661

Website: www.spokeswear.com
Email: info@spokeswear.com

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

R & B FABRICATIONS, INC.

Product: Panniers & Safety Vests
Regular Cost: Contact for Product List
Cost to Members: 15% off Retail
Form of Payment: DC, MC, V
Ordering Options: Phone, Fax, Email, Mail

Contact Name: Tina Lime
Phone: 419-594-2743/800-553-1911
Fax: 419-594-2250/800-742-5345

Website: www.rbfab.com
Email: info@rbfab.com

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

REDMAN TRAINING GEAR

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

Contact Name: Bob Brothers
Phone: 800-865-7840
Fax: 800-459-2598

Website: www.redmangear.com
Redman Training Gear
10045 102nd Terrace, Sebastian, FL 32958

RUBEL BIKEMAPS

Product: Bicycling Street Smarts: 48-page booklet
Regular Cost: See website for price schedule.
Cost to Members: Free shipping on any size order.
Form of Payment: CH, DC, MC, PO, V
Ordering Options: Phone, Email, Mail, Fax

Contact Name: Andy Rubel
Phone: 617-776-6567
Fax: 617-623-1523

Website: www.bikemaps.com
Email: info@bikemaps.com

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

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: Paul Craig
Phone: 888-860-7597/303-333-9191
Fax: 303-333-9292
Website: www.rudyprojectusa.com
Email: Paul@rudyprojectusa.com

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

SIGNAL MEASUREMENT CO.

Product: GPS & Communication Mounts
Regular Cost: Contact for Product List
Cost to Members: 30% off Retail
Form of Payment: C, D, DC, MC, PO, V
Ordering Options: Phone, Fax

Contact Name: Ronnie Dowell
Phone: 800-527-1079
Fax: 281-356-0099

Website: www.smc-corp.com
Email: rdowell@smc-corp.com

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

SPORTWORKS

Product: Hitch-mounted Bike Racks
Regular Cost: \$325-\$565
Cost to Members: 20% Discount
Form of Payment: C, DC, MC, V
Ordering Options: Phone, Fax, Email, Mail

Contact Name: Julie Gregg or Customer Service
Phone: 425-483-7000 / 888-661-0555
Fax: 425-488-9001

Website: www.bicycleracks.com
Email: julieg@sportworks.com

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

SWAGMAN

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

Contact Name: Jim or Don
Phone: 800-469-7924
Fax: 800-469-7893

Website: www.swagman.net
Email: info@swagman.com

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

TERRY PRECISION CYCLING

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

Contact Name: Ginny Weisel
Phone: 800-289-8379 x 15
Fax: 315-986-2104

Website: www.terrybicycles.com
Email: ginny@terrybicycles.com

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

TRACY LEIGH ENTERPRISES

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

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

Tracy Leigh Enterprises
P.O. Box 831, Brodheads ville, PA 18322

UNITED BICYCLE SUPPLY

Product: Bicycle Tools and Parts
Regular Cost: Wholesale Pricing
Cost to Members: Wholesale Pricing to Departments
Form of Payment: AX, C, D, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Mail

Contact Name: Pete
Phone: 541-482-1750
Fax: 541-482-1132
Email: ubs@bisp.net

United Bicycle Supply
447 Williamson Way, Ashland, OR 97250

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



VISION 2000 LEEDS LTD.

Product: Mobile Surveillance Systems for Push Bikes
Regular Cost: £1500 + VAT
Cost to Members: 10% discount
Form of Payment: C, CH, DC, PO
Ordering Options: Phone, Fax, Email, Web, Mail

Contact Name: Alex Hayes
Phone: 01132 370293
Fax: 0113 2370294
Website: www.v2k.co.uk
Email: alex@vision-2000.co.uk

Vision 2000 Leeds Ltd. 7 Ridge Way, Leeds, LS8 400

WTB

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

Contact Name: Chris Schierholtz
Phone: 415-389-5040
Fax: 415-389-5044
Website: www.wtb.com
Email: cschierholtz@wtb.com

WTB 475 Miller Ave., Mill Valley, CA 94941

ZOIC CLOTHING / ZOOT SPORTS

Product: Cycling Apparel
Regular Cost: Retail
Cost to Members: 30% off Retail
Form of Payment: AX, V, MC, CH, DC
Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Brandt Furgerson or Wendy Misner
Phone: 800-241-9327 / 760-477-2299
Fax: 760-477-2298

Website: www.zoic.com or www.zootsports.com
Email: brandt@zootsports.com or wendy@zootsports.com

Zoic Clothing / Zoot Sports
2880 Scott St Suite 101, Vista, CA 92081

Supplier Listing

A listing of companies which have shown their dedication to public safety cyclists through their active participation with and support of IPMBA.



ABS Sports

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



Alerte Systems International

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

Atlantic Signal, LLC

Product: Blue Racer Headset
Phone: 866-481-4811
Fax: 785-582-5820
Website: www.blueracerheadsets.com

Bell Sports, Inc.

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



Bike World

Product: Bicycles, Parts, Accessories
Phone: 800-928-5558 / 210-828-5558
Fax: 210-828-3299
Website: www.bikeworld.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

BroForm

Product: Outdoor & Action Sports-Related Items
Phone: 877-420-2766
Fax: 604-608-9279
Website: www.broform.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

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

Product: Smith & Wesson Bicycles
Phone: 877-533-7245
Fax: 631-205-1435
Website: www.cyclesg.com

Cycle-Force UK

Product: Smith & Wesson Bicycles, Mocean Uniforms
Phone: ++44 (0) 1344 862550/c: ++44 (0) 777 361 5910
Fax: ++44 (0) 1344 862887
Website: www.cycle-force.co.uk

Cyclesiren

Product: Light & Siren System
Phone: 714-628-8935
Fax: 714-628-8935
Website: www.cyclesiren.com

Cyclops Bicycle & Tactical Operations

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

Danalco

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

Danner, Inc.

Product: Uniform Footwear
Phone: 503-722-7342
Website: www.danner.com

Datamaxx Applied Technologies, Inc.

Product: Mobile Communications
Phone: 850-558-8000
Fax: 850-558-8001
Website: www.datamaxx.com

De Soto Sport

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

Demand Technology, Ltd.

Product: Lightrider Cycle Light
Phone: (01252) 612661
Fax: (01252) 612662
Website: www.lightrider.co.uk

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

ELHN Badge & Emblem Design

Product: Custom Police Badges, Emblems, Pins, Coins
Phone: 203-364-8644
Fax: 860-693-9381
Website: www.elhnbadges.com

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

Fluid Motion UK

Product: ProLink Lubes
Phone: 011-44-1372 453 758
Fax: 011-44-7946 374995
Website: www.fluidmotionuk.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

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.iosso.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

Kenda USA

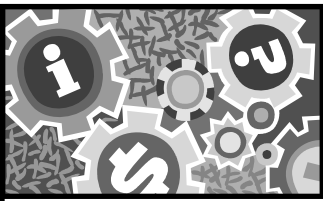
Product: Tires, Tubes, & Accessories
Phone: 866-536-3287/614-866-9803 ext 204
Fax: 614-866-9805
Website: www.kendausa.com

KIT: Kreative Innovative Technology

Product: Police Bikes & Uniforms
Phone: 01246 280007
Fax: 01246 280023
Website: www.policebike.co.uk

Kryptonite

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



Supplier Listing *(Continued)*

Lane Sunglasses

Product: Protective Eyewear and Goggles
Phone: 800-542-7850
Fax: 219-956-2112
Website: www.lanesunglasses.com

Lift & Storage Systems, Inc.

Product: Automatic Bike Lift Storage Systems
Phone: 800-825-4777 / 651-777-1554
Fax: 651-777-1535
Website: www.liftstore.com

LightCycles

Product: Bicycle Parts & Accessories
Phone: 518-593-3361

Louka LLC

Product: Firearms Training Video
Phone: 734-697-6342
Website: http://home.comcast.net/~kdvonk/LouKaLLC.html

Maklite

Product: Illuminated Safety Products
Phone: 800-888-5427 / 773-276-7500
Fax: 773-276-3331
Website: www.librasafety.com

Marwi USA, Inc.

Product: Lighting Systems
Phone: 626-401-1335
Fax: 626-401-1339
Website: www.marwiusa.com

Maxit Designs

Product: Performance Headwear
Phone: 800-556-2948
Fax: 916-489-7031
Website: www.maxit-inc.com, www.headgator.com

Maxxis Tires

Product: Tires & Tubes
Phone: 800-4MAXXIS / 678-407-6778
Fax: 678-962-7705
Website: www.maxxis.com

Michael's of Oregon

Product: Holsters, Belts, Accessories
Phone: 503-655-7964
Fax: 503-722-5701
Website: www.unclemikes.com



Mocean

Product: Uniforms
Phone: 949-646-1701/877-662-3680
Fax: 949-646-1590
Website: www.mocean.net

Muscle Products Corp.

Product: Specialty Lubricants for Mountain Bikes & Firearms
Phone: 1-800-227-7049
Fax: 724-283-8310
Website: www.mpc-home.com

National Institute for Occupational Safety and Health

Product: Occupational Safety & Health
Phone: 513-533-8290
Fax: 513-533-8138
Website: www.cdc.gov/niosh/homepage.html



Niton Equipment

Product: Bikes, Uniforms, Accessories
Phone: 01293 549858
Fax: 01293 538062
Website: www.niton99.co.uk

Olympic Uniforms/J. Marcel

Product: Uniforms
Phone: 206-722-1412
Fax: 206-722-1521
Website: www.olyuniforms.com

Paradigm Tactical Products

Product: Handworn Metal Detector — the Frisker
Phone: 978-352-6633
Fax: 978-352-7799
Website: www.frisker.com

Patrol Bike Systems

Product: Bikes & Accessories
Phone: 800-208-2032/651-773-8763
Fax: 651-773-8762
Website: www.patrolbike.com

Patrol Cycle LLC

Product: Patrol Cycle Shoe
Phone: 800-208-2032 / 651-773-8763
Fax: 651-773-8762
Website: www.patrolcycle.com



Patrol Cycles LLC

Product: Police Bike
Phone: 713-472-0894
Fax: 713-472-8643
Website: www.patrolcycles.com

Polar Design, Inc.

Product: Hydration backpacks & gel-cooled reservoirs
Phone: 208) 426-9058
Fax: 208) 424-8687
Website: www.polarpak.com

ProGold Lubricants

Product: Lubes
Phone: 800-421-5823
Fax: 404-766-3977
Website: www.progoldmfr.com

Promark Int'l Inc.

Product: LE Equipment
Phone: 800-645-4443/516-795-6543
Fax: 516-795-4259
Website: www.publicsafetymall.com

Public Safety Logos

Product: Public Safety Logos
Phone: 281-251-0707/800-276-0706
Fax: 281-251-4786
Website: www.publicsafetylogos.com

PYI Inc. Spokes Wear

Product: The Glove
Phone: 425-355-3669/800-523-7558
Fax: 425-355-3661
Website: www.spokeswear.com

R & B Fabrications, Inc.

Product: Panniers & Safety Vests
Phone: 419-594-2743/800-553-1911
Fax: 419-594-2250/800-742-5345
Website: www.rbfab.com

Redman Training Gear

Product: Defensive Tactics Training Gear
Phone: 800-865-7840
Fax: 800-459-2598
Website: www.redmangear.com

Rubel BikeMaps

Product: Bicycling Street Smarts; Maps
Phone: 617-776-6567
Fax: 617-623-1523
Website: www.bikemaps.com

Rudy Project

Product: Helmets, Sunglasses
Phone: 888-860-7597/303-333-9191
Fax: 303-333-9292
Website: www.rudyprojectusa.com

Signal Measurement Co.

Product: GPS Mounts
Phone: 800-527-1079
Fax: 281-356-0099
Website: www.smc-corp.com

SportWorks

Product: Bicycle Racks
Phone: 425-483-7000 / 888-661-0555
Fax: 425-488-9001
Website: www.bicycleracks.com

Swagman

Product: Bicycle Racks
Phone: 800-469-7924
Fax: 800-469-7893
Website: www.swagman.net

Terry Precision Cycling

Product: Bikes & Accessories
Phone: 800-289-8379
Fax: 315-986-2104
Website: www.terrybicycles.com



TIDALFORCE/WaveCrest Laboratories

Product: High-Performance Electric Bicycles
Phone: 703-435-7102 x. 179
Fax: 703-435-7103
Website: www.TIDALFORCE.com

Tracy Leigh Enterprises

Product: Electric Bikes
Phone: 570-992-9989 / 877-570-6963
Fax: 570-992-5026
Website: www.allwebscooters.com



Trek Bicycle Corporation

Product: Bicycles & Accessories
Phone: 920-478-2191 x. 4911
Fax: 920-478-2607
Website: www.trekbike.com

United Bicycle Supply

Product: Bicycle Tools and Parts
Phone: 541-482-1750
Fax: 541-482-1132

United Uniform

Product: Uniforms
Phone: 213-746-8000
Fax: 213-746-2010
Website: www.uumfg.com

Visibility Systems Company

Product: Bike Lights
Phone: 203-367-4000
Website: www.lightmanstrobes.com

Welch-Allyn, Inc.

Product: AED
Phone: 315-685-2691
Fax: 315-685-4091
Website: www.welchallyn.com

WTB

Product: Bikes & Accessories
Phone: 415-389-5040
Fax: 415-389-5044
Website: www.wtb.com

Zoic Clothing / Zoot Sports

Product: Cycling Apparel
Phone: 800-241-9327 / 760-477-2299
Fax: 760-477-2298
Website: www.zoic.com or www.zootsports.com

Candy from Interbike

It was a fun year ...

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

It was a fun year at Interbike. Most of the companies I contacted reported that the past year had been good. Product development and streamlining seem to be a common thread. Chopper cruisers were popular this year – they were everywhere, and a few had potential for duty bikes.

All joking aside, there were a few products that caught my eye. I have not had the chance to test these in the real world because of availability issues, but I have been promised test units when they arrive.

One item that had me excited – not for work but for Fruita or Moab – was the PolarPak Hydration system. See page 5 for a full article about the Pak. The PolarPak caught my eye because it tries to meet my desire to carry cool water for extended periods. The backbone of the system is in the design of the bladder, which contains the same blue gel that you see in flexible ice packs. You freeze the pack between shifts, and the water stays nice and cold for a good part of the day. In addition, the carrier can be customized for a small fee. Now, on to business.

Lake MX 255 LE

In the Lake booth, I was very happy to see that a much-needed, updated patrol shoe is being added to the product line. The MX 255 LE, which is not yet available, is the same as the MX 255 with one exception – the yellow writing does not appear on the LE model. My favorite update is the

Vibram Trail V
outsole.
The
sole



still is SPD-compatible, but now there is a tread pattern like that on hiking or combat boots. The cleat is recessed a little deeper into the tread, which allows for tactical approaches on foot. The toe is now protected with a Helcor abrasion resistant toecap – but rest assured – it can take on a semi-shined appearance. The MX 255 is also available in women's sizes and fit. Visit www.lakecycling.com for more information.

Reflectek Helmet by Kuji

Later on I discovered an interesting concept in reflective safety gear. Kuji Sports was displaying a new helmet design featuring a reflective shell. White will be the first on the



market and from what I saw at the show it virtually glows. The Reflectek helmet line will eventually contain dark colors, including black and navy, which were not as reflective by nature of their color, but the safety enhancement was excellent. I should have a couple to test in a few weeks, so look for a future review. A demonstration video can be viewed at www.kujisport.com.

There is always something new at Interbike, and each year I look forward to discovering new products and services, and sharing my findings with you. Stay tuned for upcoming issues containing reviews of the above products and more!

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.



News from the Industry Liaison

by **Gary McLaughlin, PCI#005T**
IPMBA Industry Liaison
Sacramento Police Department (CA)

Special Offer from Patrol Bike Systems!

Mark Eumurian has made a special arrangement with Park Tool and as a result, he is able to offer the brand-new PRS15 Professional Race Stand (which replaces the PR5 Professional Race Mechanic Stand) to IPMBA members for just \$229.95 – a savings of \$40-\$70 off the normal retail price. The new stand features a five point leg-system that adjusts to create a superior, stable base; shop quality 100 – 15X extreme range clamp which quickly adjusts to fit tubes from 7/8 inches to 3 inches; narrow jaws allowing clamping in tight access areas; an optional truing stand; and a bucket/tool-kit and paper towel holder. Mark is also offering, for just \$230.95, the AK32 advanced mechanic tool kit, normally priced no lower than \$279.95. This tool kit contains 35 pieces of the most frequently used tools that a police officer/home mechanic would need. Finally, with any purchase, Mark is including the gift of a DVD (produced by Finish Line) that covers riding techniques, choosing and using accessories, maintenance tips, and more. Contact Mark at 800-208-2032 or patrolbike@earthlink.net. The products can be viewed at www.patrolbike.com or www.ebiketools.com. **Act now** – this offer is only available to IPMBA members and is only valid from February 1 – March 1, 2005!

By the way, Mark is pleased to announce that Patrol Bike Systems is now the US distributor for Patrol Cycle shoes. Patrol Cycle shoes were developed with the input and assistance of the IPMBA Industry Relations Committee. A product review of the Patrol Cycle shoe appears in the Industry & Resources section of the IPMBA website.

Product Testers Needed

As industry representative for IPMBA, it is my job to recruit a “wrecking crew” test and evaluate products. In order to be a crew member, you must be able to ride frequently both on and off-duty so you will be able to test the equipment under a variety of conditions. You must also have the ability to write an objective article (a product review) following your testing. A little mechanical knowledge will be needed for testing some of the equipment. Finally, you will be required to complete your test and forward the equipment to another crew member within a designated period of time. If you would like to become a crew member and evaluate the newest – or the tried and true – products for public safety cyclists, please contact me via my email, garymcbike255@aol.com. In general, crew members can expect to review at least one or two products per year.





Report from the International Cycle Show

September 23-26, 2004, Islington, London

by **Kevin Rogerson**
Whitley Bay Station
Northumbria Police (UK)

IPMBA has been established in the US for well over a decade and over that period of time, numerous links have been established with industry. These links are to the advantage of both sides. In short:

1. Emergency service personnel are provided with a list of tried, tested and trusted companies that we know are committed to supplying quality products to our niche market. We can be reasonably confident that the products recommended by our colleagues will be well-suited to serve our unique needs.
2. Companies are afforded the opportunity to trial their products in the field, with some going so far as to involve emergency services personnel in the product development process. They also benefit from word-of-mouth advertising and enjoy the prestige of their products being used by emergency services personnel in a very public manner.

Working the trade shows is one of the best methods of introducing the commercial sector to the emergency services cycling market. Therefore, PC Steve Harvey of North Yorkshire Police and I headed down to the International Cycle Show in London. The Metropolitan Police stand, hosted by Sgt Charlie Irvine, was our sanctuary during our visit. The stand was well decked out with information, including literature about IPMBA.

As you'd expect the major players occupied the centre stages with some fantastic new bikes, gadgets and paraphernalia. But there were lots of little gems lying 'round the lesser-tread side corridors. Here a few of my favourites.

U.S.E. - Ultimate Sports Engineering www.use1.com

U.S.E. is a British company specialising in high-quality bike products.

One such product that they had been busy all summer testing and were about to release onto the market was their

"Exposure Light." Take a look at this picture (above left).



What you are seeing is £265 worth of state-of-the-art lighting system. The light is produced from 2 x 5W super bright LEDs, which is the equivalent of 32W worth of halogen power. The battery can last for 2.5 hours at a higher race setting or for 8.5 hours in ride mode. The weight of this unit, including the bracket is 185g (one hundred and eight-five grams!). I'm currently awaiting one of these units to trial; if all goes well, I'll have the full lowdown on it in the next edition of *IPMBA News*.

Lightrider

www.lightrider.co.uk

Another LED light, but this one is squarely aimed at the commuter and designed to improve rider safety. The inventor, Tudor Davies, was available to explain how he came to invent this innovative light which boasts three separate beams of light, one of which points backwards and illuminates the rider's chest area. A full Product Review can be found on page 5 – see *how it performed*.

Condor Cycles

www.condorcycles.com

Condor is a London-based cycle company with 60 years of experience who have the expertise and facilities to build their own bikes, from the frame up. The



company have a shop in the heart of London and service all of the City of London's cycles. As a bit of a pet project, they designed a steel frame police spec cycle, and then mimicked the colour scheme adopted by the majority of British police vehicles – yellow & blue battenburg squares on the side profile with the yellow and red diagonal stripes across the rear. The City of London Police Cyclists trialled the bike and liked it so much that they have already placed an order. The gentlemen from Condor seemed enthusiastic for the bike to be the subject of an IPMBA Product Review. Having attended the Emergency Services Cycling seminar these past two years and seen many different police cycles, in my opinion, the Condor has to take the prize for most aesthetically pleasing.

VELOVISION Magazine

www.velovision.co.uk



This quarterly magazine, started just over four years

ago, caters for specialised bikes, cycling as transport, and human power. Visit the website and see what you think. The editor was very interested in distributing the magazine to IPMBA members at a much discounted rate. We will continue to try to make progress on this and enrol them into the IPMBA Product Purchase Program.

During our visit we made contact with a few other companies and we tried to jam as much into the five hours we had to work with as possible. More information will follow in subsequent issues of *IPMBA News*.

I am pleased to report that Demand Technology, the maker of Lightrider have become the very first UK-based company to enrol in the IPMBA Product Purchase Program. The IPMBA UK committee is well aware of the need to recruit additional participants to serve IPMBA members in the UK, especially since not all listed companies are able to offer their discounts outside of the US. I have personally set myself a target of getting six (one down, five to go) companies to sign up to the

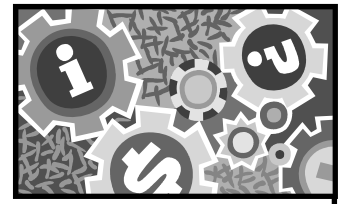
PPP come this year's IPMBA Emergency Services Cycling Seminar (June 25-26, 2005, in York).

Speaking of York, we have begun working on the agenda and welcome your input. If there is a topic which you would like to see included, or you would like to present, please contact Maureen at Maureen@ipmba.org and she will forward your suggestion to the appropriate person. We will also be doing our best to attract additional suppliers to our portion of the trade show.

See you there!

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

T hanks, Product T esters!



Special thanks to the members of IPMBA's team of product testers for making the third annual Product Guide a reality (*many of them are members of the IPMBA Industry Relations committee, see below for a full description of what this important committee does*). They have spent many hours assessing products in order to provide you with the information you need to make educated purchasing decisions.

Jason Barnes, Chandler Police Department, Arizona
Dave Brook, West Yorkshire Police, United Kingdom

Jeff Brown, Dayton Police Department, Ohio

Chris Davala, Maryland State Police, Maryland

Steve Forbes, University of Guelph, Guelph, Ontario, Canada

Tom Harris, East Baton Rouge EMS, Louisiana

Gary McLaughlin, Sacramento Police Department, California

John Medford, Denver Police Department, Colorado

Kevin Rogerson, Northumbria Police, United Kingdom

Mitch Trujillo, Boulder Police Department, Colorado

Joyce Walden, East Baton Rouge EMS, Louisiana

What is the IPMBA

Industry Relations Committee?

Mission: The mission of the Industry Relations Committee is to develop positive working relationships with industry professionals, advance the development of products and technologies for public safety cyclists, and educate the public safety community about products that will have a positive impact on their daily duties.

Goals & Objectives: The primary goal of the Industry Relations Committee is to expand the relationship between members of the industry and public safety cyclists by improving communication and interaction through leadership, education, and training. This goal can be obtained by concentrating on three specific objectives:

- 🚲 **Develop Industry Relations:** Develop and maintain strong, working partnerships with members of the cycling and public safety industries.
- 🚲 **Advance Products and Technologies for Public Safety Cyclists:** Work with members of the cycling and public safety industries to improve current products and to create new ones that will meet the needs of the public safety cyclist.
- 🚲 **Educate the Public Safety Cycling Community:** Provide IPMBA members with information about both new and established products and technologies that will positively impact their ability to perform their duties.

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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.

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Bill Stranathan
800-728-1536



Bill@alertesystems.com
www.alertesystems.com

BikeWorld/

BikeWorld.com



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

Mocean

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



Patrol Cycles LLC

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



Trek Bicycle Corporation

Jason Schumacher
800-313-8735 x 4911
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Wavecrest Laboratories

Heather O'Donnell



To become a corporate member,
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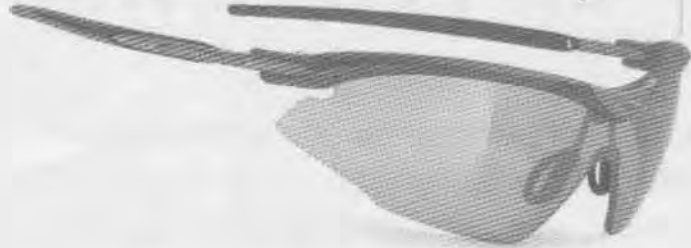
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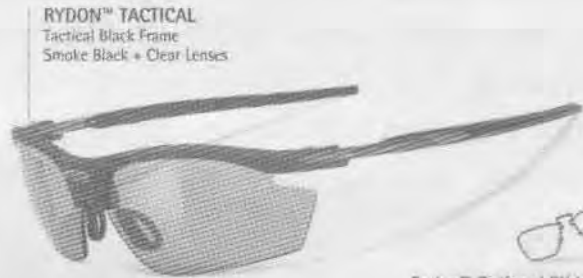
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IPMBA is pleased to announce that the IACP's National Law Enforcement Policy Center has released a model policy for bicycle patrol. This policy covers a variety of procedures, including deployment, personnel selection, training, and supervisory responsibilities. It is accompanied by a concepts and issues paper, which provides in-depth information pertaining to bicycle patrol and in support of the model policy. This paper first provides background information about bicycle patrol, and then explains the applications and advantages of bicycle patrol. It continues with a series of policy recommendations pertaining to operations, training, equipment, physical qualifications, training, and health and wellness. Finally, it offers specifications for bicycle equipment and accessories as well as uniforms.

These excellent recommendations are the work of IPMBA Instructor Kathleen Vonk of the Ann Arbor Police Department. With input from members of the IPMBA Board, she prepared a very thorough and professional set of policies that can be easily adapted for use by departments of all sizes. On behalf of all the bike officers who are likely to benefit from these policies, IPMBA gratefully acknowledges her contribution.

This policy covers a variety of procedures, including deployment, personnel selection, training, and supervisory responsibilities

The model policies may be requested from the IPMBA office via phone (410-744-2400) or email (info@ipmba.org). They are not currently available on the IPMBA website.



Submitted by **Charlie Irvine, PCI #752/EMSCI #143**
Metropolitan Police Force, London

North Woolwich Bike Team Strike Again

rear of the vehicle to cover anyone who decided to get out of the car and start running. The driver refused to get out of the car; instead, he started the engine and reversed at high speed. PC Delivett leapt off of his bike just before the car ran over it, completely destroying it.

Meanwhile Sergeant Irvine and PC Shickle attempted to stop the vehicle, drawing their ASPs and smashing the driver's window. The car accelerated towards them, forcing them to jump out of the way. It then made off, being

driven without lights, down footpaths, and through a "no entry" sign. The description was put out and shortly after, the abandoned vehicle was found. The six suspects were soon stopped and arrested. It was later found out that the car was on false plates and had been stolen in a burglary two months earlier.

Fortunately, the officers sustained no injuries as they once again demonstrated the practicality and effectiveness of the cycle patrol.

Charlie can be reached at cfb920@aol.com.

On Tuesday, November 2, 2004, at about 7:45pm, three officers from the KN (North Woolwich) bike team were on patrol in the Britannia Village area of East London. The team members were Sergeant Charlie Irvine, Police Constable Paul Delivett and Police Constable Nathan Shickle.

As they turned the corner, they saw a green Ford Escort containing six passengers, all of them in their mid-teens. Too late, the driver saw the police. Because of the surprise element of the bikes, he and the front seat passenger did not have time to get rid of the joints they were holding. PC Shickle knocked on the driver's window and asked him to get out of the vehicle. PC Delivett began cycling towards the

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by Anthony Moore

Metropolitan Police Force
London, UK

Ed's note: The Shoreditch Cycle Squad (SCS) is a part of London's Metropolitan Police Force, which has increasingly been incorporating cycle patrol in daily operations. This series of stories underscores the bicycle's role in both combating crime and improving community relations. IPMBA congratulates them on their continued success.

One of the many benefits of patrolling on a mountain bike is the officer's heightened awareness of sounds and smells. Shoreditch cycle patrol officers noticed a strong aroma of cannabis in the vicinity of an area of light industrial units and office blocks. Their diligent enquiries traced the source of the smell to a three storey office block. Noting that the insides of the second floor windows were covered with polythene, they concluded that it was likely the site of a cannabis factory. They submitted the information via the CRIMINT system (Criminal Intelligence Report) and liaised with the Drugs Focus Desk at Stoke Newington Police Station. A warrant was obtained and executed. Inside the premises was a sophisticated cannabis growing factory with plants ranging from seedlings to approximately 1000 fully grown mature specimens. Two Vietnamese males were arrested at the premises and later charged.

Following an armed robbery at a jewellers, in which the shop owner received multiple stab wounds, officers from the SCS commenced a thorough search of the nearby streets and estates. The suspect was described as wearing a Postman's uniform. Within minutes, the officers were flagged down by a member of the public, who explained that a man had just run through the housing estate, discarding clothing. The

officers investigated and found both a postal uniform and a large, bloodstained knife. They were then able to circulate an updated description of the suspect to other units, and he was stopped and arrested approximately half a mile away. This work demonstrates the ability of police cyclists to search an area quickly and intensively as well as the benefits of their very high visibility uniform.

In response to a series of robberies perpetrated by teenage females on adult females, the SCS were patrolling the area where these offences had taken place. They heard a female screaming, quickly located her, and saw that she was injured. She explained that she had been robbed by a group of teenage girls who had punched her in the face despite the fact that she was holding her baby in her arms. The SCS officers quickly 'starburst' into the surrounding area and moments later located the suspects about ¼ of a mile away. One of these was positively identified, searched and found to be in possession of a knife, and arrested. Later, in interview, this girl named all her associates and admitted involvement in earlier similar offences. Their arrests brought an immediate halt to robberies in the locality. The use of police mountain bikes facilitated the rapid search of a wide area.

SCS officers noticed a vehicle containing five males, all of whom were bulkily and unseasonally dressed. In addition, none were wearing seatbelts and the vehicle had no tax disc (sticker) displayed. The officers attempted to stop the vehicle, which immediately mounted the footway and drove off at high speed. The officers pursued and temporarily lost sight of the vehicle before locating it on a nearby estate. They managed to stop four of the occupants and found that they were all wearing

ballistic body armour. With the assistance of further units they secured the males and searched the vehicle. Two large hunting knives, drugs and a stolen credit card were recovered.

Late one night, several SCS officers saw two young males riding an unlit BMX bike. After pursuing them for a half-mile into an estate, they managed to stop them. One of the males made off, but he dropped an object in a white sports sock. It was a loaded firearm. The male was traced and arrested a short time later.

The members of the Shoreditch Cycle Squad do not just fight crime. They also promote positive interaction between police and the public. As part of their efforts, the officers from the SCS volunteered to take part in a pioneering community contact forum titled 'Trading Places' in response to community concerns around the police use of Stop & Search powers. A meeting was organised where a group of young people would have the opportunity to discuss this issue with police and participate in practical role plays to build understanding. Initially

... a group of teenage girls ... had punched her in the face despite the fact that she was holding her baby in her arms.

the young people were displayed their nervousness through hostile comments and challenges. However, by actively listening to their concerns and displaying an open attitude, the SCS were able to build rapport with the young people and learn how to allay their fears.

As the above incidents indicate, there is little doubt that the seven bike officers under the command of Sergeant Matt Devereau are cutting a swath through the criminal fraternity in the Borough of Shoreditch.

Andy Burnham: In action

by Steve Baxter

Hampshire Constabulary, England

One Saturday night, Andy was on mountain bike patrol in the Paulsgrove area of Portsmouth when he heard two males shouting obscene language at a male to whom he was speaking.

He biked after them and gave them the usual cop's warning!

A few minutes later, he received a call that a theft had occurred in a nearby convenience store and that the persons responsible were being chased by staff.

Andy cycled to the vicinity of store and the two thieves were pointed out to him. Lo and behold – they were the same two miscreants he had just warned (I didn't say that the locals were quick-witted). They then confirmed their stupidity by attempting to run away from a cop on a bike!

Andy followed them for a couple of blocks before putting his bike skills into action.

He was on his own, so to prevent them escaping, he went into a half dismount and rode the bike into the rear of the male slightly in front, forcing both him and the

other male into a wall! He then pushed them both to the ground, making use of both the bike and threat of being sprayed with CS to ensure that they did not try to escape. He cuffed them and handed them over to his colleagues as they arrived to back him up. Bike patrol proves its worth yet again.

Steve is an inspector with the Hampshire Constabulary and a member of the IPMBA UK Steering Committee. He can be reached at stephen.baxter@hampshire.pnn.police.uk.



Inspector Nigel Tottie
North Yorkshire Police

I hope that you all had a good Christmas and will have a happy, prosperous New Year. The energy and enthusiasm of many of my colleagues in both the Police and Ambulance

Services never ceases to amaze me! I feel honoured to be

working alongside colleagues who despite sometimes difficult, often dangerous situations, always have smiles on their faces, and a level of enthusiasm which is refreshing to see.

Nowhere has this been the case than during my contact with the many UK and US (as well as some European and an Israeli) cycle officers I have been privileged to meet over the last year. 2004 has been a year of substantial change for many of us in the UK, with IPMBA standards being recognised and accepted throughout the country. The year started off with Monte May traveling to York in February to conduct the first IPMBA Police / EMS cyclist's course to be run outside of London. The course was a great success with staff from all over the UK receiving the training and spreading our UK membership into Wales and across England.

This was followed by a number of UK officers (including myself) being given permission and funding to attend the IPMBA conference and undertake the pre-conference Instructor Course in San Antonio, Texas. This has enabled us to now have a total of 64 UK IPMBA members, of which 20 are IPMBA-certified EMS cyclists (including two instructors), and 23 are IPMBA-certified Police Cyclists (including 10 instructors). The level of interest in each of our courses (run in York each quarter-year) means that this number is certain to rise in 2005.

In addition to the training being conducted in York, Anthony Moore of the Metropolitan Police reports that nearly 200 cycle patrol officers have been trained and are now patrolling London's busy transport networks. The Metropolitan Police continue to train staff at a great pace, ensuring that in the Capital cycle patrols are here to stay. City of London Police have also doubled the size of their cycle patrols, with dedicated teams of eight officers running from each of the City's two police stations, and continuing to have excellent results, driven by the ever-enthusiastic Mark Cockram.

Staying in the Capital, London Ambulance Service (LAS) have also expanded from their

initial cycle base in the West End, to cover the world's busiest airport, Heathrow, on cycles. Under the guidance of newly-qualified IPMBA Instructor Tom Lynch, LAS have raised the profile of their cycle responders beyond all recognition, the sight of cycling paramedics now becoming familiar to the millions of customers who use Heathrow's services each year.

In addition to the nationwide successes of the cycle patrol, a number of emergency service cyclists have also been receiving awards, many in relation to their cycling initiatives. In addition to the 999 London Cycling Awards organised by Transport for London earlier this year, several other awards were bestowed upon bike officers.

PC Andy Burnham was named as Hampshire Constabulary's nomination for Community Beat Officer of the Year. This honour was bestowed upon him largely because he spearheaded the effort to put officers on bikes, and to put cameras on bike helmets. The awards ceremony took place in London on Wednesday, November 17, in the presence of, among others, Prime Minister Tony Blair and Home Secretary David Blunkett. Andy's award nomination read as follows:

Hampshire Constabulary – PC Andrew Burnham: PC Andrew Burnham regularly provides innovative problem-solving ideas for Hampshire Constabulary and was responsible for introducing state-of-the-art beat bikes to the county. He encouraged the force to attach a video camera to his cycle helmet, which was invaluable for gathering evidence at football matches.

Aside from tackling racial harassment and an arson problem on his beat, PC Burnham's projects include work with the local Health Authority responsible for his area to cut crime at a hospital and preserving a site of scientific interest which local criminals were abusing.

Sgt Fiona Voller, of Hampshire Constabulary, says: 'PC Burnham is a very well respected officer and the community, apart from the villains, love him. His commitment and enthusiasm have never wavered.'

One other nominee was mentioned for his use of bikes, PC Kevin Stockley of the Cleveland Constabulary. Kevin's nomination read:

Cleveland Police – PC Kevin Stockley: PC Kevin Stockley is the community officer for Ingleby Barwick, the largest private housing estate in Europe, as well as the Teeside Industrial Estate.

He prefers to patrol the area on bicycle or foot, rather than in a car, because he feels the community finds this more acceptable. In

response to this, the local community sponsored his first bike and, following his success, sponsored more bicycles for other district community officers.

PC Stockley works closely with the community and is well known in local schools, shops and youth centres. He has built up such a good relationship with the local community that many people contact him directly with any issues they want to discuss.

Because of his local knowledge, he is invaluable to the force as a source of information when a crime is committed in the area. He is the first port of call for all investigating officers.

IPMBA congratulates both Andy and Kevin on their achievements on and off the bikes.

If anyone wishes to make a nomination for the 2005 999 London Cycling Awards (Police Cycling Award, Cycling in the Community Award, Cycling in the Ambulance Service Award, London Cycling Award, and Cycling Development Award) they should contact Becky Upfold of Transport for London at BeckyUpfold@streetmanagement.org.uk for more information.

I feel honoured to be working alongside colleagues who ... always have smiles on their faces, and a level of enthusiasm which is refreshing to see.

Plans are well underway for the third annual 999 Emergency Services Cycling seminar, which once again will be held in York, June 25-26, 2005. To register, contact Steve Harvey at steven.harvey@northyorkshire.pnn.police.uk or on 07773553340. To suggest a seminar topic or potential vendor, contact Kevin Rogerson at ssmpkr@yahoo.co.uk or mobile 07751 322 086.

The 999 Emergency Services Cycling seminar will be preceded by an IPMBA Police/EMS Cyclist Course and followed by an IPMBA Instructor Course, the first to be held in the UK, and will see at least two of IPMBA's Instructor Trainers traveling over to run the course. To register for the Police/EMS Course, contact Nigel Tottie at nigel.tottie@northyorkshire.pnn.police.uk – to register for the Instructor Course, contact Maureen at maureen@ipmba.org or on 01-410-744-2400.

2004 has been a busy year all round for IPMBA in the UK – with a growing number of members and instructors 2005 can only get better!

Submitted by Dave Brook
West Yorkshire Police, UK

Chapelton Divisional Commander, Chief Superintendent Howard Crowther, was literally taken for a ride by Community Beat Officer, PC Dave Brook, on the division's Smith and Wesson mountain bikes.

The officers were even late for an official media call as they were arresting a 19-year-old wanted for breach of burglary offences!

Said Chief Superintendent Crowther "PC Brook has proved me wrong – I am now convinced by the effectiveness of these bikes. I can't argue with the fact that consistently, he and his colleagues are producing results."

"I think the key is the positive approach of the officer himself and the enthusiasm that he approaches his

... and ends up having a wheely good time

which started following the launch of IPMBA UK in June 2004.

By his own admission, PC Brook was not a seasoned cyclist; however, with the support of IPMBA, he has quickly established an effective cycle unit, which now has a livery of 13 Smith and Wesson bikes and two unmarked Marin cycles for undercover work. Three of the bikes are fitted with high tech surveillance equipment, giving night-time capability and sound to assist with evidence-gathering.

Explained PC Brook, "I quickly realised that there was more to cycling than just getting on a bike. The equipment, as well as the training and support offered by IPMBA, has helped me to prove my case. Thanks must go to Insp Nigel Tottie, North Yorkshire Police; PC Mark Cockram, City of

London Police; and, of course Maureen Becker, IPMBA. Their advice and support has been invaluable."

"In the first six months of the unit we have gone from strength to strength."

The unit started during the summer with a six-week pilot period. The bikes were used for a high visibility

operation in the nearly 750 acres of Roundhay Park, aimed at reducing crime and the fear of crime.

This led to a 100% reduction in robbery from 12 to none and a 94% reduction in overall crime from 18 to just one.

On top of this, the team responded to

nearby areas and arrested seven offenders for a variety of offences, including drug use.

Since bikes have been used on patrol, the team have made nearly 50 arrests and recovered over £30,000 of crack cocaine and heroin, four firearms, and a Taser.

Explained PC Brook, "We have been effective wherever we have been tasked to work. The element of surprise or the stealth factor really helps us when we're out and about. We made some arrests recently after spotting known drug suppliers in a taxi. We literally cycled up to them, got off the bikes and into their vehicle before they knew we were there. It was as though we had dropped in from the sky. This led to a large recovery of crack cocaine, heroin and firearms."

"The bikes are also a great way to break down barriers with youngsters in the community. They're all into bikes and want to compare these bikes to their own. It is surprising how many now think our Smith and Wesson bikes have been produced from melted-down handguns."

To date, PC Brook has secured £12000 funding from the local Council to develop the cycle unit and work towards the acquisition of surveillance cameras, piloted with the support of Vision 2000.

PC Brook explained, "I have a good ally in the support of Chief Superintendent Crowther. Now that he has seen the successes of cycle patrols for himself, I am inundated with officers wanting to join the team. This can only benefit the cause and hopefully, with time we will see neighbouring divisions sharing our successes."

Dave Brook can be reached at akita@shikomu.freeserve.co.uk.



Photo by Neil Kitson

C/SUPT Howard Crowther and PC Dave Brook arresting a youth for burglary offences.

work with. The bikes merely make him more effective and give him a greater visible presence in the area. He has quite literally been putting the brakes on criminal activity."

PC Brook has been the driving force behind the Chapelton Divisional cycle unit, (West Yorkshire, UK)



by John Washington, PCI #461/EMSCI #037
University of Pennsylvania Police Department (PA)

The ROAD DAWGS Police Cycling Team (www.roaddawgs4acure.com) was established in 1998 for the purpose of raising money for multiple sclerosis research via the annual two-day City-to-Shore 150 mile bike ride. The first group, led by Cpl. Tim Keaveney, Pennsylvania State Police, consisted of seven police officers.

Six years later, the team boasts 62 members, a diverse group of state, municipal and university police officers, EMS providers, other public safety personnel, crime lab employees, and

Pedaling 150 miles over two days may sound difficult ... but with a total of 5,800 riders participating, no one ever has to ride alone.

their spouses, friends and significant others. Since its founding, ROAD DAWGS has raised over \$100,000 to benefit the MS Society. The group's designated "pedal partner" (a person afflicted with MS) is Diane McDevitt, the wife of retired Magistrate Len McDevitt of Upper Darby, Penn.

Dunkin' Donuts is the team's corporate sponsor, and their logo is proudly displayed on the cycling jersey. Each year, a custom-made graphic is produced for the jersey, and in 2003 it was awarded first place for best design. Group fundraising activities consist of a beef-and-beer at a local Philadelphia night club, an auction of donated items, and various efforts by team members. In 2003, the author raised over \$2,500.

Pedaling 150 miles over two days may sound difficult – and it can be, especially in bad weather – but with a total of 5,800 riders participating, no one ever has to ride alone. In fact, it is an excellent opportunity to network, make new friends and contacts, and, of course, do some "Community Policing." The ROAD DAWGS conduct numerous practice rides in the months leading up to the MS-150, not only to get the team members ready but also to build stronger friendships. It has been a most rewarding experience over the past five years.

MS is an autoimmune disease that affects the central nervous system and hampers the ability of the components to transmit electrical nerve impulses due to scar tissue in the myelin. In the US alone, 400,000 people suffer from the affects of multiple sclerosis, and 200 new cases are diagnosed weekly. Most people with MS are diagnosed between the ages of 20 and 50, and 2.5 times more women as men are stricken with it. Currently, there is NO cure for this debilitating disease.

MS rides are conducted throughout the United States during the course of the year. To find a location near you visit www.nationalmssociety.org. To help start a team, or to participate in the 2005 ride with the ROAD DAWGS, contact me at johnfw@publicsafety.upenn.edu. Happy Riding.

John, an active IPMBA Police and EMS Instructor, teaches several IPMBA courses annually. When not teaching or riding on patrol, he can often be found participating in a variety of competitive running, cycling, and other athletic competitions. He can be reached at johnfw@publicsafety.upenn.edu.

PA State Police Turn 100

As part of the festivities marking the 100th Anniversary of the Pennsylvania State Police (the first uniformed state police organization of its kind in the nation), The



Pennsylvania State Police Centennial Committee is pleased to present The State Police Metric Century Celebration Ride on Sunday May 1, 2005. This once-in-a-lifetime bicycling event, beginning and ending at the Hershey AirPark, in Hershey, Pennsylvania, will tour the picturesque Hershey area and the

Lebanon Valley of Pennsylvania. There are a variety of routes from which to choose, all of which offer scenic beauty and glimpses of history. For more information, visit www.pspmetriccentury.com.

INVITATION TO RIDE

The Bicycle Ride Across Georgia (BRAG) invites certified police officers to join our BRAG Security Team on BRAG 2005, June 12-18, 2005. The ride will begin in Columbus and end on Jekyll 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. For more information and free registration, contact Deputy Darrell Odom of the Clayton County, Georgia, Sheriffs Department at modo4459@aol.com, or call BRAGHQ at 770-921-6166.

December 8, 2004

Maureen Becker
IPMBA
583 Frederick Road, Suite 5B
Baltimore MD 21228



Dear Maureen,

I would like to take this opportunity to thank you for publicizing the 2004 Bicycle Ride Across Georgia in your newsletter to police officers around the nation.

Several police officers participated in BRAG 2004. I would like to thank Darrell Odom of the Clayton County, Georgia, Sheriff's Department; James Carroll, Mark Bradberry, Jason Ferguson, and Michael Sanders, all members of the Hapeville, Georgia, Police Department; Brenda Parks-Mathern, Gregory Stephens, and Woody Hudgens, all members of the Warner Robins, Georgia, Police Department; and Mark Holland of the Mountain City, Tennessee, Police Department for their participation. The majority of them were in uniform every day while riding, which helped provide a positive, safe environment for our cyclists. I hope they enjoyed riding with BRAG as much as we enjoyed having them. We certainly welcome their return to BRAG 2005 along with any other police officers who would like to participate.

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

Sincerely,

JERRY J. COLLEY, C.P.A.
Ride Director
BICYCLE RIDE ACROSS GEORGIA, INC. (www.brag.org)

Jerry J. Colley, C.P.A.
Ride Director

(Continued from page 1)

Trail Trick # 1: Deflate Your Tires

Make sure your tires are primed to handle off-road terrain. At 45 psi, mine were overinflated—pumped for a paved bike path, where a stiff, unforgiving tire makes you more efficient. (Road-bike tires are often inflated to more than 100 psi.) At Meirhaeghe's suggestion, I drop my pressure to 30 psi and notice the difference right away. My tires envelop the terrain instead of riding on top of it, and cushion blows on the tough stuff. The hidden benefit: You're less likely to blow a tire when you slam into protruding rocks.

Trail Trick #2: Don't Steer

Your bike has shocks, so use them. Cautiously picking your way between obstacles will only slow you down and mess with your center of gravity. "The straightest line is the fastest and the easiest," says Meirhaeghe, before making a neat bell curve over a giant boulder blocking our path while I grab a fistful of brakes and zigzag my way around it. Practice scaling smaller roots and rocks first, keeping your eyes at least a dozen feet ahead on the trail. Then move on to larger obstacles, such as timbers or fallen trees placed midtrail as speed bumps or "stunts." See "Steal These Moves" for the technique.

Trail Trick #3: Shhhhhh!

"Be one with your bike," Meirhaeghe says, waxing Caddyshack during our first steep drop, a rubble-strewn wasteland leading down into a valley. "Try to ride so that it is as quiet as possible." When your bike makes noise, he explains, you're losing speed because you're hitting obstacles or shifting incorrectly. And, sure enough, Meirhaeghe's bike is ninja-silent as he whizzes down the trail, while mine clanks and rattles with all the stealth of an Abrams tank.

The key is keeping your arms and legs loose, using your body as a second set of shocks to absorb whatever the ground dishes out. The ground comes up, you crouch down—and your center of gravity stays put. Keep your joints bent slightly, ready to flex with the bike. You'll not only retain better control of your ride and prevent yourself from being bucked off by a dirt speed bump, but you'll also be microadjusting your balance to the

terrain, making last-second swerves around boulders less precarious. Anything to stay in the saddle.

Trail Trick #4: Use Wheel Power

Cranking hard over slick rocks and roots can cause you to spin out, cutting your speed, traction, and forward momentum. If you can't make it up a hill on oomph alone, put the pedal down when it counts—on dirt. "Power the pedals before the root or rock, then let up as your rear wheel rolls over. Then start pedaling hard again," Meirhaeghe advises. Use your head before you lose your head of steam: If you see a steep ascent looming on the horizon, kick in some extra legwork. You'll need it on the way up.

Trail Trick # 5: Flex Your Abs

Descending a steep hill can be risky business, as aggressive braking can cause the front wheel to lock up and skid, especially on slick trails. The front brake is where you'll find 80 percent of your stopping power, so you can't ignore your left hand altogether. But turn your hands into a makeshift antilock brake system and you'll keep control of your descent. Start to brake with your rear pads, then add in as much front as you can. Feather the brakes immediately if the front wheel begins to slide or, worse, lock up.

And don't forget to shift your weight backward to keep yourself on the right side of the handlebar. Practice braking on flat, dry ground first, and you'll get a feel for it without having to pick through grass for your missing teeth.

Trail Trick #6: Go Long

Hard riding is sort of like tequila: A little is a very good thing, but too much and you'll find yourself on the rocks. "You shouldn't do it more than two times each week," says Meirhaeghe. Even if you're riding only twice a week, make sure one of those days is a long ride at a comfortable pace.

Long rides build endurance, the secret weapon of pro riders—it ensures that they always have a burst of speed left in reserve, even after a full day of riding, for attacking that last runoff chute, slippery boulder, or race to the finish.

Men's Health, October 2004

Street Smarts

How to apply your newfound knowledge to the concrete jungle

The sidewalk isn't much different from the dirt track: The techniques are the same, only the terrain has changed. That's why you'll want a ride that's more pavement-friendly—solid mountain-bike frame, road tires, no rear shocks to suck up your pedaling power and slow you down. We like the Marin Point Reyes (\$900, marinbikes.com), which is equal parts ruggedness and road manners. Lt. Tom Woods, an instructor for the International Mountain Bike Police Association, explains how to translate off-road skills into urban assault tactics (continued below...)

The skill: Screeching Halt

The threat: Car doors, yardward hot-dog carts, marathon-running rap moguls

The how-to: "A wheel with no weight has no traction," says Woods. "Shift your weight back as you brake and you'll be able to use more braking power without getting bucked." Level your pedals. Scoot your butt to the back edge of the saddle. Straighten your arms, but don't lock your elbows. Bend your knees to act as shock absorbers. Hit the rear brake first, then the front brake, hard.

The skill: Obstacle Climbing

The threat: Curbs

The how-to: "You want to use leverage instead of brute force to get up and over," Woods says. Approach the curb perpendicularly with your pedals at 2 o'clock and 8 o'clock, your stronger foot forward and up. Click into a gear that's one or two harder than you'd normally ride. About a foot before the curb, push down on the pedal for oomph as you pull up on the bar (like popping a partial wheelie). Once your front wheel is up, shift your weight forward to pull the rear wheel over.

The skill: Kamikaze Descent

The threat: Trash-strewn stairs

The how-to: "If you get used to allowing momentum to have its way, stairs will smooth out," says Woods. "You're only touching the edges, instead of feeling every bump." Shift into a higher gear to increase chain tension so the chain won't pop off. Feather your brakes, if needed, to adjust your speed. Pick a line that's perpendicular to the stairs, level your pedals, and move your butt behind the rear of the saddle. Flex your arms and legs. Braveheart scream optional.

The skill: Big Air

The threat: Railroad tracks, manholes, potholes, jumping rooftop to rooftop

The how-to: "This is harder to pull off on the road, because you don't have a suspension to use as a springboard," Woods says. Maintain a straight line and level your pedals at least three bike lengths before the obstacle. A foot before, compress your body, flexing your arms and bending your knees as you bring your torso down almost parallel to the ground. Then spring up, lifting the front and rear wheels off the ground at the same time.

Men's Health, October 2004

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It may seem odd to have the membership coordinator rather than the education director issuing reminders to instructors, but here goes, anyway.

IPMBA Membership Media Package

All active IPMBA instructors should have already received the *IPMBA Membership Media Package*. This packet, comprising a VHS tape and a CD, was distributed at the conference and in each subsequent Instructor Course, and was mailed to those instructors who were not present at any of the events.

I hope that you have incorporated the video and the PowerPoint presentation into your classes. They are designed to clearly communicate the benefits of membership to your students and encourage them to join. Their memberships are important to our future growth and ability to fulfill our mission of promoting the use of bikes for public safety, providing resources and networking opportunities, and offering the best, most complete training for public safety cyclists.

Also, if you have not already done so, please start using the instructor forms that are included on the CD. These forms are designed to be filled out on and saved to your computer, which will save you lots of writing and extra paper. Instructions on how to use them can be found in the READ ME FIRST file.

If you have not received your *Membership Media Package*, please contact the IPMBA office at info@ipmba.org or 410-744-2400 to request one. The materials are free.

Communication

As you all know, the IPMBA website contains an online database of all active IPMBA instructors. The primary reason for its existence is to assist prospective students in locating courses and/or instructors in their local areas.

Reminder #1: post your classes on the website. This is the first place prospective students look, and the first place to which

the IPMBA office refers inquiries. It is easy – just go to the training page and fill out the form. Please fill it out completely and correctly. It is worth it to post classes even if you are not sure if you will have extra slots available; after all, you will gain a list of future students and colleagues.

Reminder #2: keep your information current. If any of your contact information changes, notify the IPMBA office right away. Updates are done at the end of every month, so it may be a few weeks before your changes are posted, but in the meantime the office will know how to reach you.

Reminder #3: respond to inquiries. I get phone calls from departments in MD, VA, NJ, PA, DE, WV, and NY. 90% of these callers find me on the website. We have instructors in all of those states. When I ask someone from NY, for instance, why he contacted me, the answer is usually that none of the more local instructors responded to his call or email. Several possible reasons for this come to mind:

- a) The information on the site is incorrect (see reminder #2).
- b) Messages being left on the department number are not being delivered. If you have an office, voice mail, or work cell number in addition to the main number, consider listing it as well.
- c) "Spam" blockers and firewalls are preventing emails from prospective students from reaching the instructors.
- d) Instructors are simply ignoring the inquiries, both telephone and email.

I am sure that our instructors are much too courteous for the answer to be "d", so it must be one or more of the first three reasons. Please take a look at your listing, and if there is a way that you can change it to improve the chances of prospective students reaching you, please contact the IPMBA office at info@ipmba.org or 410-744-2400.

Thank you for your continued support. I look forward to seeing you at the 15th Annual IPMBA Conference, April 16-23, 2005, in Scottsdale, Arizona.

IPMBA Board Openings Announcement

Four seats on the IPMBA Board of Directors will be up for election/re-election at the 2005 IPMBA Conference in Scottsdale, Arizona. 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 4, 2005).
- 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 before March 4, 2005. Mail your letter of interest and resume to IPMBA, 583 Frederick Rd., Suite 5B, Baltimore, MD 21228 or e-mail it to maureen@ipmba.org. You will be expected to address the board during its pre-conference meeting on Tuesday, April 19, 2005.

Civilian Cycling Education

Involvement in civilian cycling education? IPMBA has recently discovered a few resources that might help. New instructors can use these tools to build their own skills and confidence, and experienced instructors can use them to spice up their existing programs.

Cycling Scotland

Cycling Scotland is dedicated to the promotion of cycling in Scotland. Their vision is: *to establish cycling as an acceptable, attractive and practical lifestyle option for people in Scotland, thereby making cycling a positive, rewarding and easily accessible experience. They aim to do this through information, training, and advice; partnerships; consulting; education; and events.* Much like similar organizations in other countries, Cycling Scotland has developed an array of resources whose goal is to enhance the safety and enjoyment of the cycling experience by all. Many of those resources are available on their website, www.cyclingscotland.org. The section entitled "downloads" contains numerous tools for training and other resources, including the following:

Bike Boost: Building Fitness through Cycling.

Cycling Activities for various age groups: Bunch Race, Pursuit, Indoor Activities, Ready, Steady, Bike; Slalom Relay, Sprint

Instructor Resources: blank session plans, evaluation forms, activity logbooks, bike check sheets, and risk assessment forms.

Teaching Safe Bicycling

Teaching Safe Bicycling is a one-day instructor course for people who want to teach bicycle safety to children, with an emphasis on running good rodeos. The course was featured in the FHWA publication *Good Practices Guide for Bicycle Safety Education* (FHWA-SA-02-001 HAS-4/30-02 (5M) QE). The contact for this publication is Tamara Broyhill (202-366-4077, tamara.broyhill@fhwa.dot.gov).

Topics addressed in the course include: Understanding the Child Bicyclist, How Bicycle Crashes Happen, Teaching Bike Safety to Children, Community's Accommodations & Hazard Identification, and Working Together Locally for Successful Bike Safety Programs.

For more information, contact a TBS instructor trainer, Peter Flucke of WE BIKE (920-497-3196 or webike@aol.com) or Arthur Ross, Ped-Bike Safety Coordinator, WI DOT (608-266-6225).

Another great way to learn how to conduct effective rodeos will be offered at the 15th Annual IPMBA Conference, April 21-23, 2005, in Scottsdale, Arizona. Sign up today to attend Bicycle Rodeos: from A to Z, and learn how to conduct a rodeo the best way – by doing it. And don't miss that perennial favorite, Youth Bicycle Education, presented by Kirby Beck, PCI #002T.



Photo by Jim Bowell

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 more than 160 lead instructors, IPMBA instructors conducted just over 250 classes throughout 2004, training nearly 2500 police, EMS, and security personnel on bikes. Once again, approximately 1/4 of those trained went on to become certified IPMBA members. We thank all IPMBA instructors for their support and for helping to introduce their colleagues to this great organization. We have begun mailing an "invitation to join" to all IPMBA basic course students; therefore, we look forward to boosting the percentage of students taught who apply for membership to at least 30% in 2005!

Notable Facts & Figures

Most classes taught:

- 9 (John Washington)
- 7 (Donald Erb)
- 5 (Jamie Cheatem, Stanley Cosper, Rick Troy)

Most students taught:

- 83 (Donald Erb)
- 72 (John Washington)
- 62 (Bob Ricciardi)
- 57 (Jere Clark, Al Simpson)

Most students who applied IPMBA membership & certification:

- 30 (Rick Troy)
- 26 (Jamie Quattromani)
- 25 (Ron Gorski)

IPMBA membership & certification applied for by 100% of students:

- Kirby Beck; Eric Berthelson; Craig Campbell; Jamie Cheatem; Jason Clark; Paul Conner; Brian Copeland; Pat Donovan; Jeff Eubank; Kurt Feavel; Neil Gallivan; Darren Hanson; Robert Hatcher; Mark Inman; Eric Jeffries; David Johnson; Joseph Kowis; Aaron Lauth; Carl Lunsford; Michael Mefford; Richard Miller; Keith Mulhollon; Jeffrey Natysyn; Roger Nelms; Jamie Quattromani; Bryan Roman; Neal Schwieterman; Jeff Sennett; Eric Struss; Ron Surran.

IPMBA membership & certification applied for by 50-99% of students:

- Nelson Abarzua; Alan Beadle; Malia Daniels; Dwight Edwards; Ron Gorski; William Kissner; Stephen LaLonde; Monte May; Victor Odom; Derek O'Neill; Raimond Ranne; Jim Roy; Mike Shaw; Samuel Shumate; Mark Stanish; Nigel Tottie; Rick Troy; Michael Wayne; Gene Williams.



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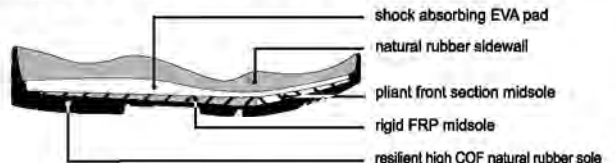
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Top Ten Reasons to Come to Scottsdale, Arizona for the 2005 IPMBA Conference

1. **Weather:** The average April temperature is eighty-one degrees, and Scottsdale has 330 days of sunshine per year.
2. **Night Life:** Scottsdale has over 600 restaurants and bars.
3. **Host Resort:** The Chaparral Suites is a world-class resort with an ideal blend of business, recreation and elegance.
4. **Recreational Activities:** Mountain biking, fishing, hiking, golf, miles of multi-use trails.
5. **Outstanding Shopping:** Scottsdale features the Southwest's largest shopping facility – Fashion Square Mall – as well as unique boutiques in Old Town Scottsdale and Fifth Avenue.
6. **Art and Culture:** 125 art galleries and museums.
7. **Phoenix Sky Harbor:** Easy access to Scottsdale, just fifteen-minutes to the airport.
8. **State and National Parks:** Grand Canyon National Park, Petrified Forest National Park, Saguaro National Monument, Meteor Crater, Sunset Crater Volcano, Montezuma Castle, and Organ Pipe Cactus State Park.
9. **Professional Sports:** Arizona Diamondbacks, Phoenix Coyotes, Phoenix Suns.
10. **The Perfect Package:** A premier resort and conference community, temperate climate, cultural, recreational, and entertainment opportunities for attendees and families all combine to make the perfect conference site.

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