

Winter 2006

ipmba news



Newsletter of the International Police Mountain Bike Association

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

Vol. 15, No. 1

Legacies Live On

by **Maureen Becker**
Executive Director

Each person who serves on IPMBA's Board of Directors has the chance to leave behind a legacy. Monte May, who recently stepped down from the Board after nearly five years of service, has certainly made his mark. You are holding part of his legacy in your hands.

When Monte was first elected to the board, he was determined to explore new ways to nurture relationships amongst IPMBA, our members, and our industry partners. He set a number of goals to meet this objective, one of which was to publish a Product Guide. This guide was to be filled with product reviews, listings, and other information about suppliers who had demonstrated their commitment to public safety cycling. So in 2003, IPMBA released its first Product Guide. This guide was well-received by both members and the industry; therefore, it was repeated the next year. Four years later, it is

safe to call it the Annual IPMBA Product Guide, and to say that Monte was the driving force behind it. Fittingly, one of his final acts as a board member was to author a guide to purchasing a public safety bicycle.

This article is a fundamental component of the 2006 Product Guide, which highlights the most important tool for bike patrol – the bicycle itself. IPMBA members from the US, UK, Australia, and the Netherlands shared their experiences with nine different public safety bikes. These aren't the only bike safety bikes on the market, but they are among the most popular. The bike reviews are

joined by reviews of several other products, supplier listings, the updated Product Purchase Program, and an account of the International Cycle Show.

The Product Guide is always a reminder that the annual IPMBA Conference is fast approaching. In addition to being the world's premier training event for public safety cyclists, the IPMBA conference is also home to the largest – and best – bike patrol product exhibition. Like a shopping mall for bike patrol equipment, the exhibit hall features uniforms, bikes, saddles, helmets, lights, eyewear, panniers, EMS equipment, saddlebags, and more!

Thanks to the efforts of Ron Burkitt, the 2006 conference will feature the first-ever "Product Purchase Program (PPP)" booth. Ron has been collecting products from participating companies to put on display. It will be the first opportunity for many members to experience the products, which will help them to make informed purchases while shopping through the PPP. These items will then be auctioned off for the benefit of IPMBA's educational programs.

We look forward to seeing you in Dayton, Ohio, for the 16th Annual IPMBA Conference & Product Exhibition. Come learn some new tricks!

You are holding part of Monte's legacy in your hands.

Overcoming Burnout in an Israeli Volunteer Bicycle Police Unit

by **Psv. Samuel Schwartz**
Ra'anana Civil Guard (Israel)

Bicycle Unit Commander: *Hi, we've had a terrorist infiltration into our sector about 20 minutes ago and I'm conducting an emergency mobilization. Can you be at the station with your bike and full gear in 15 minutes?*

Bicycle Officer: *Come on, man! Is this another test? This is the second infiltration we've had this month, on top of my regular patrols and special events!*

Unfortunately, the above interchange is not infrequent and is illustrative of a problem that many units face. In my all-volunteer bike unit, the difficulties in keeping the excitement and cohesion levels high are particularly acute. However, similar problems of maintaining morale are faced by full-time units as well.

Initially, officers who join the bicycle patrol are energized with the novelty of the policing. However, after a number of years, even the most motivated of officers gets burnt out. There are many reasons for this exhaustion, including a variety of sometimes contradictory factors: boring routines, high stress missions, long hours, frequent call-ups, time in the unit. While we find that burnout typically hits an officer after three years in

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There are many persons within our organization who demand respect. They may get the respect of their peers for something they have done, like Allan Howard and the rest of IPMBA's founding fathers. The respect may stem from their knowledge and skills, and their ability to teach others, such as Kathy Vonk, LouAnn Hamblin, and Nick Gatlin. Or maybe they get respect for the subtle but important things they do, like Chris Davala, Dave Hildebrand, and Monte May.

This past November, Monte decided that because of the demands of his promotion, and the fact that he was no longer assigned to bike patrol, he should step down from the position of IPMBA Board President. While I was tempted to try talking Monte out of resigning, the conversation kept coming back to the fact that he wasn't active in bike patrol anymore. I couldn't argue with that. Not only did I respect Monte's decision to leave the board, but my respect for him as a person also increased tenfold. Monte felt that if he wasn't able to "walk the walk," he should not hold a position on your board. That says volumes

about his character, and I am proud to count him among my friends.

Monte may be leaving the board, but he is not leaving IPMBA. He will continue to teach the police, EMS and security cyclist courses, and, as an IPMBA instructor trainer, the Instructor Course, imparting the knowledge that comes from his many years of bike patrol experience. Monte, thank you for all you have done for our fine organization during your four years of service on the board.

Each of us needs to take a day and forget the problems that we face in our professional lives – bad pay, horrible hours, that boss who just won't listen – and think about how lucky we are to spend our days protecting our communities with one of the best tools available: our bikes.

On behalf of all the members of the IPMBA board, I would like to invite you to Dayton for the 16th Annual IPMBA Conference, May 6-13, 2006.

Come learn some new tricks!

Jim Powell
IPMBA President

IPMBA Cycling Jerseys and Socks Now Available!

Hidden Gold Gifts, purveyors of IPMBA merchandise, is pleased to introduce the long-awaited IPMBA cycling jersey and socks! The jersey made its debut at the 15th Annual IPMBA Conference in Scottsdale, but the socks got caught at U.S. Customs and arrived just a bit too late. These jerseys are HOT...Chris Hodges barely had them out of the box before six were snatched up, so don't waste a moment – order one today! Contact Hidden Gold Gifts at hiddengoldgifts@comcast.net, (615) 394-8552, www.hiddengoldgifts.com.

Note: these items can found at <http://www.hiddengoldgifts.com/>



Hey! Be 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 2006. Check out www.ipmba.org for information on the upcoming instructor courses.

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.

YOU PROTECT THE COMMUNITY LET US PROTECT YOUR VALUABLE EQUIPMENT

NEW



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R&B Fabrications, Inc. has developed a complete line of bicycle panniers for basic EMS and the Paramedic system. These were developed around a modular design allowing the user to create a system for their needs. The individual panniers have a slight angular taper near the heel area making them a left or right design, but does not prevent them from being used on either side. Our line of Bicycle Pannier has been designed by James Bowell of Troy Fire Department in Ohio. His expertise as an instructor and experience in this field has helped us to provide you with the best there is. Shown is the Bikers Trauma/O2 pack on top of the Expedition Rack, The side panniers have configurations of O2/BVM, AED, or SIX POCKET. The panniers and packs are easily removed for use and provide ample room for storage. Available in Royal Blue or Black.

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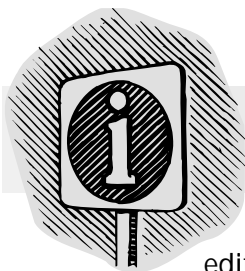
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The 2006 IPMBA Product Guide

The big "I" - "Information." We all crave it, now you've got it. In your hands is the fourth edition of IPMBA's product guide — an excellent source for reviews and news. The bicycle — the backbone of any unit — is the primary focus of this year's guide. You'll also find reviews of other essential goods as well as listings of companies which offer products that are specifically geared toward the profession of public safety cycling. Please use this handy issue of *IPMBA News* to enlighten and educate you, and serve as an incredibly useful resource for future purchases. Enjoy. *Pages 5 - 29.*

Bicycles

How to Buy a Public Safety Mountain Bike

by **Monte L May, PCI #262T/EMSCI #009T**
Kansas City (MO) Police Department

Over the years, many public safety professionals have asked for my advice about purchasing a mountain bike for patrol use. What brand should we buy? Should we buy full suspension? What sort of equipment should be added to the bike? And so on.

This article will attempt to demystify the process of buying a public safety bicycle and related equipment.

The first rule of buying bike equipment for your unit comes from something I learned years ago in Community Policing training. I was taught that "the problem drives the tactic," meaning that the community problem you are attempting to solve will dictate the tactics you utilize to resolve it. This relates to mountain bike equipment because the way in which you plan to utilize your bike patrol will dictate what kind of equipment you should purchase.

Before you start shopping, conduct a bike unit self-analysis to establish your basic needs.

Here are a few examples:

BikeTown EMS Agency utilizes a bike patrol for about one to two weeks annually, during special events. Because the bikes will not be used regularly or frequently, this department may be able to purchase a slightly below mid-range model bicycle.

BikeTown Police Department deploys a bike patrol unit on two shifts per day, seven days a week. In this instance, the bicycles will get utilized much more, causing more wear and tear on the components and requiring more maintenance. This agency should purchase a higher quality bike in order to stay serviceable.

In addition to the amount of street time the bikes are expected to get, there are other factors that should be considered, such as:

- Will the bikes be used primarily off-road or on-road?
- Will the bikes be used at night?
- Will the bikes be used in any adverse weather conditions?
- Will each bike be issued to one specific person, or will they be shared?
- Who will be assigned to bike patrol?
- Who will be responsible for maintaining the bikes?

Once you have assessed your needs and considered the composition of your bike unit, it is time to start shopping.

All Work and a Little Play

When purchasing a mountain bike for a public safety agency, remember that it will be a work bike, not a recreational bike. It is as important to choose a bike that can stand up to the demands of emergency work as it is to choose a motor vehicle designed for this purpose. An entry-level mountain bike from a department or "big box" store is not made with this purpose in mind. It will not withstand the rigors of bike patrol for very long. These bikes are not even as good as the lower-end bikes found in bicycle retail shops. The starting point for a public safety bike should be a mid-range bike from a reputable manufacturer — generally those that are sold through bike dealers (for a list of bike dealers and general advice on purchasing a bike, visit the National Bicycle Dealers Association at www.nbda.com.) In this article, "mid-range" refers to mountain bikes whose drivetrain components are, at minimum, of the Shimano brand Deore level or the Sram brand 7.0 or X-7. These bikes usually have a retail price tag that starts around \$600 U.S. and goes up from there. Examples include the Trek 6500,

6700, Trek Police Bike, the Smith & Wesson Tactical model, Fuji Outland, Fuji Police Special, Giant Iguana, Giant Reign, and others.

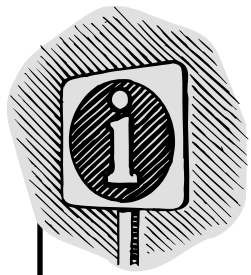
All of the above-mentioned bicycle manufacturers — and others — produce public safety specific models. For the most part, these can be good buys because, after many years of feedback from bike cops and medics, the manufacturers have equipped them with the most commonly requested accessories. These include rear racks and bags, rear-mount kickstands, bar ends, water bottle cages, etc. The package price tends to be a little bit lower than if you bought everything separately. Of course, if the items are not needed (as determined by the needs assessment), the package ceases to be a bargain. If the public safety model does not meet your needs, or if you would like a brand that does not offer one, it is possible to "spec" your own bike. Most mid-range bikes can be set up with components and accessories to fit your needs.

Components

When shopping for a public safety bike — either one that is sold as a package or one that you intend to equip — if your budget allows, look for a bicycle that has above average components.

As mentioned above, the components of the bicycle should start with something in the mid-range of component groups. "Components" refers to the mechanical parts of the bicycle, including the drivetrain, cranks, derailleurs, shifters, and brakes. Many of these components will probably be Shimano brand. Shimano offers several different levels of mountain bike component groups. The Deore group is in the middle of

(Continued on page 6)



Bicycle Reviews

How To (Continued from page 5)

the Shimano product line, and no public safety bike should be equipped with anything less. Deore LX and Deore XT are the next steps up the product line. Although I normally recommend that department buyers first look at bicycles equipped with Deore components, if the bicycles are to be used full-time, LX and XT parts should be considered. Some bicycles are equipped with Sram components instead of Shimano. Again, the minimum Sram components should be 7.0 or X-7. Although not as familiar a name as Shimano, the Sram brand is well-respected in the industry, and they also offer higher-end components for heavily used bikes.

Brakes are a very critical item – skimping here is not a good idea. Most mountain bikes come equipped with “V-brakes,” which are inexpensive but work very well. Disc brakes are the latest in braking technology, and numerous models now come equipped with disc brakes standard. There are many good quality disc brakes out there. Shimano’s Deore disc brakes work very well and are affordable, and I’ve been impressed with the performance of the Avid disc brakes. Disc brakes are available in both hydraulic and line pull models. I prefer the line pull models as it is easier to repair them on the street if necessary.

Suspended Animation

Most mountain bikes today come equipped with front suspension. A bike with front suspension only is sometimes referred to as a “hard-tail.” A bike with both front and rear suspension is generally called a dual suspension or full suspension bike. In most instances, a full suspension bicycle is not required for public safety use. A good quality hard-tail that fits the rider will normally be a much better buy.

A good suspension fork can really help relieve the fatigue that a bike officer or medic will experience in their hands, wrists, arms, and shoulders while riding the bike for a full shift. This is an instance in which who is riding the bike comes into play; the suspension fork must be adequate to support the weight of the rider. A rider who weighs more than 200 lbs (not uncommon for a fully-equipped bike cop or a fully-loaded EMS bike) will most likely “bottom out” an entry-level suspension fork. Similarly,

a high-end cross country racing fork (such as a Rock Shok SID model) will be so lightweight that it may flex laterally under pressure, causing steering problems. This is an area to consider upgrading from the standard fork that comes equipped on the stock mountain bike. Most suspension fork manufacturers make heavier forks and components for “Clydesdales” (riders who weigh more than 200 lbs), and these can be ideal for public safety use. Some manufacturers make a public safety version of their regular suspension fork, such as Answer Products, which sells the public safety “Black.” This is a good example of a stiff suspension that will support a heavier rider.

The Frame

Frames come in a variety of metals, including aluminum, chrome-oly steel, titanium and carbon fiber. The pros and cons of each type are hotly debated by all kinds of bicycle enthusiasts, but most public safety cyclists agree that the ideal frame is sturdy yet lightweight, and not too expensive. Most public safety models on the market today are constructed of aluminum because it meets all those criteria.

Just as important as material, if not more so, is bike fit. The key component in bike fit is frame size, so once you have decided which brand and type of bike to buy, be sure to consider the size of the riders. If a bike does not properly fit the rider, injury is a strong possibility. Health-related risks of riding a bike that is too small or too large include knee injuries, back pain, arm and wrist pain, etc. If you plan to have several riders sharing the same bike, consider grouping your personnel by size and buying bikes accordingly. And then, assign their shifts so no rider is stuck with a bike that is either way too big or way too small. If you live in the ideal world, fit each of your riders to his or her bike at the shop, before you purchase your fleet. This can save your department lots of headaches in the future.

Accessories

As mentioned above, most public safety models offered by bike manufacturers come with everything you need to “drive it off the lot.” A great deal of research has gone into

determining how best to equip a bike for public safety use. Whether looking at packages or buying your own accessories, when purchasing items such as racks, bags, and light systems, look for items that are heavy-duty and able to take a lot of wear and abuse. If you buy the cheapest item available, chances are you will be back to buy another sometime soon.

It is as important to choose a bike that can stand up to the demands of emergency work as it is to choose a motor vehicle designed for this purpose.

All public safety bikes should be equipped with pedal retention devices (toe cages or clipless), saddles designed to reduce pressure (this is largely a matter of personal preference), and puncture resistant tires mounted on sturdy wheels. If the bike is to be used for night patrol, it should have suitable

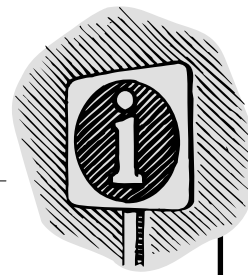
lights – a steady or flashing red rear light, and a headlamp (that is, a light whose purpose is to light the rider’s way) that produces at least 42 lumens measured at a distance of 10 feet from the light, and nine lumens when measured 20 feet from the light. Most bikes will also need a rear rack (EMS riders might want to find a heavy-duty rack due to the extra weight they will carry), a rear trunk bag, and a rear-mount kickstand. Finally, is it advisable to install a siren? Consult your needs assessment (and your local vehicle code) for the answer!

Conclusion

Buying a bike for public safety use seems like a daunting task, but you do not have to do it alone. This issue of *IPMBA News* includes reviews of nine different public safety model bicycles. These are not the only nine bikes on the market, nor are they necessarily the best bikes on the market. They just happen to be nine bikes liked by your fellow members. Remember the lesson from Community Policing 101, and that the best bike for your agency is the one that best suits your agency’s needs.

Monte is a 13-year veteran of the KCMO P.D. He was on bike duty for seven years, including four as Bike Operations Coordinator. He served on the IPMBA Board of Directors from 2001-2005, including three years as Industry Liaison. He has been an IPMBA-certified instructor since 1999 and has earned the status of IPMBA Instructor Trainer.

Bicycle Reviews



Trek

2005 Trek Public Safety Bicycle

by Paul Conner, PCI #627
Anne Arundel County Police (MD)

“Awesome!” was the only word that came to mind when I saw my new 2005 Police Model Trek sitting in the bike shop waiting for me.

Having been a member of a full-time bike unit for the last eight years, riding a 1997 Fuji police model, you can imagine my excitement at having a new Trek. My supervisor at the time, Captain James Teare, had spoken to our bike unit earlier in the year and inquired if we needed anything. The first words out of my mouth were “new bikes, sir.” Within a few months our Captain had freed up some budget funds and we were tasked with finding the right bike for our unit.

After researching numerous internet sites and using the IPMBA website for e-mailing other instructors throughout the country, we decided on the Trek front suspension police model.

The list price of the front suspension model was \$899, but we were able to negotiate the price down slightly, to \$859, at a local bike shop. The shop owner recommended that we also purchase Trek’s Interchange Police Bag, which clicks right into the rear rack. After looking at the rear rack and determining our old Jandd bags wouldn’t fit well, we opted for the new Interchange bags, priced at \$49.99 each.

Time to Ride

We didn’t care that it was January, we didn’t care about the snow on the ground, we didn’t care that our shift ended in 20 minutes, we were going out for a ride. The first detail I noticed was the bike was silent – and I mean no noise at all. We were used to the “quiet” clutch hub of the Fuji, but Shimano’s Nexave Silent Clutch hub is incredible. This bike is pure stealth.

The bike is very comfortable, and I immediately liked the raised Bontrager Sport handlebar stem that allows you to ride at a more upright position than the traditional mountain bike position. It really

(Continued on page 8)

Fuji

Police Special

by Sgt. Cathy Schmidt, PCI#622
Mount Prospect Police Department (IL)

Bicycle riding can be an awesome experience. Riding outdoors touches all of our senses, and is a great workout. This can all change if your bicycle is not properly fitted to you or just does not perform to your expectations. The Fuji Police Special does not let you down; it fills the bill for handling, fit, and meeting the daily needs of a bike cop.

In 2003, I researched and ordered two small-frame Fuji Police Special bicycles to supplement my fleet. I was one of the lucky ones assigned (by myself!) to ride one of the new units.

I found that the front shock, a Manitou Six, is strong and responsive when I call on it to give me a boost over a curb or other obstacle. It does not exaggerate and dip when I use the brakes, enabling me to focus on the business at hand. (The 2006 model has the SR Suntour Axon Air 80MM. I’m not quite sure why Fuji made the decision to make this change, as the Manitou performed well.)

The bike comes standard with a Shimano Deore LX rear derailleur along with Shimano Deore combination Rapid-Fire shifter/brake levers. With this combination, the bike shifts smoothly and quickly from one gear to another and the thumb, finger rapid fire is especially easy to operate.

Another great feature about the Fuji is the Alloy handlebar, which measures 560mm with bar ends. This allows easy entry/exit through fence lines and easy access through heavily brushed trails. The adjustable angle stem allows a rider to custom fit their preferred height for a comfortable riding position.

The Fuji police line of bicycles lacks a small but valuable part to keep us riding. They have not placed a derailleur guard over the rear; instead they have chosen to use a drop-out to mount the derailleur. The purpose is to

(Continued on page 12)

Giant

F-500 Police Bike

by Lt. Todd Clingenpeel, PCI #086
Roanoke Police Department (VA)

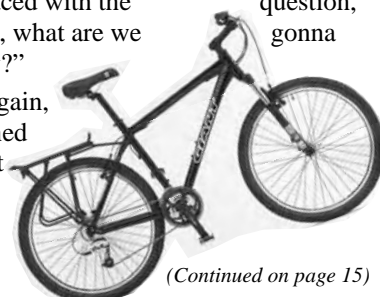
In October 1993, the Roanoke Police Department decided to implement a Police Cyclist program within our 250 person department in order to increase our visibility in the community, conduct patrol in congested areas and over varying terrain, and increase apprehension of offenders in city parks and other open air spaces.

Roanoke, located in the heart of the Blue Ridge Mountains, has a population of 94,911, a vibrant downtown area, and numerous neighborhoods and apartment communities.

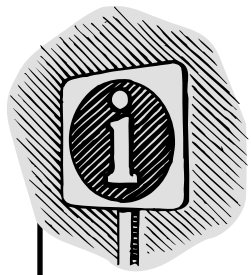
One of the first contacts we made was with a group of local cyclists in the community known as the Blue Ridge Bicycle Club (BRBC). The BRBC helped us to contact IPMBA, thus beginning a relationship that is still strong today. In addition, members of the Blue Ridge Bicycle Club suggested we contact Scott Leweke, owner of Cardinal Bicycles, a shop that has now assisted us for more than 15 years. After we tried numerous “Police Package” bicycles, Scott and his staff recommended the Raleigh F-500 Police Bike, which we successfully deployed for over ten years until Raleigh stopped producing it. When it was time to purchase new bicycles for our fleet, we were faced with the question, “Uh oh, what are we gonna do now?”

Once again, we turned to Scott

The bicycle shifts smoothly and the gearing ratio is excellent for the varied terrain in which we utilize the bikes.



(Continued on page 15)



Bicycle Reviews

Trek Bike *(Continued from page 7)*

makes riding all day easier on the back.

The shifting was smooth and accurate with the Shimano components, and I found the bike easy to handle.

The Test

Having ridden the Trek just about every day for nine months now, I feel confident enough to give my opinion on the bike.

Likes

Weight of bike and components – makes slow speed riding and off-road trails more manageable.

Stealth factor – our drug arrests are up about 20%.

Front suspension – the Manitou 100 mm police shock has yet to bottom out, leaving us plenty of travel.

Quality – lots of high-end components make the bike a joy to ride, and it has held up to the rigors of police work.

The first detail I noticed was the bike was silent – and I mean no noise at all ... this bike is pure stealth.

Dislikes

Maintenance – seemed because of the higher-end components, the cost of tune-ups increased, and when the bike picked up dirt from the street, the shifting was affected. The bike needs a lot more washes than the Fuji ever did.

Interchange bag – don't waste your money unless you don't need a lot of room. Yes, the bag snaps right on and off, but good luck getting your citation books, reports, and maintenance kit inside the one-pocket bag. The bag has also snapped off numerous times from a sudden shock to the bike.

Overall

This is the bike to have for police work. Well worth the price, it just needs to be properly maintained.

Officer Paul Conner has been a police officer in Baltimore City and is currently an 11-year veteran of the Anne Arundel County Police Department. Ofc. Conner is a full time police cyclist and PCI #627 for IPMBA.

TREK ... Another View

by Jennifer C. Gregg
East Baton Rouge EMS (LA)

I had the opportunity to test ride the Trek 2005 public safety bicycle over the past few months. The majority of our bicycle fleet is comprised of Raleighs but we also have four Cannondales. The usage pattern in our department demands durability, strength, and dependability, so I was eager to put the new Trek to the test. I was very pleased with the public safety model and hope we will be able to incorporate more of them as our team continues to grow.

Unlike the police, we do not do daily patrols; instead, we have periodic heavy use such as during football season, at holiday parades, and, of course, Mardi Gras. During football season, we're often on the bicycles for 13 hours, confronting everything from urban obstacles like sets of stairs and curbs to densely packed crowds of tailgaters. These conditions are challenging to say the least, and are compounded by the fact that we carry between twenty-four and twenty-eight pounds of gear on our racks. That is why I found the 2005 Trek to be such a workhorse. It is rock solid, can take an enormous amount of punishment and still manage to smoothly shift gears and effectively brake.

On my first ride, I immediately took off for the levee and some off-road action followed by a grueling trip through downtown Baton Rouge. The front shock handled every curb, railroad track, and set of stairs I encountered without any trouble whatsoever. A little research revealed that the Manitou Black Comp, which comes standard on these Treks, is a modified Black Elite, which is designed for trail riding. It has a set travel (100-mm) OEM-only coil spring fork with fluid flow damping. The engineers at Trek definitely had us in mind when they chose this front fork.

The combination of Bontrager and Shimano components works well and allows the rider complete control. This is reassuring when you have to quickly downshift and then brake to avoid a slow-moving group of parade- or party-goers. The Alpha SLR aluminum frame is light enough that I am able to pick the bike up and carry it even when it is fully loaded. The Bontrager Sport saddle held up well during the longer rides. It is anatomically designed to provide relief to 'soft tissue areas' and has a honeycomb gel infrastructure. This bicycle combines rugged durability with performance and would be an excellent addition to any public safety cycling unit.

There were only a few minor changes between the 2004 and 2005 models, and there are no changes planned for the 2006 Police Bike at this time. Suggested retail price for the 2005 Police Bike is \$989.99 plus shipping and handling. This price is only for a front suspension model. If you decide a full suspension model is right for your department then you can expect to pay \$1319.99 plus shipping and handling.

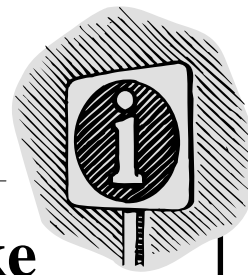
Jen has been a medic for four years and a member of the bike team for a year and a half. She can be reached at JGREGG@brgov.com.

TREK ...

See page 16 for specifications.

Visit www.trekbikes.com, contact Stefan Downing at 800-313-8735 x 4911 or police@trekbike.com, or visit your local Trek dealer.

Bicycle Reviews



Diamondback

Topanga Comp

by Adam Bernhardt, PCI #821
New South Wales Police (Australia)



At present, the majority of stations across New South Wales are using some form of bicycle patrol, either on a full-time or part-time basis.

Most stations using bicycle patrol are found in metropolitan areas.

NSW Police has bikes in stations as far north as Tweed Heads (borders Queensland, another state on the eastern seaboard) as far west as Orange (that's the outback or as close to it as we get!), south to Albury-Wodonga (near the snowfields) and, of course, all along the coastal areas and in the business areas.

The NSW Police Bicycle Patrol has a fleet of 600 mountain bikes, which have been customised to meet our specific needs. The bikes are hard tail mountain bikes, based on the 2005 model Diamondback *Topanga Comp*. A three-year tender process was won by Pacific Brands, with technical advice and support also coming from Shimano.

Bikes had to include a number of specifications to meet Australian standards: suitable for all terrain; equipped with hydraulic disc brakes for all-weather use; painted white with full police markings; and fitted with tyres suitable for both on- and off-road use. Also, a dual suspension (*Haro Shift*) cross country model MTB is used.

The Diamondback Topanga Comp is a very versatile and reliable bike. I've ridden other brands and found that the Diamondback best suits our needs. When I was involved in the specifications/testing and evaluation, I found that this model had parts that were more readily interchangeable and able to be upgraded and/or modified with ease. For instance, components are generally from the same groupset rather than having interchanging components (e.g., Shimano FD and SRAM RD).

Instructors' bikes are fitted with Shimano 'HONE' components due to heavy wear and tear during training.

Adam is the senior bike instructor for the New South Wales Police Department. He was certified as an IPMBA Instructor at the 2005 IPMBA Conference in Scottsdale. He can be reached at 31369@police.nsw.gov.au.

DIAMONDBACK ...

See page 17 for specifications.
Visit www.diamondback.com.

Montague

Paratrooper

by Tommy Hamelink, PCI #865
Politie Haaglanden (Netherlands)

I have an interest in all kinds of "duty" bicycles. That was the reason I bought a former Swiss army bike. This Model Armee bike from 1947 weighs 23 kilo and drives like an old battle tank. It is heavy, simple, very strong and, most importantly, reliable. This bicycle is fun. While riding this bike, I was thinking about the properties of a great police bicycle: strong, simple and fits in your pocket.

Some time later I discovered the MONTAGUE PARATROOPER on the internet. This was the bicycle were I was looking for. A friendly bicycle supplier helped me get this bicycle to the Netherlands. I was very thrilled when we unpacked and unfolded the PARATROOPER for the first time. This bike is a strong green monster, free of vulnerable components, that fits, almost, in your pocket.

Designed for the military, this is an example of the K.I.S.S. principle. The folding system is very smart. I tried unfolding the bicycle and placing the front wheel blindfolded. I found out that it is easy to get the PARATROOPER ready in less than 30 seconds. The stiff frame makes it an excellent off-road bike, so I started riding the PARATROOPER on all kind of rides, even on orientation races.

At my station, I share my duty bike with another officer. This is a problem when I want bring my police bicycle to IPMBA training in England or the U.S., so I started looking for a privately owned police bicycle with the

characteristics of the PARATROOPER. Then I thought, "what better than to use the Montague PARATROOPER itself?"

So with the help of the supplier of the PARATROOPER in Netherlands, I changed the green monster into a white police bicycle.

(Continued on page 10)

Eco-Bike

Tornado

by Cst. Nigel Keane, UK IPMBA Member
Royal Parks Constabulary, Hyde Park, London (UK)

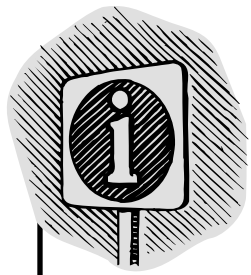
I have been using Eco-Bike electrically assisted bikes since 2001 when I was asked by my Inspector to test one to "see what you think." As a result of my test, we took delivery of a steel framed Hurricane in 2002 for use by the Community Liaison Constable (i.e., me), which was used extensively within the Central London Royal Parks before being replaced by a steel framed Tornado. Shortly thereafter, a second Tornado was obtained for the CLC at Richmond Park.



In June 2004, I borrowed a prototype alloy framed Tornado to show at the UK Police Seminar/IPMBA Conference at York. In January 2005, Dave Paddon, the Managing Director of Eco-Bike UK, suggested that I might like to have an upgraded version of the Tornado and so in March I took delivery of the latest model.

The new Tornado has an alloy frame and a lighter NiMh battery. In the UK, electrically assisted bikes are restricted to 200 watt motors and a top non-pedalled speed of 15mph. Otherwise they become classified as mopeds with all the problems of registration, etc. The motor is contained in the rear wheel and the battery is in a cradle on top of the down-tube. The bike has 21 speed Shimano gears with Revoshift grip shifts fitted as standard. The frame has full rear suspension provided by a Kindshock unit and Zoom 800 coil spring front forks. Stopping power is via a pair of Novatec cable operated

(Continued on page 10)



Bicycle Reviews

Montague *(Continued from page 9)*

Beside the colour and police striping, I changed the large pedals for small SPD pedals. I also changed the tires for faster semi-road tires and put small handle bars and proper lights on the bike. Add a kickstand and a pannier plus bag and you have a POLICETROOPER, ready for the urban battlefield. It fits very easily into the trunk of a police car, even a European car.

With all my cycle and gear stuffed into the bike bag, I travel by car, bus, train and airplane. Most times the bike bag is luggage and not excess baggage. It is fun to unpack my police trooper at the train station and cycle away in less than a minute.

I have brought my POLICETROOPER to all kinds of IPMBA training. I successfully completed – without any mechanical problems – the IPMBA Basic, STARS (Survival Tactics & Riding Skills) and Instructor Courses.

I also like to try new tactics and equipment on the POLICETROOPER before I use them on my duty police bike.

This bike is the ultimate crime fighting machine.

MONTAGUE ...

See page 16 for specifications.

Visit www.montagueusa.com, www.montaguebikes.co.uk, www.montague.nl, and www.bikepatrol.nl.

Both the US and the UK distributors of the Montague PARATROOPER participate in the IPMBA Product Purchase Program. In the US, contact Joe Solomon at Montague Bikes, 800-736-5348 or bicycle@montagueusa.com. In the UK, contact Chulan Weeresinghe at Andusa & Co., (0)208 241 19826 or sales@montaguebikes.co.uk.

Tommy has been a police officer for nine years. He founded the Haaglanden Police Department Bicycle Unit four years ago and organised the first bike patrol study day in the Netherlands in 2004. He can be reached at info@bikepatrol.nl and maintains a fun and informative website at www.bikepatrol.nl.



ECO BIKE *(Continued from page 9)*

disc brakes, which are very effective, considering that I weigh just over 250 lbs!

I have found the Tornado to be the ideal bike for a ten-hour tour of duty, as I spend nearly all my duty time on a cycle. The bike has on/off road Kevlar reinforced tires which means you are not restricted to following tracks within the park and highway use is no problem. During events within the park, I have had no difficulty in moving through dense crowds and climbing kerbs and descending steps (yes, we do have them in Hyde Park). I have had only favourable responses from the public whose main question is, "Where can I buy one?"

The motor automatically operates when you pedal; however, there is a thumb-operated throttle lever for no-pedal situations. Braking automatically cuts the power. Should the battery go flat

whilst on patrol, the gearing permits easy non-powered riding.

Although the police version of the Tornado has blue strobe lights fitted, I found that they are only really effective in poor light or darkness. The electric horn, however, is louder than the one on my Harley Sportster and needs to be used with care so as not to alarm pedestrians.

Overall, I have found the Eco-Bike Tornado to be ideal for general policing duties. The extra weight of the battery is not noticeable even at slow speeds. One great advantage over an ordinary cycle that I have found is if you go to a situation in a hurry you do not arrive needing time to recover your breath but are ready for immediate action.

I would like to thank Eco-bike UK's Dave Paddon, Managing Director, and Dave Ebdon, Technical Manager, for providing the specifications you'll find on page 16.

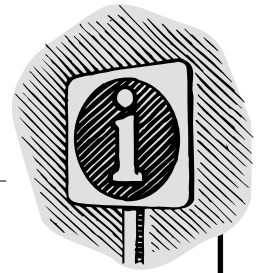
Constable Nigel Keane has been a member of the Royal Parks Constabulary (RPC) in London UK for over 32 years. He recently became, at the age of 58, one of the oldest officers to pass the IPMBA Police Cyclist Course. He has been involved in community policing and riding police cycles for the last 10 years and is currently serving at Hyde Park. He can be contacted at Hyde Park at either nkeane@royalparks.gsi.gov.uk or phone: 020 7061 9646.

ECO BIKE ...

See page 16 for specifications.

Visit <http://www.electric-bikes-uk.com/> or contact Eco-Bike UK Ltd at eco_bike@hotmail.com.

Bicycle Reviews



Smith & Wesson

Public Safety Bicycle

by Cpl. Bob Ricciardi, PCI #282T
Palm Beach County Sheriffs Office (FL)

Smith & Wesson makes four bicycle models designed for public safety use: Perimeter (\$439.99 MSRP); Tactical (\$879.99 MSRP); Custom (\$1199.99 MSRP); and Full Suspension (\$1499.99 MSRP).

In the last eight years, I have purchased all of the bikes they produce. I have...OK ...I tried but I can't do this...I am compelled to handle this product review in an unusual manner. What we need to do first is to dispel all of the myths. Being involved in bike sales, first in my shop for nine years and then for the past eight at the Sheriff's Office, I've had many conversations with people who were confused about which one is the right one to buy. I noticed that whether we are talking about bikes, TV's or refrigerators, we all tend to make the same mistake when deciding which one to buy: we (men especially) overstate the importance of factors we consider when purchasing "big-ticket" items. This is fine as long as we have an above-average understanding of the goods we are contemplating purchasing. When someone who is more knowledgeable greets us and starts with "this model has Shimano ZX10

shifters and Avid XXX'7 brakes, we are dazzled and overwhelmed! Then we talk to the next salesperson, who gives their rendition of the same thing, telling us that their product is better than the

It's important to understand that the bike shop or the manufacturer – or maybe both – make the product great! It all comes down to service.

rest, and we go into meltdown. It doesn't have to be that way. If we stick to the facts, we can make a much better decision. No matter what they say, no matter what your buddy who rides 5000 miles a week says, no matter what you think, 99% of the time a \$500 bike is a \$500 bike, no matter whose name is

(Continued on page 12)

Browning

Smartshift Limited Edition

by Tristan Baurick, Staff Writer
Bainbridge Island Review, Bainbridge WA
Jun 01 2005

Known for their innovations with guns, the family now revolutionizes biking.

Between the gun in police Lt. Chris Jensen's holster and the patrol bike he rides on Winslow's streets are five-generations of Browning family innovations. Inventors of the first auto-loading shotgun and standard-issue pistols, semi-automatic rifles and machine guns spanning four U.S. wars, the island family's name is synonymous with guns. But the latest batch of Browning-bred innovators has shifted gears a bit, transferring their genetic penchant for mechanical miracles toward bicycles, right here on Bainbridge Island.

"Our dad, Bruce, got us started with a brainstorm around the dinner table," said Marc Browning, 50, as he held one of the patented split-sprockets found on all nine Bainbridge police bikes. "Dad was tired of paperwork at the gun company and wanted to invent.

"He chose bikes because they're cheap and sat us down to help him solve the problem of shifting." Bruce Browning had toiled in the family company as a gun designer for almost 20 years. The four sons he gathered around the table were on break from college studying film, chemistry and math.

While none were particularly bike-savvy, the Brownings quickly crafted a mechanism that replaces the traditional shifting derailleur with a hinged sprocket that smoothly guides the chain to the next gear. The innovation, which resembles the swinging

(Continued on page 13)

KHS

Soft Tail Police Unit

by Craig Campbell, PCI #605
Greenfield Police Department (IN)

For the past five years, I have been assigned to bike patrol duty and have had the opportunity to ride a variety of bikes, both on patrol and recreationally. Recently, I was asked to review the KHS Soft Tail police unit for this publication.

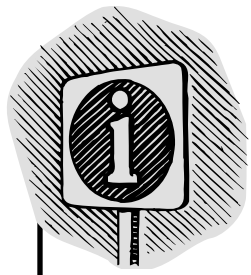
KHS provided me with their police bike, which I rode in various conditions. When I first saw it, I was impressed with its sleek black paint job, which included nearly all of the components (handle bar, stem, seat post, etc.). Looking beyond the cosmetics of the bike, I noted that the major components of the bike consisted of Shimano Deore. The rear hub was the Shimano Silent Clutch while the front hub was Shimano Deore. The frame is constructed of double butted Chromoly. The front and back rims were 36-spoked Alex G6000. The rims were given a fair dose of punishment and they held up quite well.

The bike touts itself as a "soft tail." This should not be confused with the term "full suspension." The design of the frame places a small shock, made by power tools, between the seat tube and the seat stay. There are no pivot points on the chain stay, therefore, the shock only provides about one inch of travel. The design was sufficient to dampen the vibration caused by small objects and rough surfaces.

KHS has equipped the bike with the SR SunTour XCP-95 fork. The fork is made of one-piece magnesium legs with a combination of MCU and coil spring suspension. I must admit that at first glance I was concerned about the fork. But after riding the bike, I put aside my misgivings, as the fork provided reliable and smooth performance.

(Continued on page 14)





Bicycle Reviews

Smith & Wesson (Continued from page 11)

on it. Just because you are not familiar with the components doesn't mean they aren't any good. If one bike has Shimano cranks and the other has Truvativ, it doesn't mean that the bike with Shimano is a better buy or a better bike. All steel frames are created equal and all aluminum frames are created equal.

It's important to understand that the bike shop or the manufacturer – or maybe both – make the product great! It all comes down to service. For most agencies, the most important issue is price. Once you decided how much you have and want to spend, if you compare all the bikes in that price range to one another you will find that marketing gimmicks are all that separate the different bikes. Aesthetics are also important in your decision, so when you first see that bike with the bright yellow paint job and those glossy black decals, that's what gets your attention. What bike did you see in *Bicycling* magazine, which one did your riding buddies buy? These are all things that affect your decision. Remember to K.I.S.S. it...

So, why am I so hog-wild over Smith & Wesson bicycles? It's simple, really. In the past eight years, we have received stellar service, good products at fair prices, and consistency (i.e., standardization on a manufacturer's level). Many other manufacturers have to deal with public opinion on what is in... what is out ...what is cool...what is not...but a company that only deals with public safety only has to make us happy. Yes, it can be boring, but it is also very effective. The reason standardization is

important to me is because all my bikes have the same seatpost size. I can slide a seat/seatpost combo out of the bike we received in 1999 and slip it into the one we bought last week. The derailleur hangers are all the same. The posts for the V-brakes are all the



same. Bottom bracket widths and threads are the same. I can also buy replacement frames at a very reasonable price. That means I can take parts from two wrecked bikes and put them on a new frame and have a great bike at a very low cost. Many other companies cannot offer such consistency because they have to contend with public opinion and trends.

We started with seven bikes and now we have 540. I would not have been able to have built the fleet I have had I

not stuck with Smith & Wesson Bicycles AND kept the bikes in top-notch condition. Those of you who know me know that I have had the same full-suspension bike for many years. Actually, I have one of the first ones. I ride my mountain bike frequently and teach about 4 or 5 IPMBA classes a year at my department as well as teach at the conference and instructor courses. My bike has 100% of its original parts except for wear items like tires, chain, cassette and cables. There are a lot of good bikes out there. You are the only one who can decide which one is the best for you. And then take care of it.

I obviously have already chosen mine.

Pictures and technical specifications for all models are available at www.cyclesg.com.

▪ Performance 10 ▪ Value 10 ▪ Service 10 ▪ Standardization 10

Bob is the Bicycle Coordinator of the Palm Beach County Sheriffs Office, where he is responsible for a fleet of more than 500 bikes. He owned a pro bike shop from 1977-1986 and has been an avid cyclist and racer – BMX, road, and mountain bikes – since 1977. He can be reached at ricciardir@pbsso.org.

FUJI (Continued from page 7)

simplify changing out when damaged and save the frame from bending. As we know, finding money in the budget to replace a derailleur is no simple task. This small feature would complete the Fuji Police Special.

Sgt. Cathy Schmidt, PCI #622, is an 18-year veteran of the Mount Prospect Police Department in Mount Prospect, Illinois. She is the founding member of the Mt. Prospect bike patrol unit and has served as coordinator for five years. Cathy can be reached at cschmidt@mountprospect.org.

FUJI ...

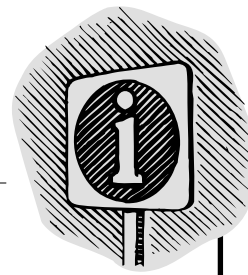
See page 17 for specifications.

Visit www.fujibikes.com or contact Steve Harad at sharad@fujibikes.com.

Fuji Bikes are available through CopPedalers (owned by IPMBA member Ray Ranne) and Product Purchase Program participant Leonard Consulting Group.



Bicycle Reviews



Browning (Continued from page 11)

rail-shifting mechanism on train tracks, eliminates skipping and grinding under full, uphill pedal pressure.

The family established Browning Components in the mid-1970s to tackle their next goal in pedal-powered evolution: fully automatic shifting.

After 20 years of development, the Brownings unveiled the first computerized bike transmission system in the mid-1990s. Like an onboard co-pilot, a palm-sized black box of batteries and microchips automatically shifts up or down, depending on pedal speed or pre-programmed preferences.

Marketed for a new genre of “comfort bikes,” the Browning SmartShift technology allows a casual bicyclist to focus more on the ride than the mechanics that make it happen.

For Bainbridge police, computerized shifting means patrol officers can devote more attention to their surroundings.

“It’s one less thing to think about when you’re riding through Waterfront Park, or checking to see if drivers have their seat belt on or what that person down the alley is doing,” said Jensen, who established the department’s bike program two years ago. “It allows us to focus and concentrate on the job at hand.”

Custom built by the Brownings for Bainbridge police, the bikes were also outfitted with heavy-duty shocks, and quiet-rolling wheels and came with individually adjusted handle bars and seats to match each officer.

Bainbridge Rotary chipped in half the cost for the bikes, while Browning covered the rest. The Browning brothers still offer free tune-ups and replacement parts, should the bikes need any maintenance.

“But they haven’t really, yet,” Jensen said. “They’ve held up pretty well. The family has always had a good reputation for quality.”

Family smarts

That reputation begins with Jonathan Browning, a Mormon pioneer who rode west alongside Brigham Young.

Busy with three wives and 22 children, Jonathan also worked as a farmer, tanner and blacksmith.

“Blacksmiths were the first engineers,” said Paul Browning, 43, who handles much of the

company’s finances and mechanical research. “If you needed something built, you asked the blacksmith.”

Guns were in high demand on the frontier, and Jonathan’s early experiments with firearms caused a spark in his son John’s imagination. John Browning built a long-lasting empire in American gun manufacturing, with innovations that included the Browning Automatic Rifle, used by GIs in World War II and the Korean War, and the perennially popular Colt .45. While the Day Road office is decorated with portraits of the Browning forefathers, the three brothers stress they have no affiliation with the old family trade.

Questions about a black-and-white photo of spy-looking John Browning crouched behind a World War I machine gun elicit mostly shrugs and a few vague guesses.



“We’re not involved with guns,” said Paul Browning. “We do something much more peaceful.”

But all three share the family tradition of cooperation and mechanical invention.

“It’s a family tradition to work together,” said David Browning, 52, who heads the company’s computer and drafting efforts. “We all love to work on projects and keep our hands busy.”

While no longer crafting firearms, the brothers have looked to old family markets to sell their bike-related

innovations.

“We think there’s some great potential in the U.S. military,” said Marc Browning, who handles much of the company’s bike research.

“Any time (troops) are marching down the road, they’re wasting a lot of efficiency. Imagine them on bikes. The bicycle is the perfect vehicle for our human engine. Add an 80-pound pack on a long march, and nothing could be better than two wheels.”

Marc Browning also predicts expanded partnerships with police departments.

“There’s something like 4,000 police bike programs nationwide,” he said. “Multiply that by 12 or 20 bikes per program and you have quite a market.”

Initially targeted for aging baby boomers interested in a comfortable, easy-to-use bike, the Browning’s crafted about 2,000 SmartShift bikes to pique interest in the bike industry.

While a few smaller manufacturers, including the Utah-based Grisley Bicycle Co., have

incorporated the technology, Browning has yet to find their ideal partnership.

“It’s a great idea, but I’m not sure the general public’s ready for it,” said Classic Cycle co-owner Jeff Groman. “From an engineering perspective, I like what Browning did a lot. But this industry’s about public opinion, and cost is a real factor.”

Ranging from \$1,000 to \$1,500 per bike, the basic Browning auto-shifter falls in the price range of many high-performance bikes.

But few hard-core bikers are willing to release control to a computer, much as a sports car driver would never trade his stick-shift for an automatic.

Marc Browning said it’s also difficult to market a bike unless it gets a high-profile endorsement from the pros.

While the Brownings crafted a custom racer for U.S.A. Cycling, the bike was banned from international competition after it shaved a second off a lap from one of the country’s best bike sprinters.

“We hit a wall with that,” Marc said. “It made his time faster because he didn’t have to bother with shifting so he could go full bore all the time.”

While the pace of Browning Components has slowed, the brothers hope to pick up speed with Browning Research, a custom machining company they run along side the bike design business.

With the hands-on help of machinist Helen Maurer, the Brownings will build just about anything nobody else will. They’ve crafted mammoth keys for English cathedrals and impossible-to-find parts for unique European cars.

“Sometimes people will bring in some odd bent up thing from some strange car,” said Paul Browning. “There might be 50 of these cars left in the world, so you can imagine it’s hard to get a replacement part for it. But Helen’s amazing and whips them right out.”

Marc Browning hasn’t given up on bikes, although the downtime has allowed him to return to screenwriting, his driving passion in college and grad school.

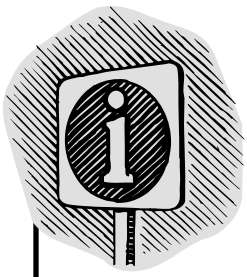
“Inventing is a family tradition and we all love working together, but it’s a real challenge,” he said. “When I go to Las Vegas, I never gamble

Browning ...

Visit www.browningcomponent.com.

The “Limited Edition” is available directly through Browning by calling 206-855-8681.

Bicycle Reviews



KHS (Continued from page 11)

The tires were Kenda Ciry tires with Scotchlite reflective sidewalls. The tire tread is very smooth in the center with some knobbies on the outer edges. They performed quite well on typical city surfaces such as concrete or asphalt. On wet grass, however, they left something to be desired. If you are a fan of retro-reflective material, these tires have Scotchlite material on the side walls, which looks like a white wall. The reflectivity of the tires was an added benefit for conspicuity purposes.

KHS also sells a customized police rack and bag that were supplied with this bike. The rack is bolted onto the seat post, from which it obtains all of its support due to the suspension of the bike. The rack would be cumbersome for bike units whose riders share bikes because to adjust the height of the seat post, it is necessary to unbolt the rack. The rack would be more efficient if it were made with a quick release. In addition, the rear of the rack did not accept a standard reflector or taillight. I was only able to overcome this dilemma by drilling two holes in the plastic



end cap of the rack to accept a tail light.

The bag featured Velcro retro-reflective police tabs on each side of the bag and had easy access to all of its compartments. It was a bit tall, exceeding the height of the seat, and caused difficulty when I shifted my weight to the rear when descending obstacles. The bag also featured an external rear pouch for small tools. I found that when the rear pouch is in use, it droops down, obscuring the rear tail light. The bag was secured to the rack with four Velcro tabs and one interlocking clip. If you never remove your bag from your bike, this bag will be sufficient. However, if you require a bag that can be quickly removed and reinstalled in short order, this bag will cause undue difficulty.

Overall, the KHS Police Unit bicycle is well equipped and looks as if it means business. For the price and value, it is a strong competitor against other bikes in its class. The bike retails for \$979 and can be purchased at any authorized KHS dealer. More information about this bike can be obtained at www.khsbicycles.com.

Craig has been an IPMBA instructor since 2002 and lives by the motto, "have bikes, will travel." He can be reached at safcamp@gmail.com.

KHS ... Another View

by **Robert Light**

State University of New York (SUNY) at Plattsburgh Police (NY)

Ed's Note/Disclosure: Bob Light is the owner of LightCycles, a bike patrol supply company which distributes KHS bikes and other bike patrol-related products.

I have been test riding the KHS (K-9) Police Bicycle to make sure that it is the type of product that I would be proud to recommend to my fellow bike officers. I have ridden about 280 miles across varying terrain, mostly pavement or hard pack dirt. I did some off-road trail riding, but that too was mostly hard pack. I was pleasantly surprised with both the looks of the bicycle and the ride.

A full set of specs can be on page 16 and at http://www.khsbicycles.com/03_police_unit.htm. One of the things I like about the bike is that it comes with many of the essential "extras", such as a rear rack, rack bag, water bottle cages, bar ends, and a rear-mount kickstand. The only difference between the one I tested and the specs listed was the front shock. The bicycle that I tested has a Rock Shox Pilot front shock. I also changed out the pedals and rode SPD clipless pedals. The KHS Police Bicycle also is a *soft tail* design. While it is not full-blown rear suspension, it does dampen those everyday minor

hits that you may otherwise absorb in certain parts of your body. Although I ride a lot of off-road bicycles in my free time, I have never ridden a full suspension bicycle or even the ST (soft tail design) of the KHS Police Bicycle. It took a little getting used to, but once my "break in" period was over, I just rode and rode! The mega-nine rear cassette let me climb steep hills and I was able to cruise home in the big-ring. Shifting was great – no problems, and braking was also very good.

Overall, I would give the bicycle an 8-out-of-10 for performance. It did everything I asked it to do. While the price of \$979 dollars as listed on the KHS website is pricey for bargain-shopping departments, I think it is worth a look. Despite the fact that I am a KHS dealer, I tested the Police Bike with an open mind and was hoping to find more wrong with it! So in the interest of full disclosure, let me tell you about my dislikes. First, there is no pedal retention system, so those will have to be added if KHS does not include them in the 2006 line. Second, you will need to buy "Police" stickers for the bicycle. Finally, the water bottle cage needed to be tightened after a week and the rear rack seemed to lean to one side – an old piece of tire tubing solved that problem. Like all police bikes, this one will have to be maintained – a well-maintained bicycle will serve you well!

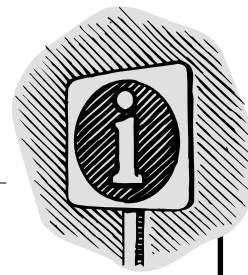
Bob is the bike patrol coordinator for SUNY Plattsburgh. He is a certified police cyclist through IPMBA and LEBA, a NYS police cyclist instructor, and a NHTSA Community Bicycle Safety Instructor. He can be reached at lightrj@plattsburgh.edu.

KHS ...

See page 16 for specifications.

Visit http://www.khsbicycles.com/03_police_unit.htm, contact Bob Light at lightrj@plattsburgh.edu, or visit your local KHS dealer. LightCycles participates in the IPMBA Product Purchase Program.

Bicycle Reviews



Giant *Continued from page 7)*

and his staff at Cardinal Bicycles. After having worked with us for so long, they knew the needs of our organization. Our bike unit has been staffed with as many as 98 officers, and we utilize the bike patrol extensively within the community on a daily basis, as well as for special events. As we considered options and sought to learn more about available products and equipment, Scott and his staff introduced us to the Giant Police Bike.

The Giant Police Bike was loaned to us by Cardinal on a trial basis for evaluation. The Giant was assigned to Officer Jim Donaldson, who is an experienced cyclist and racer who also rides on duty for 8 to 12 hours a day. Donaldson was so pleased with the bike that we quickly purchased it and made plans to purchase others. He was particularly fond of the excellent geometry, sturdy frame, and the attractive and durable finish. However, his favorite feature of the bike was the lock-out front suspension. Jim has ridden the bike for more than a year now and the wheels are still as true as they were the day they left the shop and he has yet to experience a flat. The bicycle shifts smoothly and the gearing ratio is excellent for the varied terrain in which we utilize the bikes. The saddle is comfortable and the stem position reduces wear on the arms and wrists, as well as

reduces the risk of numbness in those areas.

We prefer the standard seat post to the suspension seat post. Finally the price of the bike suits our budget; at \$750 per bicycle, the Giant Police Bike is an excellent value.

Although the model tested was an earlier model, Giant's Russ Okawa provided the specifications for 2006 Giant Police Bike (see page 16). It features an extra-light ALUXX butted aluminum frame with integrated headset, forged headtube, press-formed gussets, and response, race-proven XtC Geometry. It also comes equipped with a tubular alloy rear rack.

Todd has been an IPMBA Instructor since 1994 and has taught extensively throughout Southwestern Virginia. Once of his classes was the subject of an Emmy Award-winning news broadcast entitled Bicycle Boot Camp. He can be reached at cling65@aol.com.

GIANT ...

See page 16 for specifications.

Visit www.giantbicycle.com, contact Russ Okawa at 1-800-US-GIANT or RussOkawa@giantbicycle.com, or visit your local



BIKE MEDIC TIP #7

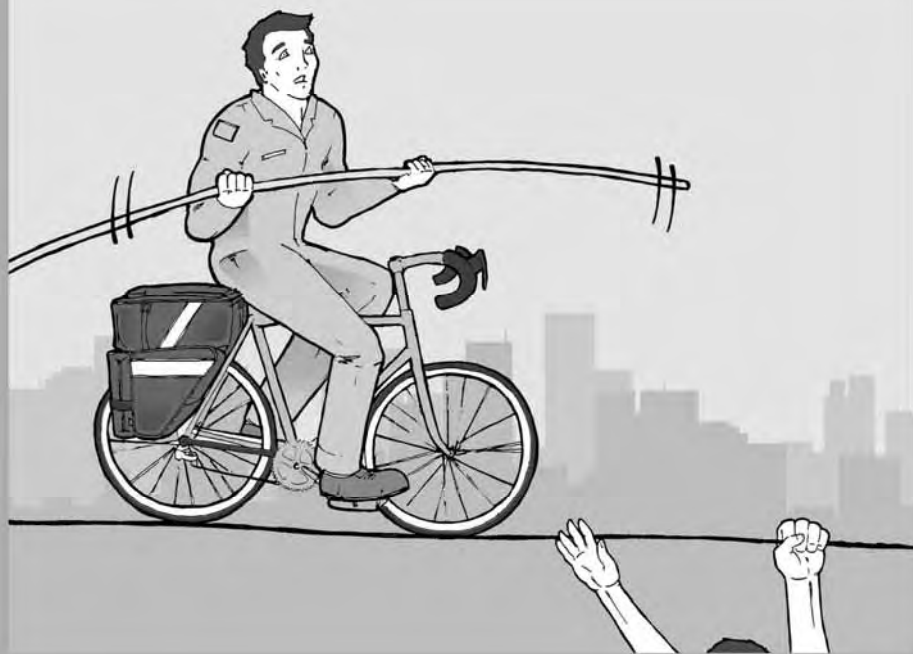
In the event of a tightrope rescue, make sure to keep yourself as well-balanced as our bike medic bag.



The AED and O/2 tank in the top trunk make for a well-balanced load on any terrain. Plus, the side panniers are firmly mounted so they won't bounce. There are also color-coded pullout pouches and lots of compartments for organizing gear. Balance pole not included.



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Bicycle Specifications



Giant F-500 Police Bike

Fork	RockShox J2 w / Turnkey Lock out
Bar	Alloy 50mm rise, 620mm width
Stem	Alloy forged, 15 degree
Seat Post	Alloy 30.9 diameter
Saddle	Giant Groove Plus
Pedals	Dual sided Platform Cage type, SPD compatible
Shifters	Shimano Deore Rapid Fire (SL-M511)
Front Derailleur	Shimano Deore (FD-M510)
Rear Derailleur	Shimano LX (RD-M571)
Brakes	Alloy Direct Pull
Brake Lever	Alloy 2 finger style
Cassette	Sram 9-Speed PG950 11 / 34
Chain	Shimano HG53
Cranks	Giant Forged Alloy, 22/32/44
BB	TruVativ Giga Pipe SL (ISIS)
Rims	Alex DM24 36h Alloy dbl wall
Hubs	Shimano Deore Ft. / FH-T400 Silent Rear Cassette
Spokes	14g Stainless steel
Tires	Continental Town & Country 26x2.1
Sizes	14, 17, 19, 21, 23
Stickers	Police, Sheriff

Eco-Bike Tornado

Color	Silver
Frame	7005 series alloy tubing
Forks	Zoom Force 800 alloy with internal coil springs
Battery	36 volt 12 Ah NiMh
Motor	200 watt internal geared, brushed
Gearing	Shimano Derailleur TY 41 (21 Speed)
Chain wheel	42x32x22t TA-314
Shift	Shimano Revoshift twist-grips
Brakes	Novatec Cable operated discs front & rear
Chain	Shimano UG50
Handlebars	Alloy riser type
Fenders	Road or off road patterns available as required
Weight including battery	79 lbs
Battery pack	20lbs
Approximate price	£1,175 (depends on specs)

Montague ParaTrooper

Finish	Cammy Green
Frame	7005 Aluminum Front and Rear Triangle
Fork	RST 281 Suspension
Gearing	24 Speed Shimano Deore
Shifters	Shimano EZ Fire Plus Shifters
Brakes	Front Disc/Rear Alloy V-Brake
Tires	1.95" Front/Rear Specific Knobbies
Spokes/Rims	Stainless Steel/Alloy
Bar Ends	Can be added
Saddle	Velo Mountain Bike
Seatpost	Alloy Micro Adjust
Pedals	Heavy - Duty Double Cage Aluminum
Frame Size	18" and 20"
Standover	29"+ and 31"+
Folded Size	36" x 28" x 12"

Trek Public Safety

<u>Drivetrain</u>	
Crankset	Bontrager Select 48/36/26, 6066 Alloy
Front Derailleur	Shimano Nexave 401
Rear Derailleur	Shimano Deore XT
Shifters	Shimano Alivio
Cassette	SRAM 830 11-32, 8-speed
Chain	Shimano HG
Pedals	Alloy ATM with clips and straps
Wheels	
Hubset	Shimano Nexave silent clutch hubs
Spokes	15 g stainless steel
Rims	Bontrager Clyde
Tires	Bontrager Comfort Hardcase
<u>Other Components</u>	
Frame	Alpha SLR aluminum in 15.5, 17.5, 19.5, 21.5
Brakes	Shimano 420 V with power modulator
Handlebars	Bontrager Select, 25.4, 600 custom-butted
Headset	Aheadset, semi-cartridge, VP-A76C
Stem	Bontrager sport, 25.4
Seatpost	Bontrager sport
Saddle	Bontrager sport, CRZ + HC
Front suspension	Manitou Black Comp Police, 100mm
<u>Standard EMS Additions</u>	
Headlamps	Nightsun, 10 to 30 watts output, four-hour run time, NiCa rechargeable battery.
Rack	Jandd Mountaineering
Kickstand	Heavy duty, rear mount

KHS Police Unit

Frame	True Temper OXII Delta Linear Down tube/KHS St Design
Fork	Judy XC
Headset	Threadless 1 1/8" w/ alloy cap
Rims	Axle G6000
Hubs (F/R)	Shimano HB-MC12/FHMC18
Tires	Kenda 26x1.95" (f/r) w/ reflective strip
Spokes	15G Stainless BK
Derailleur, Front	Shimano Deore
Derailleur, Rear	Shimano Deore
Shifters	Shimano Deore
Chain	KMC Z-9200
Crankset	Shimano 44/32/22
Freewheel	Shimano Deore 11-32 9 speed
Pedals	Alloy VP
Seat Post	Kalloy Alloy
Saddle	Leather
Handlebar	Kore Lite Bar-2 w/ bar ends
Stem	Alloy
Brake Levers	Speed Dial 7
Brakes	Shimano Deore
Color	Squad Car Black
Frame Size	S, M, L, XL
Extras	Kickstand, Rear Rack, Bag, Bar End

Bicycle Specifications



Diamondback Topanga

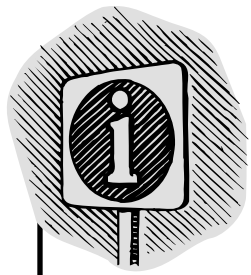
Frame	Alloy Frame With Integrated Head Tube and Disc Brake Mount
Fork	Marzocchi EXR Comp with 85mm Adjustable Travel
Brakes	Shimano Hydraulic Discs Front and Rear M525
RD	Shimano XT
FD	Shimano LX
Shifter	Shimano Deore 9 Speed M510
Crankset	Truvativ Fire-X Power Spline 22/32/42
Freewheel	Shimano 9 Speed Cassette CS-HG50 11-32T
Rims	Alex Ace-18 Double Wall Anodised Black with Stainless Steel Spokes
Hubs	Sealed Deore R
Seat Post	Alloy Micro-Adjustable With Q/R Alloy Seat Clamp
Handlebar	Alloy Riser 20mm Rise, W:580mm
Stem	Alloy Oversize A-Head
Colours	White
Sizes	38cm (15"), 43cm (17"), 48cm (19"), 53cm (21"), 58cm (23")
Extras	Tioga Factory XC Tyres; Truvativ Power Spline BB; Rear Alloy Kickstand; Rear Derailleur Guard
Lights	Cateye ABS20
Siren	NiteRider Police Siren

Smith & Wesson Tactical

Frame	Rugged Aluminum
Color	white/black or black/ white
Frame Size	18", 20" or 22"
Drive Train	Sram® X-7
Speed Shifters	Sram® X-7 27
Front Suspension	RockShox® Judy J1
Rims	Alex DM-24
Spokes	36 SS
Front Disc	Avid® BB-5
Brakes	SD-5 Rear Linear Pull
Saddle	Tactical S&W Ergonomic Padded
Rear Rack	Fits Topeak® Quick Release Trunkbag
Extras	Bar Ends, Rear Mounted Kickstand, Water Bottles/Cages, Custom Decal (Police, Security, Sheriff, EMS)

Fuji

	POLICE SPECIAL	POLICE PATROL
SIZES	17", 19", 20.5", 22"	17", 19", 20.5", 22"
COLOR	BLACK OR BLUE	BLACK OR BLUE
MAIN FRAME	FUJI ALTAIR 2 BUTTED ALUMINUM, INTEGRATED HEAD TUBE	FUJI ALTAIR 1 ALUMINUM
REAR TRIANGLE	FUJI ALTAIR 2	FUJI ALTAIR 1
FORK	SR SUNTOUR AXON AIR 80MM WITH LOCKOUT	SR SUNTOUR XC-60 75MM
CRANKSET	NEW TRUVATIV BLAZE 22/32/44T CHAINRINGS	TRUVATIVE 5D 22/32/42T CHAINRINGS
BOTTOM BRACKET	FSA SEALED CARTRIDGE BEARING 113MM	SEALED CARTRIDGE BEARING 113MM
PEDALS	WELLGO ATB - STEEL CAGE, TOE CLIPS & STRAPS	WELLGO STEEL CAGE, TOE CLIPS AND STRAPS
FRONT DERAILLEUR	SHIMANO DEORE, 31.8MM TOP PULL	SHIMANO ACERA, 31.8MM TOP PULL
REAR DERAILLEUR	SHIMANO DEORE	SHIMANO ALIVIO
SHIFTERS	SHIMANO DEORE RAPID FIRE SHIFTER/BRAKE 27SPD	SHIMANO ALTUS EZ FIRE BRAKE/SHIFTER 24SPD
CASSETTE	SRAM 7.0, 11-32 9SPD	SRAM 5.0, 11-28 8SPD
CHAIN	SHIMANO HG-73	SHIMANO HG-50
FRONT HUB	SHIMANO DEORE SEALED ALUM 32 HOLE w/QR	FORMULA ATB OVERSIZED SEALED ALUM 36 HOLE w/QR
REAR HUB	SHIMANO DEORE SEALED ALUM 32 HOLE w/QR	SHIMANO 8 SPEED CASSETTE, RM40, 36 HOLE w/QR
SPOKES	STAINLESS STEEL	STAINLESS STEEL 14 GAUGE
RIMS	ALEX DM-18 DOUBLE WALL ALUM	ALEX DM-18 DOUBLE WALL ALUM
TIRES	KENDA, K-841 POLICE KNITE GLO REFLECTIVE 26 X 1.95	KENDA, K-841 POLICE KNITE GLO REFLECTIVE 26 X 1.95
TUBES	KENDA HD PRESTA	KENDA HD SCHRADER
BRAKESET	PROMAX FORGED ALUM LINEAR PULL	PROMAX FORGED ALUM LINEAR PULL
BRAKE LEVERS	SHIMANO DEORE RAPID FIRE SHIFTER/BRAKE LEVER	SHIMANO ALTUS EZ FIRE BRAKE/SHIFTER
HEADSET	RITCHEY LOGIC ZERO 1 1/8" INTEGRATED	RITCHEY LOGIC ZERO PRO 1 1/8" INTEGRATED
STEM	FUJI ALUMINUM ADJUSTABLE	FUJI ALUMINUM
FRIPS	DUAL DENSITY KRATON RUBBER	DUAL DENSITY GEL
SADDLE	FUJI MTB CRO MOLY RAILS	FUJI MTB CRO MOLY RAILS
SEAT POST	FUJI SUSPENSION WITH ADJUSTABLE SPRING	FUJI ALUMINUM MICRO ADJUST
FEATURED ACCESSORIES	(2) WATER BOTTLE CAGES, REAR CARRIER, BAR ENDS	(2) WATER BOTTLE CAGES, REAR CARRIER, BAR ENDS
WEIGHT	30 LBS.	32 LBS.
PRICE	\$789.99	\$459.99



Product Reviews

Keeping Your Cool - BodyTeq Helmet Liner

by Preston Pierce, PCI #847
Chandler Police Department (AZ)

In late July 2005, I was contacted by Dale Lichtenstein, the President of BodyTeq Apparel, Inc. regarding a helmet liner his company had designed. Mr. Lichtenstein wanted his helmet liner tested in the grueling summer heat of Arizona and what better place than Chandler, Arizona. I jumped on the opportunity to test a product that had the potential to keep me cool during bicycle patrol in the 110-degree heat.

BodyTeq Apparel, Inc., based in Chicago, IL, has developed a line of garments and accessories that deliver extraordinary protection against the damaging effects of heat stress at play, recreation, and competitive sports. BodyTeq utilizes Hydroweave, a unique, high-performance fabric that

eliminates the trade-off between protection and the wearer's comfort, safety, and endurance. Unlike other fabrics that perform well

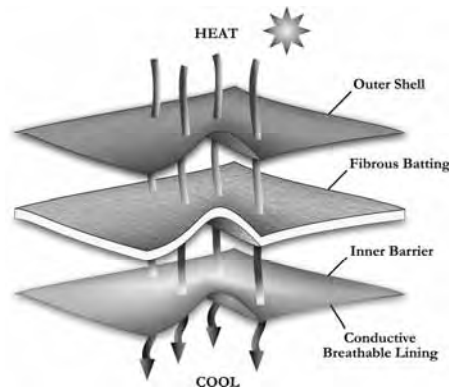
in a given environment, Hydroweave actually enhances the performance of the WEARER, as it continually protects against heat and fatigue through evaporation, while keeping the individual dry.

The actual Hydroweave fabric is composed of a patented three-layer design. It starts by combining special hydrophilic fibers (fibers that attract water) with hydrophobic fibers (fibers that repel water) into a batting core.

The batting is sandwiched between a breathable outer shell and a thermally conductive inner lining, which provides durability, separates the wearer from moisture, and acts as the critical conduit for exchanging heat with cooling comfort. The keys to the Hydroweave fabric are the three steps needed to "activate" the helmet liner. First, you soak the liner in a container of cool water for five minutes to charge the absorbent fibers. Second, you remove the excess water by wringing out the garment, and third, you towel dry the inner lining and outer shell.

I received the helmet liner in August, which has some of the hottest days and weeks in Arizona. I tested it during August and September during both day and night patrol. The high temperatures ranged from 93-113°F, with 8-50% humidity. A variety of factors contributed to the overall performance of the helmet liner. First, temperature and humidity levels dictated how often the liner needed to be "recharged." When the temperature level was high and the humidity level was low, water needed to be added to the liner to maintain effective performance. However, when the temperature level was low and the humidity level was high, the helmet liner performed flawlessly for hours.

Another factor that affected the liner's performance was the amount of patrol time and miles ridden. Naturally, when it's extremely hot outside, the hours of patrol time are reduced due to heat stress and fatigue. I was initially skeptical of the claim by BodyTeq that the garment cools continuously in



temperatures as high as 120°F for up to eight hours. To my surprise, the helmet liner did keep my head cool during my two months of patrol. It fit comfortably under my helmet

and required only minimal adjustment. With a purchase price of \$18.95, which includes all shipping and handling, BodyTeq's helmet liner is a great buy for those long, hot days or nights. The product can be purchased on line at www.bodyteq.com or by calling 773-465-7665.

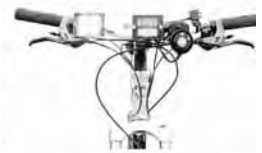
Preston was certified as an IPMBA Police Cyclist in 2004 and as an IPMBA Instructor in 2005. He can be reached at Preston.Pierce@ci.chandler.az.us.



BIKE PATROL SIREN

CycleSiren Features:

- ✓ Sound modes are Wail, Yelp and Horn (Whistle sound available).
- ✓ Daylight viewing LED strobe lighting. Color options, Red/Blue, Red/White and All Blue.
- ✓ Powered by a 9.6-volt Ni-MH RC battery that fits into the Police rack or side gear pack.
- ✓ For Police & EMS Bike Patrol.

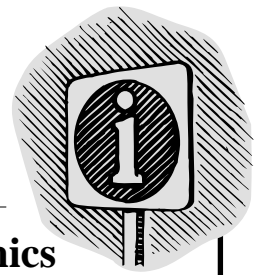


Accessories:

- LED Taillights: Blue/Amber, Red or Blue.
- Ultra-Bright White LED Patrol Light.

Please visit our Web site
www.cyclesiren.com
Or telephone us at
714-628-8935.

Product Reviews



‘Keeping hands on’ — Breeze hands-free headset by Lowe Electronics

by **Matt Langridge, PCI# 869**
Thames Valley Police (UK)

The ‘Breeze’ headset is, in my view, a potential lifesaver when instant communications are needed whilst cycling in difficult situations.

Why?

In May 2004, whilst setting up the small Cycle Patrol Team in High Wycombe, UK, an area with more than its fair share of uphill stretches, there were many occasions



The Breeze headset, showing microphone position and headpiece position.



The handlebar mounted Press-to-Talk switch as fitted to my bike.

when I was either called by my Control Room

(dispatcher) or needed to call them via my radio whilst hauling hard up one of the hills. I quickly learned that having one hand on the handlebars and one hand fumbling for the radio transmit button whilst climbing a 1:10 hill is a quick way to

a) scare the pants off yourself and b) really annoy the motorist about to pass you.

I made contact with my Force’s communications department, but there was no equipment available to remedy this issue, as we had just converted to a new radio system and the need had not been identified at that stage.

I then contacted Richard McLachlan at Lowe Electronics. I described the problem I had encountered and discussed my requirements with him. He had no ‘off the shelf’ product available, but,

having dealt with similar issues for another customer, was able to offer a modification to an available headset which would solve the problem. He undertook to get a unit made up for me. This was at about 2:00 p.m. When I arrived at work at 10:00 a.m. the following day, the headset was waiting for me on my desk!

The Headset

The headset comprises a small external earpiece which sits on the ear and a flexible ‘boom mike’, which comprise a small unit. This unit is mounted on a sprung metal headband, which is worn with the band passing around the back of the head, avoiding fouling any cycle helmet straps and adjusters. The flex form headset is fitted with an ‘in line’ press-to talk-switch (PTT). Wired into this switch is a short lead and small coaxial socket. Connected to this socket via telephone-style curly flex is a handlebar mountable PTT. This is a large red button with a Velcro strap which can be fitted anywhere on the bike. The coaxial plug link allows for a quick disconnect from the handlebar PTT in the event of a foot pursuit or, God forbid, a crash. The Breeze headset is compatible with all UK TETRA handsets.

The Proof of the Pudding is in the Eating

As soon as I received the headset, I fitted it to my radio and bike and have since been using it on a daily basis in a full range of conditions, including torrential rain and snow, heavy traffic, and fairly extreme off-road routes.

It took me a few tries to locate the ideal microphone position, which is important because the microphone is of the ‘background noise suppression’ variety. Neither my control room operator nor colleagues whom I was contacting directly could detect traffic or wind noise. Once set up, the equipment met all of my requirements, even during incidents where maintaining mobility was important. In one instance, an offender

was making off on foot from an injured colleague. I was able to follow this offender despite his best efforts to lose me along alleys and down steps, whilst transmitting a commentary to enable other units to deploy accordingly. On another occasion, I pursued and caught a small motorcycle in woodland whilst my crewmate was able to monitor my commentary and deploy to exit points from the wood. On both occasions, these commentaries were instrumental in the apprehension of the offenders.

Equally important as apprehending suspects, responding to radio calls, or conducting calls whilst on the move, no longer present a safety hazard.

I have noticed only two minor problems with the system.

There has been an issue with the handlebar PTT connector plug which, on my set, deteriorated and caused an open channel. Richard at Lowe is looking into this and has identified a different connector, which he is fitting to my headset. Also, when cycling at speed, wind noise can drown out the earpiece volume. I overcome this by adjusting the volume on my radio.

Lowe Electronics can be found at www.lowe.co.uk. Contact Richard McLachlan at richard@lowe.co.uk for more information.

The headset cost £120 per unit, which includes the cost of the modification.

I would rate the headset as follows:

Performance 9/10

Value 10/10

Matt Langridge is an IPMBA Instructor and a member of the Thames Valley Police cycle patrol steering committee. He is a keen road cyclist and is committed to increasing the Police use of cycle patrols in the UK. He can be reached at matt.langridge@thamesvalley.pnn.police.uk or matt.langridge@tiscali.co.uk.



Product Reviews

Cutting through the Carnival: CycleSiren Clears the Way

by Lt. Marc Zingarelli
Circleville Fire Department (OH)

Bike patrolling in large crowds presents several unique challenges. One of these is getting the attention and cooperation of pedestrians when you have to get through a crowd quickly in an emergency situation. Most light and warning packages designed for bike patrol aren't designed for these circumstances. Pedestrians in a crowd often can't see you until you are less than 10 feet behind them, and lights that are visible at several blocks are below their line of sight at these

close distances. Trying to get recognized as a police officer or paramedic wastes time and is often an exercise in futility and physical (and mental) exertion.

I was looking for a replacement for the battery-powered xenon strobe system on my bike when I stumbled across CycleSiren's EMS Mini-Siren. The EMS Mini-Siren is an LED strobe package

combined with a mini-siren designed for bike patrol. LEDs have come into vogue in warning packages for motorized vehicles because they don't use as much power as strobes. This was very appealing because my existing system went through AA batteries at a rapid rate and the horn I

was using was sometimes confused for a kid with a whistle.

I was a little dubious when I opened the box. Inside was a small square covered with LEDs, a small siren, a charger and a battery that looked identical to the one in my son's remote control car. How could something this small put out enough light or noise to move the large crowd at our annual festival? How wrong I was. The LEDs and siren mount separately but are connected by a single cable. The light and siren controls are mounted on the siren and there is a remote horn switch on another cable. After charging the battery and mounting the lights, siren and remote horn switch to the bike, I gave it a try. The LEDs were very bright, even on a bright sunny day, and on par with most automotive LED packages. At night, they were just as good – if not better – than automotive LEDs. The siren was loud at a published 115db, and the electric air horn was a bonus. The great news is that the battery is identical to one used in a remote controlled car with a standard Molex connector and is available for less than \$20 at a local electronics store (\$19.99 if you want one with a charger). If you've had to buy proprietary batteries for one of the other light systems out there, I'm sure you'll have no problem seeing the advantage in this.

The big test was the annual Circleville Pumpkin Show, when our city of 12,000 attracts up to 100,000 people per day in an eight-block area. The bike medics – equipped with the new lights – patrolled both in the crowd and in the alleys between the blocks. Reports from riders, the public and other members of the department were very positive. People were able to see the LEDs very well from varying distances and in varying light conditions and they were able to identify the bikes as emergency units. The horn was perfect for the alleys, where there are few pedestrians, while the siren was deemed to work well in the crowd and be distinguishable from other sounds in the carnival atmosphere (although the horn

could also be used). The siren-mounted control was adequate for EMS bikes as we could turn the siren on and not worry about it while our hands were free to control a loaded bike. The battery never ran out during a 12-hour shift and recharging was done during an eight hour off-duty period.

One of the questions we had was just how waterproof the EMS Mini-Siren is. While the battery connector doesn't appear to be very weatherproof, 12 hours in rainy weather didn't present any problems. While the eight-hour charger really didn't hurt our operations, I'm sure someone out there makes a fast charger that fits these batteries if you need to charge them fast. Of course, at their cheap price, you could also buy a second battery and have one ready to go at all times. *Note from the manufacturer: CycleSiren offers a fast charger for the RC 9.6 volt Ni-HM battery that will charge the battery in 70 minutes or less. The charger operates on 110 to 220 volts AC input (220 volts for UK customers). As for how waterproof the system is, as long as you don't drop your bike into a swimming pool, the siren will be OK.*

CycleSiren makes a variety of products, including an integrated taillight that is just as bright as the front light. I intend to add to this to my current package. They also have other light/siren systems available with varied controls and lights, including the CycleSiren Trooper Mini-Siren, Patrol Mini-Siren, and the Enforcer for police use. More information on CycleSiren can be found at <http://www.cyclesiren.com>. CycleSiren participates in the IPMBA Product Purchase Program.

Lt. Marc Zingarelli is the Bike Patrol and Continuing Education coordinator for the Circleville Fire Department in Circleville, Ohio. He is a life member of the Adventure Cycling Association, and an avid all-weather bike commuter who can be found traveling on a bike almost anywhere year round. He can be reached at marczing@earthlink.net.



Red lights on

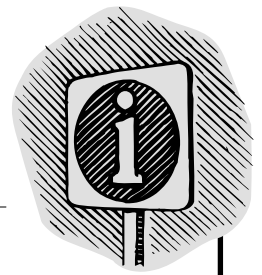


Siren controls



RC battery

Product Reviews



Packing it In: R&B is “Fab”

by Lt. Marc Zingarelli
Circleville Fire Department (OH)

One of the big differences between police bike patrol units and EMS bike units is that EMS units have a lot more equipment. Determining how to carry it all can be a real challenge. Several solutions exist, but most departments rely on panniers of some type. This has tended to limit operations to those that were only suited to panniers, which have their own limitations.

When we first started our bike patrol, we had only my touring panniers. While they were great for touring, the problem was that they were basically big bags with open tops. Small items and/or drugs would frequently migrate to the bottom of the bag, which resulted in half of our equipment being placed on the ground while we dug for the elusive item. The other problem we ran into was that sometimes we didn't need to carry all the stuff we had in the panniers, yet there didn't seem to be an obvious solution. Luckily, through grant money we were able to purchase a set of panniers designed specifically for EMS bike operations.

It should first be explained that our department has had a long-time aversion to “soft” or “nylon” EMS bags of any type. Drugs tended to get damaged and, like with the panniers, small items tended to get lost in the bottom. For many years, we used a hard case for all drugs and equipment that we kept on our truck. This case separated equipment behind a clear cover that kept everything in view where it could be instantly found. So, it was a great surprise to find that a set of bicycle panniers from R&B Fabrications offered a similar feature.

We purchased a set of R&B panniers, along with a Trauma/O2 pack trunk bag, in 2003. These unique bags are specifically designed for EMS bike patrol, and it is obvious that they were designed by someone with EMS experience. (Note from the manufacturer: *IPMBA president Jim Bowell of the Troy (OH) Fire Department advised R&B throughout the product development process.*) The left-side pannier is designed to hold a C oxygen cylinder, bag valve mask and oxygen supplies. The right side is designed to hold an AED and has internal pockets to hold items of your choice. Placing fragile items like the AED and drugs on the right (derailleur) side of the bike minimizes the risk of damage because the bike is less likely to be dropped on that side.

Opening a pannier instantly reveals everything both in the large pockets and the smaller,

transparent pockets. Because of this, even non-bike medics have no trouble finding things in our bags and the most commonly asked question is now “which side of the bike is it on?”

The addition of the Trauma/O2 pack allows us to outfit bikes in a mission-dependent manner so that we only carry what we need. The Trauma/O2 pack is a standard rack trunk bag with a couple of interesting twists. It can be used as a rack trunk bag to carry anything that will fit in it or, due to its ingenious design, can be used to carry a C-size oxygen cylinder with the regulator sitting in the overhanging rear pocket. For a full ALS outfitting, we carry both panniers and use the Trauma/O2 pack as a trauma pack. For a BLS crew where there is a vehicle present and no crowds (e.g., following runners in a 5K run), we carry two Trauma/O2 packs and set one up as an oxygen kit. We could even mix a full ALS bike carrying panniers and using the Trauma/O2 pack to carry jackets, lunch or whatever, while the BLS bike would carry the Trauma/O2 pack as a trauma bag.

We have just added another R&B pannier which has six transparent pockets on the inside. Our thoughts are to split our ALS kit into cardiac and respiratory so that two medics aren't carrying identical items. Time will tell how this works.

We only get two complaints about these panniers. These panniers are big and heavy, comparable in size to my touring panniers. If you ride a 26” mountain bike or a bike with short chainstays (which is another article altogether) you may have a problem with heel clearance. This isn't necessarily R&B's fault; it is just usually a byproduct of these types of bikes. I wear a size 13(48EU) shoe and would have problems if it weren't for using one of two solutions: get a bike with longer chainstays or go with a setback rack. Jandd Mountaineering's expedition rack, which has been around a while, will do the trick. This aluminum rack is rated to carry 50lbs and sets the pannier back a few more inches than a conventional rack. They've also improved it since 2002, most notably with a design change that made it stiffer. R&B stocks this rack on their web page. Another great rack that has gotten rave reviews from the touring community (which tends to carry lots of weight) is the Tubus Logo. It has a second set of rails below the platform of the rack that extend backwards. This allows you to both have heel clearance and more usability of the platform (for that Trauma/O2 pack). Tubus

racks are made of CroMo steel or stainless (depending on the model), are rated to carry 88lbs, and have set the standard for strength in the touring community.

While we're on the subject of the size of these panniers, if you are going to utilize them, you should take the time to get used to riding with them. Panniers decrease your side-to-side clearance and change your center of gravity. The added weight also requires a little more finesse in handling. Adding this extra weight to the rear of your bike will change the whole way you ride and, depending on the quality of your wheels, your maintenance program too.

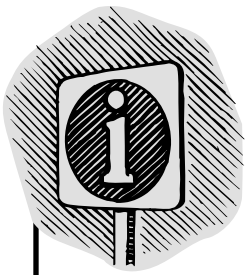
The second complaint I have with R&B's panniers is a lack of outside pockets. A couple of large pockets or loops to clip on pockets on the outside of the panniers would be perfect. We ride in ever-changing weather and frequently can't get back to the station to change. Because of this, we could use a place to stuff raingear, jackets, reports, repair kits, etc., that is separate from our patient care equipment. An outside pocket on each pannier could have remedied this but I wouldn't rule out these panniers for that reason alone.

R&B Fabrications makes bike panniers and a variety of other products for responders. More information can be found at www.rbfab.com. R&B participates in the PPP.

Ed.'s Note: R&B has recently released a new handlebar bag for bike medics. This two-pound bag has large and small storage compartments with dual zippers, storm flaps, and a Scotchlite reflective strip. A hideaway zippered map pouch can be used for referencing location or additional storage of medical supplies. It has a quick-release mounting system and a carry handle for use when disconnected from the bracket. No tools are required for installation or removal, and the bag is compatible with both mountain and road bike geometry. *IPMBA News* looks forward to a review of the handlebar bag in a future issue.

Lt. Marc Zingarelli is the Bike Patrol and Continuing Education coordinator for the Circleville Fire Department in Circleville, Ohio. He is a life member of the Adventure Cycling Association, and an avid all weather bike commuter who can be found traveling on a bike almost anywhere year round. He can be reached at marcing@earthlink.net.





Welcome New Corporate Members



Cycle-Force UK has become IPMBA's first corporate member from outside the United States.

Cycle-Force UK serves as the UK distributor for Smith & Wesson bicycles, Patrol Cycle shoes, and Mocean uniforms. Cycle-Force UK provides a year of IPMBA membership along with each new bicycle purchased. Contact Charles Beral at ++ (0) 1344 862550 or info@cycle-force.co.uk, or visit www.cycle-force.co.uk for more information.



Fuji Bicycles & Advanced Sports, Inc., has recently joined IPMBA's corporate membership program. Fuji has a long history of supplying bikes for use by police, EMS, and security personnel. They currently offer two models – the Police Special and the Police Patrol. They also participate in the IPMBA Product Purchase Program. Contact Steve Harad at 215-824-3854 x1111 or sharad@fujibikes.com, or visit <http://fujibikes.com/2006/police.asp> for more information.

Thanks, Product Testers!

Special thanks to the members of IPMBA's team of product testers! They have done a fine job reviewing products of all kinds – including many bikes – for the fourth annual IPMBA Product Guide. These individuals have spent many hours assessing a variety of items in hopes to assist you in making purchases for duty use. IPMBA truly appreciates their time and effort!

Adam Bernhardt
New South Wales (AUS) PD

Craig Campbell
Greenfield (IN) PD

Todd Clingenpeel
Roanoke (VA) PD

Paul Conner
Anne Arundel County (MD) PD

Jennifer Gregg
East Baton Rouge (LA) EMS

Tommy Hamelink
The Hague (Netherlands) Police

Nigel Keane
Royal Parks (UK) Constabulary

Matt Langridge
Thames Valley (UK) PD

Bob Light
SUNY Plattsburgh (NY) PD

Preston Pierce
Chandler (AZ) PD

Bob Ricciardi
Palm Beach County (FL) SO

Cathy Schmidt
Mount Prospect (IL) PD

Marc Zingarelli
Circleville (OH) FD

SUPPORT OUR CORPORATE MEMBERS

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

Access Bicycle Patrol Supply, LLC

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



Alerte Systems International

Jerry Watley
800-728-1536
Jerry@alertesystems.com
www.alertesystems.com



Cycle-Force UK

Charles Beral
++44(0)1344 862550
Info@www.cycle-force.co.uk
www.cycle-force.co.uk



Fuji Bicycles & Advanced Sports

Steve Harad
215-824-3854
sharad@fujibikes.com
www.fujibikes.com



Mocean

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



R & B Fabrications

David Belton
419-594-2743/800-553-1911
info@rbfab.com
www.rbfab.com



Trek Bicycle Corporation

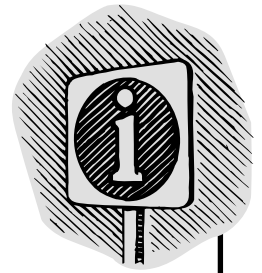
Stefan Downing
800-313-8735 x 4911
police@trekbike.com
www.trebikes.com



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

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

Product Purchase Program



Welcome to the IPMBA Product Purchase Program! Since its humble beginnings in 1997 with just four members, the Product Purchase Program has grown to include nearly 70 fine companies, including several from beyond the U.S. borders.

These companies provide a wide variety of goods and services, but they share a commitment to IPMBA members. By taking advantage of these discounts, you can pay for your membership with just a few purchases!

Some loyal readers may notice that the listings in this issue are a little shorter than they have been in the past. The listings have been abbreviated somewhat in order to accommodate more participants, however, the full listings can be found in the Industry & Resources section at www.ipmba.org.

The PPP listings were updated for 2006 by IPMBA member Ron Burkitt, who volunteered his time to contact each participant and verify the accuracy of the information. His efforts are greatly appreciated. Ron is also organizing the first-ever Product Purchase Program booth at the IPMBA conference, which will display many of the products offered through this program. So be sure to come to Dayton, May 11-13, and check out all the cool stuff that you can buy at a discount!

ABS SPORTS

Product: Super Saddle
Regular Cost: \$99
Cost to Members: \$89
Contact Name: Van Zevenbergen
Phone: 609-371-1554/**Fax:** 609-371-1554
Website: www.abs-sports.com
Email: sales@abs-sports.com



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

Contact Name: Jerry Watley
Phone: 800-728-1536/**Fax:** 800-635-1536
Website: www.alertesystems.com
Email: sales@alertesystems.com



MONTAGUE BIKES

Product: Montague Paratrooper Folding Bike

Regular Cost: £550 GBP + Delivery
Cost to Members: £475 GBP + Delivery
Contact Name: Chulan Weeresinghe
Phone: ++(0)2082419826/**Fax:** ++(0)2082410999
Website: www.montaguebikes.co.uk
Email: sales@montaguebikes.co.uk

Available to UK forces. Supply valid IPMBA membership number with order.

ASLET: AMERICAN SOCIETY FOR LAW ENFORCEMENT TRAINING

Product: ASLET Membership
Regular Cost: \$50
Cost to Members: \$40
Contact Name: Nancy Moser

Phone: 301-668-9466/**Fax:** 301-668-9482
Website: www.aslet.org
Email: info@aslet.org

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

BIKE WORLD

Product: Bicycles and bike accessories.
Regular Cost: Competitive Internet Sale Prices
Cost to Members: Wholesale + 35%
Contact Name: Mike Beatty

Phone: 800-928-5558/**Fax:** 210-828-3299
Website: www.bikeworld.com
Email: mike.beatty@bikeworld.com

Contact Mike Beatty at 1-800-928-5558

BRATWEAR

Product: Bike Uniforms
Regular Cost: Contact for Product List
Cost to Members: 10% off Standard Price List
Contact Name: Sales
Phone: 253-517-4000/**Fax:** 253-517-4004
Website: www.bratwear.com
Email: sales@bratwear.com

BRAVE SOLDIER

Product: Ointments, Shave Gels, Lip Balms, etc.
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Contact Name: Albert Yeh

Phone: 888-711-BRAVE/**Fax:** 323-852-6604
Website: www.bravesoldier.com
Email: info@bravesoldier.com

BROFORM.COM PRO-PURCHASE MARKETPLACE

Product: Outdoor-Bike-Action Sports Gear
Regular Cost: Promotional Pricing for Industry Insiders/Pros
Cost to Members: Promotional Prices on Gear; Free Membership

Contact Name: John Shelly
Phone: 877-420-2766/**Fax:** 714-242-1927
Website: www.broform.com
Email: js@broform.com

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

BUDBRAKE INT'L, LLC

Product: Automatic Brake System Modulator
Regular Cost: \$49.95 full kit; \$29.95 modulator only.
Cost to Members: 40% off MSRP
Contact Name: Bud Nilsson

Phone: 209-712-6980/**Fax:** 209-712-6980
Website: www.budbrake.com
Email: bud@budbrake.com

BUSHWHACKER USA

Product: MESA Rear Rack Trunk
Regular Cost: \$55
Cost to Members: \$35
Contact Name: Jeff Sims

Phone: 800-344-1256/**Fax:** 801-829-6104
Website: www.bushwhackerbags.com
Email: jss1205@aol.com

CANE CREEK CYCLING COMPONENTS

Product: Suspension Seatpost
Regular Cost: \$139
Cost to Members: \$83.40
Contact Name: Lena Warren
Phone: 800-234-2725/**Fax:** 828-684-1057
Website: www.canecreek.com
Email: lena@canecreek.com

CASCADE DESIGN

Product: Platypus Hydration Systems
Regular Cost: Contact for Pro-Form Pricing
Cost to Members: Wholesale Pricing
Contact Name: Mike Munter

Phone: 800-527-1527 / 206-694-1517/**Fax:** 800-583-7583
Website: www.cascadedesigns.com
Email: mike.munter@cascadedesigns.com

CHRISTINI TECHNOLOGIES

Product: All Wheel Drive Mountain Bikes
Regular Cost: \$3100-\$4500+
Cost to Members: \$1800 +; quantity discounts
Contact Name: Justin Kline

Phone: 215-351-9895/**Fax:** 215-351-9896
Website: www.christini.com
Email: sales@christini.com

CYCLE SIREN

Product: Cyclesiren Trooper, Patrol & EMS mini-sirens

Regular Cost: Visit www.cyclesiren.com.
Cost to Members: 10% off Retail
Contact Name: Greg Bohning

Phone: 877-477-4736/**Fax:** 815-572-0121
Website: www.cyclesiren.com
Email: sales@cyclesiren.com

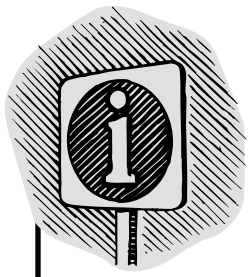
E-mail or call with your name and IPMBA membership number.

CYCLE SOURCE GROUP

Product: Bikes & Accessories
Regular Cost: Contact for Product List
Cost to Members: 20-35% off Retail
Contact Name: Peter Carey

Phone: 877-533-7245/**Fax:** 631-205-1435
Website: www.cyclesg.com
Email: peterc@cyclesg.com

The Product Purchase Program was updated January 2006. The information has been provided by the participating companies and is subject to change without notice. A company's participation in the Product Purchase Program does not indicate endorsement by IPMBA, nor does it indicate the company's sponsorship of IPMBA.



Product Purchase Program

CYCLOPS BICYCLE & TACTICAL OPERATIONS

Product: Bicycle & Tactical

Ops Equipment & Accessories
Regular Cost: Contact for Product List
Cost to Members: 10-30% off Retail
Contact Name: Ashley Foster
Phone: 843-259-8368/**Fax:**
Email: cyclopstact@hotmail.com

DANALCO

Product: Sealskinz & Chillblocker Waterproof Socks & Gloves
Regular Cost: Contact for product list
Cost to Members: Net Price
Contact Name: Sam Matthews
Phone: 800-868-2629/**Fax:** 800-216-9938
Website: www.danalco.com
Email: sam@danalco.com

DE SOTO SPORT

Product: Triathlon Clothing
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Contact Name: Emilio De Soto II
Phone: 800-453-6673/**Fax:** 858-453-6783
Website: www.desotosport.com
Email: contact@desotosport.com



DEMAND TECHNOLOGY, LTD.

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

DESERT SUN

Product: Bike First Aid Kits
Regular Cost: \$20 plain; \$22 printed
Cost to Members: 1-9 units: 10% off; 10+ units: 15% off
Contact Name: Bertie Anderson
Phone: 760-468-1800/**Fax:**
Email: bertiea@hotmail.com
Include IPMBA membership number & expire date with order.

DO WRAP PERFORMANCE HEADWEAR

Product: Under Helmet Headbands & Bandanas
Regular Cost: \$9.95-\$24.95
Cost to Members: 25% off Retail
Contact Name: John Okon, Erin Borrdors
Phone: 800-359-2514/**Fax:** 773-770-4201
Website: www.dowrap.com; www.sweatvac.com
Email: john@dowrap.com
Online orders: type IPMBA in coupon code to receive discount. Custom orders available.

DYNAMIC BICYCLES

Product: Chainless Police Bikes
Regular Cost: Contact for Product List.
Cost to Members: Contact for Special Pricing.
Contact Name: Anthony Cocivera
Phone: 800-935-9553/**Fax:** 508-429-9119
Website: www.dynamicbicycles.com
Email: police@dynamicbicycles.com

EKO SPORT

Product: Power Grips, Air Suspension, Pumps
Regular Cost: Contact for Product List
Cost to Members: 20% off Retail
Contact Name: Paul Aeita
Phone: 800-999-8277/**Fax:** 970-241-3529
Website: www.ekosport.com
Email: paeita@ekosport.com

ELECTRIC TRANSPORTATION SOLUTIONS

Product: Bikes & Accessories for LE and EMS
Regular Cost: See website for product list.
Cost to Members: Contact for special pricing on all items.
Contact Name: Seth Leitman
Phone: 866-343-5551/**Fax:** 914-220-8396
Website: www.electrictransport.net
Email: seth@electrictransport.net

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

ELHN BADGE & EMBLEM DESIGN

Product: Custom Police Badges, Emblems, Pins, Coins
Regular Cost: Varies
Cost to Members: 10% off
Contact Name: ELHN Rep
Phone: 203-364-8644/**Fax:** 860-693-9381
Website: www.elhnbadges.com
Email: elhnbadgedesign@aol.com
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
Contact Name: Thomas White
Phone: 425-333-6161/**Fax:** 425-333-6355
Website: www.thecomfortseat.com
Email: daedalus@nwlink.com

EV TECH

Product: Bikes & Accessories for LE and EMS
Regular Cost: See website for product list.
Cost to Members: Contact for special pricing on all items.
Contact Name: Doug Canfield
Phone: 972-851-9990/**Fax:** 972-851-9993
Website: www.texaselectricbikes.com
Email: dcanfield@evtech.us

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



EXPOSURE/USE (ULTIMATE SPORTS ENGINEERING)

Product: Lighting Systems
Regular Cost: Contact for Product Information.
Cost to Members: Contact for Discount Details
Contact Name: Jonathan Sharpe
Phone: ++ (0) 1798 344477/**Fax:** ++1798 34499
Website: www.use1.com
Email: info@exposurelights.com

FUJI AMERICA

Product: Bikes & Accessories
Regular Cost: Contact for Product List
Cost to Members: Special Prices on Selected Models
Contact Name: Steve Harad
Phone: 215-824-3854 x1111/**Fax:** 215-824-1051
Website: www.fujibikes.com
Email: sharad@fujibikes.com

GITA SPORTING GOODS

Product: Giordana Apparel
Regular Cost: Contact for Product List
Cost to Members: 10% off Giordana
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

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

IMBA: INTERNATIONAL MOUNTAIN BICYCLING ASSOCIATION

Product: IMBA Membership
Regular Cost: Varies; see website
Cost to Members: \$10 off any IMBA Membership
Contact Name: Scott Gordon
Phone: 888-442-IMBA x106/**Fax:** 303-545-9026
Website: www.imba.com
Email: membership@imba.com

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
Contact Name: Marianne Iosso
Phone: 888-747-4332/**Fax:** 847-437-8478
Website: www.ioosso.com
Email: iossoproducts@ioosso.com

IRONMAN CYCLING GLOVES

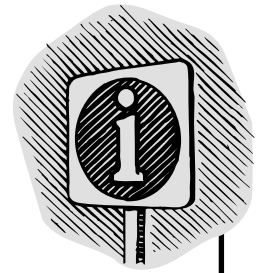
Product: Ironman Gloves & Police Gloves
Regular Cost: \$25-\$45
Cost to Members: \$11.75-\$19.50 plus shipping
Contact Name: Bill Paine
Phone: 215-335-9218/**Fax:** 215-708-1096
Website: www.ironmancycling.com
Email: painews@aol.com

Order directly through Bill Paine.

LANE SUNGLASSES

Product: Protective Eyewear & Goggles
Regular Cost: Contact for Product List
Cost to Members: 30% off Retail for Quantity Purchases
Contact Name: Neal Dykstra
Phone: 800-542-7850/**Fax:** 219-956-2112
Website: www.lanesunglasses.com
Email: eyewear@netnitco.net

Product Purchase Program



LEONARD CONSULTING GROUP

Product: S&W and Fuji Bikes, Lightman Strobes, Duty Gear

Regular Cost: See Website

Cost to Members: 10% off Regular Prices

Contact Name: Mark Leonard

Phone: 501-517-5338/**Fax:** 501-653-2969

Website: www.themaskedmerchant.com,
www.4bike-police.com

Email: LCGInc@sbeglobal.net

When ordering online, use coupon code IPMBA 10 for 10% discount.

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); \$6,000 (60 bikes)

Contact Name: Shawn Jones

Phone: 800-825-4777/**Fax:** 651-777-1535

Website: www.liftstore.com

Email: sjones@liftstore.com

LIGHTCYCLES

Product: Bicycle Parts & Accessories

Regular Cost: Contact for Product List

Cost to Members: 20-25% off Retail

Contact Name: Bob Light

Phone: 518-420-4666/**Fax:**

Email: lightrj@plattsburgh.edu

Email for details/availability/shipping charges.

LOUKA TACTICAL TRAINING LLC

Product: Video: Firearms & Training Issues

Regular Cost: \$25, incl. shipping

Cost to Members: \$23, incl. shipping

Contact Name: Lou Ann Hamblin

Phone: 734-697-6342/**Fax:**

Website: http://home.comcast.net/~kdvonk/
LouKaLLC.html

Email: louannblackwidow@aol.com

MAKLITE

Product: Illuminated Safety Light Products

Regular Cost: \$10.95 (9" Strips With Velcro)

Cost to Members: \$7.00

Contact Name: William Maki

Phone: 800-888-5427/**Fax:** 773-276-3331

Website: www.librasafety.com

Email: libre.safety@prodigy.net

MARWI USA, INC.

Product: Lighting Systems

Regular Cost: \$99-\$399

Cost to Members: Contact for Discount

Contact Name: Sales

Phone: 626-401-1335/**Fax:** 626-401-1339

Website: www.marwiusa.com

Email: info@marwiusa.com

MAXIT DESIGNS

Product: Headgator (TM)/Hothead (TM); gloves

Regular Cost: \$16 Headgator (TM)/Hothead (TM); \$9 (gloves)

Cost to Members: \$9.50 Headgator (TM)/Hothead (TM); \$5 (gloves)

Contact Name: Liz

Phone: 800-556-2948/**Fax:** 916-489-7031

Website: www.maxit-inc.com, www.headgator.com

Email: info@maxit-inc.com

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)

Contact Name: Ben Burgis

Phone: 800-4MAXXIS / 678-407-6778/**Fax:** 770-962-7705

Website: www.maxxis.com

Email: bicycle@maxxis.com



MOCEAN

Product: Bike Patrol Uniforms

Regular Cost: Contact for Product List

Cost to Members: 25% off Retail

Contact Name: Bill Levitt

Phone: 877-662-3680/**Fax:** 949-646-1590

Website: www.mocean.net

Email: moceanbl@aol.com

MONTAGUE BIKES

Product: Paratrooper Tactical Folding Mountain Bike

Regular Cost: \$645

Cost to Members: Free Folding Pedals & Kickstand with Purchase

Contact Name: Joe Solomon

Phone: 800-736-5348/**Fax:** 617-491-7207

Website: www.montagueusa.com

Email: jsolomon@montagueusa.com

NUGO NUTRITION

Product: Nutrition/Energy Bars

Regular Cost: \$1.59/bar; \$23.85/box

Cost to Members: \$1.02/bar; \$15.25/box

Contact Name: Keith Rohrlick

Phone: 888-421-2032/**Fax:** 412-781-4120

Website: www.nugonutrition.com

Email: krohrlck@nugonutrition.com

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

OLYMPIC UNIFORMS/J. MARCEL

Product: Bike Patrol Uniforms

Regular Cost: Contact for Product List

Cost to Members: 10% off Retail Prices

Contact Name: Julie Cruise/Rachel Peterson

Phone: 888-722-9222/**Fax:** 206-722-1521

Website: www.olyuniforms.com

Email: reps@olyuniforms.com



OPENHOUSE PRODUCTS

Product: Panniers, Cycle Bags, Lyteline High-Viz Products

Regular Cost: £10 - £500

Cost to Members: 15% off Regular Prices

Contact Name: Bruce Burns

Phone: +44 (0) 1422 824777/**Fax:** +44 (0) 1422 824666

Website: www.openhouseproducts.com

Email: bruce@openhouseproducts.com

Provide IPMBA membership number when ordering.

PARADIGM

TACTICAL

PRODUCTS

Product: FRISKER PRO

Hand Worn Metal Detector

Regular Cost: \$194.95 + S&H

Cost to Members: \$155 + S&H

Contact Name: Camilla Cutler

Phone: 978-352-6633/**Fax:** 978-352-7799

Website: www.frisker.com

Email: sales@paradigm tactical.com

PATROL CYCLE LLC

Product: Patrol Cycle Shoe

Regular Cost: \$109.95/Web Direct \$79.95

Cost to Members: \$67.95

Contact Name: Mark Eumurian

Phone: 800-208-2032/**Fax:** 651-773-8762

Website: www.patrolcycle.com

Email: bgorton@patrolcycle.com

POLAR DESIGN, INC.

Product: Hydration Backpacks

Regular Cost: PolarPak 1.0 \$42.95

Cost to Members: PolarPak 1.0 \$18.30

Contact Name: Jeff Skillern

Phone: 208-426-9058/**Fax:** 208-424-8687

Website: www.polarpak.com

Email: jeff@polarpak.com

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

Contact Name: Doug or Van

Phone: 800-421-5823/**Fax:** 404-766-3977

Website: www.progoldmfr.com

Email: progoldmfr@aol.com

PROMARK INT'L INC.

Product: Full Line Law Enforcement Equipment

Regular Cost: Contact for Product List

Cost to Members: 40% off Most Products

Contact Name: Kenneth Battcher

Phone: 800-645-4443/**Fax:** 516-795-4259

Website: www.publicsafetytmall.com

Email: promarkint@aol.com

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

Contact Name: Michael Carrizales

Phone: 800-276-0706/**Fax:** 281-251-4786

Website: www.publicsafetylogos.com

Email: sales@publicsafetylogos.com

Code: 20PMBA04 and IPMBA membership number must accompany order.

R & B FABRICATIONS, INC.

Product: Panniers & Safety Vests

Regular Cost: Contact for Product List

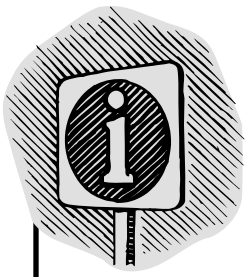
Cost to Members: 15% off Retail

Contact Name: Tina Lime

Phone: 800-553-1911/**Fax:** 419-594-2250/800-742-5345

Website: www.rbfab.com

Email: info@rbfab.com



Product Purchase Program

REDMAN TRAINING GEAR

Product: Defensive Tactics Training Gear
Regular Cost: Contact for

Product List

Cost to Members: 10% off Retail
Contact Name: Bob Brothers

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

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.
Contact Name: Andy Rubel

Phone: 617-776-6567/**Fax:** 617-623-1523
Website: www.bikemaps.com
Email: info@bikemaps.com

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
Contact Name: Christie Watts

Phone: 888-860-7597/**Fax:** 303-333-9292
Website: www.rudyprojectusa.com
Email: christie@rudyprojectusa.com

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
Contact Name: Tom Polcyn

Phone: 800-527-1079/**Fax:** 281-356-0099
Website: www.smc-corp.com
Email: tpolcyn@smc-corp.com

SUPERIOR GEAR

Product: Chain Stain Away Pant Protector
Regular Cost: Base/Standard Model: \$14.99
Cost to Members: 10% off Regular Price
Contact Name: Frank Pollari

Phone: 888-519-2250/**Fax:** 807-473-4597
Website: www.chainstainaway.com
Email: sales@superior-gear.com

For online ordering, enter IPMBA5 in the coupon box.

SWAGMAN

Product: Bicycle Carriers (Roof/Hitch/Trunk)
Regular Cost: Contact for Product List
Cost to Members: 15% off Retail
Contact Name: Debbie

Phone: 800-469-7924/**Fax:** 800-469-7893
Website: www.swagman.net
Email: debbief@swagman.net

All Shipments Made from Orville, WA

TERRY PRECISION CYCLING

Product: Bikes, Accessories, Seats, Apparel
Regular Cost: Contact for Product List
Cost to Members: Terry Apparel — wholesale; see notes for more.
Contact Name: Ginny Weisel

Phone: 800-289-8379 x 13/**Fax:** 315-986-2104
Website: www.terrybicycles.com
Email: ginny@terrybicycles.com

10% off wholesale on Terry saddles. Contact Ginny via email for pro deal order form.

TRACY LEIGH ENTERPRISES

Product: Electric Police Bike
Regular Cost: \$2500 & \$1900
Cost to Members: \$1999 & \$1600
Contact Name: Robert Grippo

Phone: 877-570-6963/**Fax:** 570-992-5026
Website: www.allwebscooters.com
Email: gand@epix.net

UNITED BICYCLE SUPPLY

Product: Bicycle Tools and Parts
Regular Cost: Wholesale Pricing
Cost to Members: Wholesale Pricing to Departments
Contact Name: Pete

Phone: 541-482-1750/**Fax:** 541-482-1132
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
Contact Name: Alex Hayes

Phone: 01132 370293/**Fax:** 0113 2370294
Website: www.v2k.co.uk
Email: alex@vision-2000.co.uk

Email contact details and IPMBA membership number.

WTB

Product: Tires, Saddles, Headsets, Pedals, Wheel Parts
Regular Cost: Contact for Product List
Cost to Members: Wholesale Prices
Contact Name: Chris Schierholtz

Phone: 415-389-5040/**Fax:** 415-389-5044
Website: www.wtb.com
Email: cschierholtz@wtb.com

ZEAL OPTICS

Product: Sport Eyewear & Goggles
Regular Cost: \$79.99 - \$200
Cost to Members: 50% off suggested retail.
Contact Name: Penelope Butterfield

Phone: 435-259-6970/**Fax:**
Website: www.zealoptics.com
Email: penelope@zealoptics.com

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

ZENSAH

Product: Tactical Shirts & Shorts
Regular Cost: Shirts \$39.95/Shorts \$34.95
Cost to Members: 30% off Regular Cost
Contact Name: Ryan Oliver

Phone: 305-885-8646/**Fax:** 305-675-0221
Website: www.zensah.com
Email: tactical@zensah.com

When ordering online, type "IPMBA30".

ZOIC CLOTHING / ZOOT SPORTS

Product: Cycling Apparel
Regular Cost: Retail
Cost to Members: 30% off Retail
Contact Name: Brandt Furgerson or Wendy Misner

Phone: 800-241-9327/**Fax:** 760-477-2298
Website: www.zoic.com or www.zootsports.com
Email: brandt@zootsports.com or wendy@zootsports.com

Report from the International Cycle Show

Excel Centre, London, 13th to 16th October 2005

by Matt Langridge, PCI #869

Thames Valley Police (UK)

Ever heard the phrase 'Bike Porn'? It is used by some to describe the glossy catalogues, magazines and brochures from manufacturers and shops to show their latest 'must have' bits of kit. They are the bane of bank managers and significant others the world over. Well, if catalogues are Bike Porn, events such as the International Cycle Show are definitely the

'red light district' of the bike world.

My crewmate Mark Jenkins and I were asked if we were interested in attending this year's event at the Excel Centre in an official capacity, showing our bikes on the 'Transport for London' stand alongside the Metropolitan Police and London Ambulance Service cycle teams. We jumped at the chance, and, on the morning of Saturday 15th October we put ourselves and our bikes on a train into West London. When we arrived

we were met by an internet forum acquaintance who was also attending the show, who agreed to act as route finder as Mark and I work outside London and aren't too familiar with the area. Forty-five minutes of city cycling later, we arrived at the venue in East London.

It was good to see some familiar faces again, including Tom Lynch from London Ambulance Service and to be introduced to

(Continued on page 27)

Report from the International Cycle Show, Cont.

Excel Centre, London, 13th to 16th October 2005



(Continued from page 26)

many new ones. It was also nice to see that St. John Ambulance was represented by one of their Cycle Response Paramedics. I'm sorry, buddy, but I've forgotten your name! I hang my head in shame.

Whilst at the Transport for London stand, we were approached by hundreds of members of the public, the vast majority of whom were extremely interested in what we did and how we worked. Most were absolutely gob smacked by the prospect of operating like the paramedics with the weight of their bikes and equipment. For me though, the highlight of the day as far as 'interested individuals' goes has got to be the mad cyclist who cornered Darren Hepple from the Met to argue the case that cyclists should

not have to comply with red traffic lights! Darren dealt with it admirably. Once he realised that this guy was not open to debate, would not even try to understand the reasons why they should stop, and only wanted to ram his views down the police's throats, he tactically edged away until

mad cyclist found another officer to harangue. Outstanding work, Darren!

We were also visited by a large number of police officers for advice and information as they were keen to promote cycle patrols within their forces. As you would expect, IPMBA was recommended to all.

Each day of the show, officers from the Met and paramedics from London Ambulance Service took part in a demonstration in an arena in the middle of the show area. This took the form of Police and Ambulance response to an accident. Unfortunately, I did not get to see this, but from comments I heard from visitors, it was very well received.

Throughout the day, Mark and I took the opportunity to have a wander 'round the show and feast our eyes on the bikes, equipment and clothing on display. I'm really glad I left my credit card at home. I saw a nice carbon road bike frame from Parlee, an American frame builder. This had a really nice custom paint job which comprised an orange flame effect from the head tube, fading out to naked carbon along the top and down tubes and smaller matching detail from the bottom bracket along the chain stays. This was displayed on the Carbon Technologies stand alongside

some Carbonsports Lightweight Obermyer wheels. These are hand-built in a little workshop in Germany. The spokes are a carbon and Kevlar compound which are bonded to the carbon rim and carbon hub during manufacture. Apparently, they are almost unbreakable and never go out of true due to their method of construction and materials. One of the T Mobile pro cycling team riders has been using the same set of wheels for five years now! Trek was on site in force with many nice bikes including Lance Armstrong's Tour de France Time Trial bike. Talk about light!

Clothing wise, one of my favourite producers is Foska. They make an excellent range of jerseys and training jackets. The jerseys come in both 'road' fit, a snug,

..we feasted our eyes on the bikes, equipment and clothing on display. I'm really glad I left my credit card at home ...

streamlined cut and 'freeride', which is more relaxed in cut. The designs must be seen to be believed, ranging from national flags to Heinz baked beans! The training jackets are light, warm, windproof and shower-

proof. One design that I love is the 'bones' jacket. This is a full upper body skeleton print in reflective ink on black. I've seen the jacket at night – all you can see in car headlights is a skeleton cycling towards you! Their website, www.foska.com, is well worth a visit.

Another nice touch was the Transport for London test track. This was a small track in the arena where you could try out a variety of machines. There were loads of different styles to test, from traditional MTB's, hybrids and road bikes, to recumbents, unicycles and some weird contraptions including a form of folding bike with four casters at the front instead of a single wheel, a stand on 'scooter' with a hinged platform you bounced up and down on to provide drive and a small wheeled bike with handlebars you pushed and pulled like a rowing machine to drive. I loved the KMX off-road recumbent trikes – Go-Karts with attitude. I've really got to get me one of those! It was good to see kids trying to power slide these through the bends. See them at www.kmxkarts.co.uk.

To be perfectly honest, there was too much to really look at in detail but two things that really stood out as having emergency

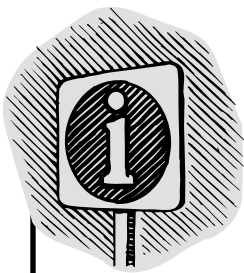
services applications were:

- 1) Rainlegs. These are a waterproof legging, similar in appearance to the 'chaps' of Wild West fame. They cover only the part of the leg that riders with mudguards (fenders) get wet – the top of the thigh and front of the knee area. They roll up into a belt around the waist, and, when it starts raining, you just unclip them, roll them down and secure around the leg with Velcro straps. At the moment they are only available in grey, but the manufacturers are keen to establish whether there would be sufficient call for black, to match uniform trousers. Retail price is £25. Check out www.rainlegs.co.uk and then let the manufacturer know what you think.
- 2) Magura HS33 hydraulic rim brakes. These are a hydraulic replacement for the standard rim brakes on your MTB. They comprise of a quick-fit system to facilitate ease of fitting the callipers to the forks or seat stays, quick release brake pads for easy changing and an adjuster wheel on each lever housing for rapid adjustment to counteract pad wear. The kit comprises front and rear systems which are pre-assembled and bled. It is just a case of taking off the old brakes and fitting the new ones. They are compatible with all types of shifter and lever systems except the Shimano dual control system (brake and shifter levers in one unit). The kit retails at £120 but the brakes are available as singles, front or rear. The St John Ambulance bike had them fitted. I was amazed at how little effort at the brake lever was required to make the seat stays visibly flex under the brake loading. Visit www.magura.com.

Overall, I had a great time and would recommend participation in this type of event to all. If you can't go as an exhibitor, go as a visitor but, leave your credit card at home or get another mortgage first!

Safe biking!

Matt Langridge is an IPMBA Instructor and a member of the Thames Valley Police cycle patrol steering committee. He is a keen road cyclist and is committed to increasing the Police use of cycle patrols in the UK. He can be reached at matt.langridge@thamesvalley.pnn.police.uk or matt.langridge@tiscali.co.uk.



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
Website: www.abs-sports.com



Access Bicycle Patrol Supply

Product: Full line of bicycle patrol equipment and supplies
Phone: 602-278-5506
Website: www.accessbicyclepatrolsupply.com

Alaska Backcountry Bike Tours

Product: Mountain Bike Tours & Instruction
Phone: 907-746-5018
Website: www.mountainbikealaska.com



Alerte Systems Int'l

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

ALLTUFF

Product: EMS Bags
Phone: 877-866-0374
Website: www.alltuff.com

Andusa & Co.

Product: Montague Folding Bikes
Phone: ++(0)2082419826
Website: www.montaguebikes.co.uk

ASLET

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

Atlantic Signal, LLC

Product: Blue Racer Headset
Phone: 866-481-4811
Website: www.blueracerheadsets.com

Bike World

Product: Bicycles, Parts, Accessories
Phone: 800-928-5558
Website: www.bikeworld.com

Bratwear

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

Brave Soldier

Product: Ointments & Crash Packs
Phone: 888-711-BRAVE
Website: www.bravesoldier.com

BroForm.com Pro-Purchase Marketplace

Product: Outdoo -Bike-Action Sports Gear
Phone: 877-420-2766
Website: www.broform.com

BudBrake Int'l, LLC

Product: ABS System for Bicycles
Phone: 209-712-6980
Website: www.budbrake.com

Bushwhacker USA

Product: Trunk Bags
Phone: 800-344-1256
Website: www.bushwhackerbags.com

Bycycle, Inc.

Product: Alternative Saddle
Phone: 877-397-2164
Website: www.bycycleinc.com

Camelbak

Product: Personal Hydration Systems
Phone: 800-767-8725
Website: www.camelbak.com

Cane Creek Cycling Components

Product: Suspension Seatposts
Phone: 800-234-2725
Website: www.canecreek.com

Cascade Design

Product: Platypus Hydration Systems
Phone: 800-527-1527
Website: www.cascadedesigns.com

Christini Technologies

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

Cop Pedalers

Product: Bike Patrol Products
Phone: 773-792-8436
Website: www.coppedalers.com

Cycle Siren

Product: Light & Siren System
Phone: 877-477-4736
Website: www.cyclesiren.com

Cycle Source Group

Product: Smith & Wesson Bicycles
Phone: 877-533-7245
Website: www.cycleleg.com



Cycle-Force UK

Product: S&W Bikes, Mocean, Patrol Cycle Shoes
Phone: ++44 (0) 1344 862550
Website: www.cycle-force.co.uk

Cyclops Bicycle & Tactical Operations

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

Danalco

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

De Soto Sport

Product: Triathlon Clothing
Phone: 800-453-6673
Website: www.desotosport.com



Demand Technology, Ltd.

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

Desert Sun

Product: First Aid & EMS Supplies
Phone: 760-468-1800

Do Wrap Performance Headwear

Product: High-tech under helmet headbands and bandanas
Phone: 800-359-2514
Website: www.dowrap.com

Dynamic Bicycles

Product: Shaft-Driven Bicycle
Phone: 800-935-9553
Website: www.dynamicbicycles.com

Ear Phone Connection

Product: Communications Equipment
Phone: 661-299-6441
Website: www.earphoneconnect.com

Eko Sport

Product: Power Grips, Air Suspension, Pumps
Phone: 800-999-8277
Website: www.ekosport.com

Electric Transportation Solutions

Product: TidalForce Electric Assist Mountain Bike
Phone: 914-844-4809
Website: www.electrictransport.net

ELHN Badge & Emblem Design

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

Ergo, LLC

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

EV Tech

Product: TidalForce Electric Assist Mountain Bike
Phone: 972-851-9990
Website: www.texaselectricbikes.com



Exposure/USE

Product: Exposure Lights, Various Accessories
Phone: ++ 1798 344477
Website: www.use1.com

Finish Line

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



Fuji America

Product: Bicycles, Parts and Accessories
Phone: 215-824-3854 x1111
Website: www.fujibikes.com

Gita Sporting Goods

Product: Giordana Apparel
Phone: 800-FON-GITA x 319
Website: www.gitabike.com

Glaceau

Product: Vitamin and Smart Water
Phone: 877-GLACEAU
Website: www.glaceau.com

IMBA

Product: Mountain Bike Advocacy
Phone: 888-442-IMBA x106
Website: www.imba.com

Iosso Products

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

Ironman Cycling Gloves

Product: Ironman Cycling Gloves
Phone: 215-335-9218
Website: www.ironmancycling.com

J. L. Darling

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

Suppliers

(Continued from page 28)

John E. Reid & Assoc

Product: Street Crimes Seminar
Phone: 800-275-4915

Kryptonite

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

Lane Sunglasses

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

Leonard Consulting Group

Product: S&W Patrol Bikes, Lightman Safety Strobes, Police Bike Accessories
Phone: 501-517-5338
Website: www.themaskedmerchant.com, www.4bike-police.com

Lift & Storage Systems, Inc.

Product: Automatic Bike Lift Storage Systems
Phone: 800-825-4777
Website: www.liftstore.com

LightCycles

Product: Bicycle Parts & Accessories
Phone: (518) 420-4666

LouKa Tactical Training 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
Website: www.librasafety.com

Marwi USA, Inc.

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

Maxit Designs

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

Maxxis Tires

Product: Tires & Tubes
Phone: 800-4MAXXIS
Website: www.maxxis.com

Medical Emergency Data Systems

Product: Medical Information Carrier Systems
Phone: 724-295-4900
Website: www.meds.org

Michael's of Oregon

Product: Holsters, Belts, Accessories
Phone: 208-955-0564
Website: www.unclemikes.com



Mocean

Product: Technical Bike Patrol Uniforms
Phone: 877-662-3680
Website: www.mocean.net

Montague Bikes

Product: Folding Bikes
Phone: 800-736-5348 x 23
Website: www.montagueusa.com

National Institute for Occupational Safety and Health

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

NuGo Nutrition

Product: Nutrition/Energy Bars
Phone: 412-781-4115
Website: www.nugonutrition.com

Olympic Uniforms/J. Marcel

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



Openhouse Products

Product: Emergency Services Bags and other Products
Phone: +44 (0) 1422824777
Website: www.openhouseproducts.com

Paradigm Tactical Products

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

Patrol Bike Systems

Product: Bikes & Accessories
Phone: 800-208-2032
Website: www.patrolbike.com

Patrol Cycle LLC

Product: Patrol Cycle Shoe
Phone: 800-208-2032
Website: www.patrolcycle.com

Pit Bull Mountain Bike Tire Chains

Product: Pit Bull Mountain Bike Tire Chains
Phone: 303-646-1027
Website: www.theybite.com

Polar Design, Inc.

Product: Hydration backpacks & gel-cooled reservoirs
Phone: 208-426-9058 x201
Website: www.polarpak.com

ProGold Lubricants

Product: Lubes
Phone: 800-421-5823
Website: www.progoldmfr.com

Promark Int'l Inc.

Product: LE Equipment
Phone: 800-645-4443
Website: www.publicsafety mall.com

Public Safety Logos

Product: Public Safety Logos
Phone: 800-276-0706
Website: www.publicsafetylogos.com

PYI Inc. Spokes Wear

Product: The Glove
Phone: 800-523-7558
Website: www.spokeswear.com



R & B Fabrications, Inc.

Product: Panniers & Safety Vests
Phone: 800-553-1911
Website: www.rbfab.com

Redman Training Gear

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

Rubel BikeMaps

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

Rudy Project

Product: Helmets, Sunglasses
Phone: 888-860-7597
Website: www.rudyprojectusa.com

Signal Measurement Co.

Product: GPS Mounts
Phone: 800-527-1079
Website: www.smc-corp.com

SportWorks

Product: Bicycle Racks
Phone: 888-661-0555
Website: www.bicycleracks.com

Superior Gear

Product: Chain Stain Away Pant Protector
Phone: 888-519-2250
Website: www.superior-gear.com

Swagman

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

Terry Precision Cycling

Product: Bikes & Accessories
Phone: 800-289-8379
Website: www.terrybicycles.com

Tracy Leigh Enterprises

Product: Electric Bikes
Phone: 877-570-6963
Website: www.allwebscooters.com



Trek Bicycle Corporation

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

United Bicycle Institute

Product: Bike Maintenance Training
Phone: 541-488-1121
Website: www.bikeschool.com

United Bicycle Supply

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

United Uniform

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

Visibility Systems Company

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



Vision 2000 Leeds Ltd.

Product: Mobile Surveillance Systems for Push Bikes
Phone: 01132 370293
Website: www.v2k.co.uk

Volcanic Manufacturing

Product: Custom Police Bicycles
Phone: 360-704-9662/360-704-3315

WTB

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

Zeal Optics

Product: Sunglasses, Gloves, etc.
Phone: 888-454-9325
Website: www.zealoptics.com

Zensah

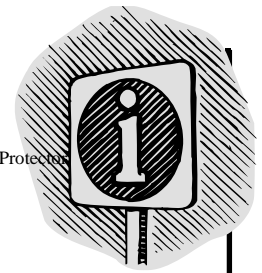
Product: Compression Garments
Phone: 866-573-2426
Website: www.zensah.com

Zimbabwe American Tours

Product: B&B and Tours in Zimbabwe
Phone: 206-550-7769
Website: www.zimamericantours.com

Zoic Clothing / Zoot Sports

Product: Cycling Apparel
Phone: 800-241-9327
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Bicycle Achievement Award of the Year

Sgt. Adam Bernhardt was presented with the 2005 Bicycle Achievement Award of the Year at the Bicycle Industry Awards Dinner on 22 October 2005 at Sydney Olympic Park. The dinner was part of the three-day Festival of Cycling. The dinner was hosted by the Cycling Promotion Fund and attended by bicycle advocacy groups, retailers, and manufacturers. Supt. David Hudson, Corporate Sponsor for Bicycle Policing, said the award was a recognition of the time and effort Bernhardt had committed to ensuring that NSW Bicycle Police were among the best trained in the world.

Rosemary Speidal, Program Director for the CPF, remarked that police bicycle patrols have seen a phenomenal resurgence around the world because of their increased effectiveness in highly populated areas. Festival-goers were treated to a first-hand example of just how effective bike officers can be. When a rider's bicycle was stolen during a rest stop, the bike officers were able to respond quickly despite the traffic restrictions, and the offenders were apprehended. Chief

Executive Officer of Bicycle NSW, Alex Unwin, offered his congratulations, saying, "not only was this a job well-done, but it demonstrates that bicycles are an extremely useful, cost-effective, and highly efficient tool for policing in the modern urban community."



NSW Police Bicycle Patrol Steering Committee members with Olympic Bronze Medalist and two-time Tour de France rider Bradley McGee.

Congratulations are also due to IPMBA member Brett Barnes, who placed third in the first round of the national Mountain Cross race series, held as part of the inauguration of Sydney Olympic Park's Mountain Bike Track.

HS Live Award for Innovation and Improvement

On 13 December 2005, the members of the London Ambulance Service Cycle Response Unit received one of the prestigious 2005 Health and Social Care Awards. There are sixteen awards, whose winners were selected from more than 2000 entrants. Each winner receives £15,000 to spend on sharing their innovation and ideas with others in the health and social care fields.

Health Secretary Patricia Hewitt said, "The annual Health and Social Care Awards is an opportunity for individuals and teams to have their innovation and excellent care recognized and rewarded.

There are more than two million health and social care workers in England, and more than two and a half million people who rely on their dedication and expertise every day. These awards are a recognition of that dedication and expertise, and a tribute to the high standards of innovative care which are at the core of the daily business of health and social care workers."

The London Ambulance Service Cycle Response Team, founded by IPMBA member and instructor Tom Lynch, was awarded the NHS Live Award for Innovation and Improvement. Congratulations to all the hard-working and dedicated members of the team.



Members of the LAS Cycle Response Unit are always ready to ride.

News from the UK

Nigel Tottie is taking a holiday from writing the News from the UK column. He will return in the Spring 2006 issue.

The Fourth Annual 999 Emergency Services Cycling Seminar will be held on 15-16 July 2006, at the National Oceanography Centre in Southampton. Delegates will arrive on Friday evening in anticipation of a full day of information sessions, workshops, and on-bike practise on Saturday. Attendees will join the mayor of Southampton for a banquet that evening. Sunday will feature a bike ride and additional workshops, concluding at approximately 1300 hrs. This is a new venue for the event, so details are still being finalised. Please contact Insp. Steve Baxter at stephen.baxter@hampshire.pnn.police.uk for more information or to be placed on the mailing list.

IPMBA President Monte May Steps Down

IPMBA President Monte May has announced his resignation from the Board of Directors. Jim Bowell, currently serving as Vice President, has been named President for the remainder of the term, which ends in May. The responsibilities of Vice President will be assumed by Secretary Loren Ryerson. The seat on the board will remain empty until regular elections are held at the Annual Conference in May.

Monte was elected to the Board in 2001. He served as Industry Liaison before being elected

President in 2004. Among his accomplishments were formalizing the structure of the Industry Relations Committee, spearheading the Annual IPMBA Product Guide, authoring the Intermediate Police Cyclist Course, now known as the Public Safety Cyclist II Course, and setting IPMBA on the path towards developing a strategic plan.

In announcing his resignation, Monte stated, "with my promotion, my life has gotten farther and farther away from bike patrol. I cannot, in

good conscience, take up a space on the board that another member more active in bike patrols could be filling. I have enjoyed working with each of you and I look forward to seeing everyone at the Conference this spring."

Monte will continue to be active in the organization as an IPMBA Instructor and Instructor Trainer. The board and staff join with the membership in wishing him the best of luck in his role as sergeant.

by Aaron Colletti, IPMBA Member
Rochester Police Department (NY)

On Saturday, June 24, 2006, a team of police officers from the Rochester Police Department (RPD) will ride a Century (100 miles) through Carmel

Valley Wine County in a benefit ride for the Juvenile Diabetes Research Foundation (JDRF).

Why participate in a benefit ride for the JDRF? Sergeant John Vail of the RPD writes: "On June 21, 2004, my then five-year old son, Joey, was diagnosed with Juvenile (Type 1) diabetes. His pancreas no longer produces insulin and he must wear a pump that continually supplies his body with insulin. I want nothing more than to see my son live a normal life free from finger pricks, diets, insulin injections and the strict lifestyle associated with Type 1 Diabetes. The progress, technology and research that JDRF has funded over the years have made living with this disease a

little easier for children today than in years past. But taking insulin is not a cure for diabetes – it is merely life support. With enough money and research this disease has a great chance of being cured in Joey's lifetime."

If you would like to help support the Rochester Police Department as they ride for a cure please log onto www.rpdridetocure.com.

Aaron can be reached at ac1172@cityofrochester.gov.



Bicycling Pedals On

A number of IPMBA members have recently contacted the office because they have not been receiving their subscription to *Bicycling* magazine. They frequently ask if *Bicycling* is still one of the benefits of IPMBA membership. The answer is "yes" if you live in the U.S. or Canada. Each month, IPMBA transmits three lists to Rodale Press – new members, renewed members, and current members who have changed their addresses. This information is imported into Rodale's subscriber database. Like most data that gets transmitted electronically, some gets lost along the way. The result is that an IPMBA member's subscription either stops or never gets started. If you experience problems with your subscription, please email the IPMBA office at info@ipmba.org. Please be sure to include your current address, member number, and expiration date. Your name will be submitted to IPMBA's dedicated customer service representative at Rodale. You will be notified within a week as to when you can expect your subscription to start. A final note about address changes: to ensure that your address change goes through quickly and accurately, contact Rodale Subscriber Services directly at BKEcustserv@rodale.com or 800-666-2806 and reference your subscriber number, which begins with BKE and appears on the *Bicycling* magazine mailing label, just above



Instructors Showed their IPMBA Stuff in 2005

It was yet another excellent year for bike training! IPMBA Instructors around the globe did their part to ensure that the best, most complete training for public safety cyclists reached as broad an audience as possible.

According to course records submitted by more than 200 lead instructors, IPMBA instructors conducted just over 300 classes throughout 2005, training more than 2700 police, EMS, and security personnel on bikes. Instructors achieved the goal set back in January 2005 by increasing the percentage of students who apply for certification from about 25% to slightly more than 30%. Congratulations...can we go for 40% in 2006??

Notable Facts & Figures

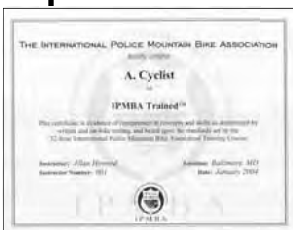
Most classes taught: 8 (Tony Valdes, John Washington); 6 (Jamie Cheatem); 5 (Don Erb, Al Simpson)

Most students taught: 103 (Tony Valdes); 70 (Don Erb); 69 (Craig Wainman)

Most students who applied IPMBA membership & certification: 32 (Jamie Cheatem); 22 (Bob Hatcher, John Washington); 18 (Aaron Lauth)

IPMBA membership & certification applied for by 100% of students: Neil Blackington, Daniel Bowen, Jeffrey Brown, Jamie Bullens, Jamie Cheatem, James Cheatham, Jeffrey Christian, Jason T. Clark, Keith Cox, Michael Creel, Malia Daniels, John Deering, Brad Denkinger, Steve Denny, Jesus Garcia, Patrick Gipson, Mike Hudspeth, James Iacarino, John Koelsch, Aaron Lauth, Bobby Lee, Jonathan Ley, Jess Leyba, Carl Lunsford, Ian MacAyeal, Kevin Manz, Michael Mefford, Jeffrey Natysyn, Wren Nealy, Jr., Roger Nelms, Gregory Oly, Derek O'Neill, Todd Prevost, Bryan Roman, Eric Struss, Joyce Walden, Alison Wilson.

IPMBA membership & certification applied for by 50-99% of students: Nelson Abarzua, Jeff Bergeron, Bryan Boren, George Bowman, David Brook, Michael Clymer, Terry Ferguson, David Gerber, Artie Gonzales, Thomas Harris, Robert Hatcher, Joseph Kowis, Paxton Lively, Kenneth Petereit, Gary Lee Raulerson, Joseph Regan, Adrian Sargent, Stephen Schuyler, Samuel Shumate, Aaron Thomas, Gary Webb, Christian Wheeler.



Get Certified!

Getting "Territorial"

St. Croix Bike Medics Seek IPMBA Training

by John F. Washington, Jr.,
PCI #461T & EMSCI #037T
University of Pennsylvania Police (PA)

From May 12-15, 2005, IPMBA Instructors John Russell, EMSCI #093 and I had the opportunity to teach a rather interesting IPMBA program. It was an integrated "Police Cyclist" and "EMS Cyclist" program, with a total of fifteen students. But the fact that it was a combined class was not the only thing that made it interesting!



Joseph Vincent after performing the size and fit exercise prepares to ride for the first time.

Included in the group were the first six Pennsylvania State Troopers from the Skippack and Media Barracks to attend an IPMBA class as well as some municipal police officers from Bristol Borough, Penn. On the EMS side were personnel from the Bucks County Rescue Squad and, adding an (almost) international flair were two EMS providers from St. Croix, US Virgin Islands. This is the second opportunity that we have had to conduct an IPMBA class with guests from beyond the US borders attending – the first being in 2003, when Niagara EMS, based in St. Catharines, Ontario, Canada, sent two EMS providers to a class taught in Bristol, Bucks County, PA.

Representing the USVI Department of Health, Rescue Technicians Jason J. Henry and Joseph Vincent became the first certified IPMBA EMS Cyclists on the island of St. Croix. Following the devastating Hurricane Hugo in 1989, the DOH has looked at ways to provide better preparedness and medical response to the three islands that make up the USVI – St. Croix, St. John and St. Thomas. Jason

Henry, who also serves as the Bio-Terrorism Coordinator, discovered EMS cycling from the internet and contacted various IPMBA instructors to see if they were conducting any classes. They flew up for the May class, and completed the sessions using borrowed bicycles from the instructors. The goal is to take the training back to St. Croix, an island of 28 square miles with a population of 55,000 and promote it to the Fire Chiefs Association of the three islands. We hope to travel to St. Croix prior to the 2006 hurricane season to conduct training for additional EMS and Police personnel.

The "international" aspect of the training prompted us to treat our guests to some hospitality at the local volunteer fire station's social hall. The hospitality was returned when multiple mini-bottles of the St. Croix drink of choice were provided to all of the course participants. Ironman Glove representative Bill Paine also attended one of the training days and provided the participants with their new line of police gloves. Overall, the "instruction" during the four days extended well beyond the classroom!

Ed.'s Note: IPMBA Instructor Rick Troy of the University of Pittsburgh Police traveled to the USVI in November 1999 to train members of the USVI Housing Police on St. Thomas. He was scheduled to train on St. Croix but Hurricane Lenny put an end to that plan! The following year, IPMBA Instructors Scott Hickey and Dominic Angiolillo were invited to St. Croix, where they trained 17 members of USVI Police from St. Croix and St. John. IPMBA hopes that John Washington and John Russell will too have a chance to "work in paradise," as Scott Hickey described his experience in the Fall 2001 issue of IPMBA News.

John joined the University of Pennsylvania Police Department in 1988. He has been assigned to the bike patrol since its inception in March 1991. He has trained some 700 police, security, and EMS bike personnel from 75 agencies in the United States, Argentina, Australia, and Canada and hopes to add certain US Territories to that list. He earned the status of IPMBA Instructor Trainer at the 2005 IPMBA Conference in Scottsdale. He can be reached at johnfw@publicsafety.upenn.edu.

Member News

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(Continued from page 1)

the force, depending on the above factors, its onset can be sooner or later. Methods for overcoming burnout can be divided into maintaining officer excitement and managing the problem.

Maintaining Officer Excitement

The greater a unit's excitement level, the more slowly burnout takes effect. A commander should attempt to maintain interest levels through providing varied and challenging operational assignments, organizing stimulating training and enrichment, and working to "crystallize" the unit outside of operational missions.

Interesting and Varied Operational Assignments

Commanders should attempt to assign officers to a variety of different missions within the standard unit repertoire as well as develop new activities for the unit. Some interesting operational variations within a bicycle unit might include undercover work in civilian clothes or other enjoyable work that involves a lot of positive civilian contact, like crowd control during parades. In addition, commanders should always be thinking about how to push the envelope of what the unit can do. I am always trying to envision new uses for the bike patrol in the war against terror. Most of my officers joined the unit for the express purpose of contributing to this cause. They feel even more committed to their mission when the connection between their work and combating terrorists becomes more innovative and pronounced.

Training and Enrichment

This can be done by providing the unit with continuing education through articles, videos and stories about policing in general and bicycle policing in particular. IPMBA has been an especially good source but many internet sites and mailing lists offer voluminous and useful resources. Another way of engaging your officers is to challenge them with monthly quizzes and physical contests.

Commanders should also be thinking about how to provide interesting and unusual training experiences, and bike unit members should be invited to offer suggestions. Over the past few years, I have been able to provide my unit with firearms instruction from a trainer of some of the country's top anti-terror units. In addition, during some sessions, my officers were allowed to train on higher tech

weaponry that isn't usually issued to them in standard operations. Following these training sessions, unit morale was notably higher.

"Crystallizing" the Unit Outside of Operational Deployment

In addition to "on the job" motivation-enhancing experiences, introducing after-hours events designed to "crystallize" the unit can also be effective. These can take the form of sports contests against other units or weekend events like cookouts and parties that include spouses and families. However, it is important to find the proper balance of these "crystallizing" activities. While they can raise morale for some officers, for others, participating in a non-operational barbeque comes at the expense of showing up for an emergency scramble.

Managing Burnout

While the above techniques are useful in generating the maximum unit motivation and cohesion, the bottom line is that overcoming burnout is a losing battle. The nature of the work is such that eventually every officer will either be promoted, switch to another unit, retire or quit. It is important to slow the process down as much as possible but a unit commander must also know how to manage the problem through assessing responsibilities, evaluating officer potential, assigning officers with appropriate workloads, removing non-performing officers and drafting new recruits.

Assessing Responsibilities

In coordination with a superior officer, the unit commander must determine the baseline requirements that his/her unit is responsible for providing, both in terms of the number of routine security patrols a month as well as the number of officers per patrol. In addition, a commander needs take into account the average number of exceptional activities and emergency scramble operations that are likely to arise each month.

Evaluating Officer Potential

Once the commander understands the scope of activities the unit must conduct, he/she should examine the performance of the unit's officers. This includes analyzing performance data from a significant period of time (minimum of 3-6 months) as well as interviewing the officers directly. With this information, a commander can estimate fairly well the kind of commitment that each unit member is capable of making.

The commander's focus should be on finding the optimal way of matching the overall commitment of the unit's officers with the baseline responsibilities the unit will have to shoulder.

Assigning Appropriate Workloads

A unit's monthly schedule basically writes itself once the commander has compared unit responsibilities with officer commitment. Some officers will be able to participate in weekly shifts and still be available for special activities. Other officers are only willing to provide a once monthly commitment.

Removing Non-Performing Officers

In some situations, it is best to counsel officers out of the unit, if their maximum commitment falls below your unit's minimum needs. A small number of squared-away officers is preferable to a larger cohort that frequently lets you down. On the other hand, a commander is always hesitant to lose manpower. One way to reconcile this dilemma is to maintain a list of bicycle-trained officers in other units who can be called up in the event of a manpower shortage.

Drafting New Recruits

Finally, the best way to fight burnout is to create a constant pipeline feeding fresh recruits into the unit. New faces are naturally resistant to exhaustion and can replace manpower that is lost to attrition. Recruits can come from both within the police force and from the civilian population and appropriate means exist to attract high-quality candidates from both sectors. These include flyers, information booths, internet discussion groups and more.

Conclusion

While burnout and attrition are unavoidable problems that every commander must deal with, there are ways to slow its progress and limit its damage. However, commanders must be realistic in their assessments of each unit member's capabilities, understand how to manage the problem and ensure a constant flow of new recruits to breath fresh life into the unit.

Samuel Schwartz is the commander of the Ra'anana Civil Guard (Auxiliary Police) Bicycle Patrol Unit in Ra'anana, Israel. He can be reached at dianasam@aquanet.co.il.

Pushing Paper: On Doing it Right the First Time

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

This job stinks! We all got into this profession for similar reasons: help people, save lives, catch bad guys, drive fast, etc. Then along came the paperwork and the supervisors who wanted it done right the first time. My sergeant used to say, "If you don't have time to do it right the first time, when will you find the time to do it over again?"

We all started riding for similar reasons: get in shape, stay in shape, sneak up on the bad guys, so we could wear shorts, etc. Then we became instructors and along came the paperwork, and IPMBA wants it done right before you submit it, or else! Or else we'll put this article into the newsletter. You'd be amazed at how many eyes look over the paperwork you submit and how many different purposes the paperwork serves. We know it won't always be perfect; my latest submission certainly wasn't. However, there are a number of recurring issues with class paperwork that we'd like to try to resolve. As a member of the Education Committee, I am tasked with reviewing all course records, especially evaluations and incident report forms. I summarize the course information and then send the summaries to the Education Director and the IPMBA office for examination and filing. The IPMBA office uses the coursework to track instructors' active status, maintain a database of all students trained, and invite successful graduates to become members.

In an effort to make all of our jobs easier, we'd like to bring to your attention, en masse, some of the more common problems.

Student-Teacher Ratio: The student-teacher ratio is no more than ten students per "Certified IPMBA Instructor." Even if you use a "Certified IPMBA Member" as a helper, you still need to have one certified IPMBA Instructor for every ten students. If your department is pressuring you to exceed that limit, please contact Education Director Corky Reed at corkybike@msn.com, and he can help you. If you encounter any problems prior to a class starting, he may be able to help you find a co-instructor, or can advise you how to avoid making a bad submission. He may even be able to help if your co-instructor drops out just before a class starts.

Course Forms: In regards to paperwork, every instructor should have an IPMBA CD with a "Why IPMBA" PowerPoint presentation and all of the IPMBA forms, which are designed to be filled out on your computer. Please use those forms rather than departmental forms for your submissions. Fill each form out completely, especially instructor names/numbers, student contact information, and written and on-bike test scores. And if you choose to fill the forms out by hand, please write legibly! If you don't have the forms, request them via email to info@ipmba.org.

Save Paper and Postage: In an attempt to reduce paperwork, IPMBA now has a waiver that you pass around the room, and all students sign on the same piece of paper. If you are still having students sign individual waivers, email info@ipmba.org to request this customizable waiver. Also, most photocopiers have what's called a combine/series mode, which enables you to copy up to four pages onto a single sheet of paper. This is a great way to copy your evaluations and waivers. If your machine isn't quite that high-tech, chances are that it can at least duplex, that is, copy single-to-double-sided. Check with your departmental copier guru to find out how to use this function. This will help save you the cost of both paper and postage.

Postcard: You'll receive a postcard shortly after your submission to acknowledge its receipt. In my case, and many others, there will be a request for the paperwork you forgot. Please send those forms back within two weeks and attach the postcard so the paperwork will go to the correct Course Record. If you are faxing the missing paperwork, just fax a copy of the postcard along with it.

Random Reminders:

- ⌘ Make sure that all students who complete your classes fill out an evaluation, not just the ones who pass the test.
- ⌘ Submit your paperwork within two weeks of the end of your class.
- ⌘ Only submit membership & certification applications on behalf of your students if payment is also enclosed.
- ⌘ Keep two full sets of coursework, one for you and one for your department. It does not matter whether you submit the original or the copy to IPMBA.
- ⌘ Send only the course record and roster, evaluations, waivers, and incident report forms. Do not send query sheets or test sheets, written or practical.
- ⌘ List all students on the roster, even those who did not finish (DNF) or failed.

IPMBA is YOUR Organization

IPMBA continues to be a great organization because of fine instructors like yourselves, who started out as fine bike officers and medics. Our organization exists to serve its members through the Board of Directors and its Instructor Cadre. If we become stagnant or lose our members, we cease to exist. Therefore, we ask that you use the "Why IPMBA" presentation, the video, and your own experiences to persuade students to join **YOUR** organization. Where would we be if we didn't strive to do better in our training, riding, recruiting, and even our paperwork?

See you in Dayton!

IPMBA Board Openings Announcement

Two seats on the IPMBA Board of Directors will be up for election/re-election at the 2006 IPMBA Conference in Dayton, Ohio. 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 22, 2006).
- 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 22, 2006. 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, May 9, 2006.

Register NOW for the IPMBA Conference!

Dayton, Ohio ~ May 6-13, 2006

Effective, proven, and skill enhancing **training and certification courses...**

Essential, dynamic, and innovative **on-bike sessions...**

Experienced and respected **instructors...**

Insightful and information-filled in-class **workshops...**

The nation's largest and best bicycle patrol **product exhibition...**

Unparalleled **networking opportunities...**

Call 410-744-2400 or visit www.ipmba.org for a registration form.



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Are you registered for Dayton yet?