

Spring 2008

# ipmba news

Newsletter of the International Police Mountain Bike Association



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

Vol. 17, No. 2

## Milestones, Memories and Mission

by Maureen Becker  
Executive Director

The articles in this issue of *IPMBA News* highlight important milestones in the development of police and EMS cycling, but they only skim the surface. The history of public safety cycling is being written daily by IPMBA members, in ways large and small, noticed and unnoticed. Every time a bike team member conceives of a new way to integrate public safety bikes into day-to-day operations, history is made. History is made when a bike cop makes a good arrest, a bike medic saves a life, and a security officer on a bike prevents a crime. Most of these public safety cyclists will never be known by name or recognized outside of their departments. Often, they are not interested in recognition; they just want to do their jobs well and serve their communities.

... take this thing farther than any one of us ever dreamed it would go. Work hard so we can say we were part of something significant ...  
-Allan Howard

As this newsletter went to print, an important person in IPMBA's history reached a significant milestone in his career. On March 28, 2008, Allan Howard, PCI #001T, retired after 26 years with the Dayton Police Department. Allan was one of the visionary individuals who began writing the history of modern police cycling during the First Annual Conference of Bicycle-Mounted Police, held in Tucson in 1991. By calling it the "first", they demonstrated their optimism that it would not also be the last. He, along with the rest of IPMBA's original board members (Jessica Cummins, Gary Gallinot, Paul Grady, Gary McLaughlin, Scott Virdin, Ray Wittmier, and Tom Woods), opened a new chapter the next year

with the founding of IPMBA, and the year after that, with the debut of the IPMBA Police Cyclist Course.

In his introduction to the *Complete Guide to Police Cycling*, First Edition, Allan wrote, "to my brothers and sisters who have yet to step forward and make a difference, take this thing farther than any one of us ever dreamed it would go. Work hard so we can say we were part of something significant in a line of work where it is usually hard to see progress." Those words have as much meaning today as they did in 1996.

Although the degree to which bikes are used within any given department waxes and wanes, influenced by budget, manpower, and the whims and vagaries of the administration, IPMBA members are persistent, dedicated, and creative. They can overcome resistance and adversity, and will ensure that chapters continue to be added to the history of IPMBA and public safety cycling.

## Bike Patrol and Budget Cuts

by Jay Neal, PCI #680  
Nags Head Police Department (NC)

With gas prices soaring and budget cuts everywhere, we in law enforcement are being forced to do things differently. One of the problems with small departments is that we tend to try to do a lot of things just a little and so we can't see the benefits completely. We often cut in the wrong places because we are not properly informed. We cut things that we don't understand or are not well versed in. Sometimes that means the bike patrol, even though it has been shown to be a more than viable way to police, from community policing to hard core drug busts. In my department, we have had some bike officers that are not totally into the whole bike patrol way of policing. These officers do a less than adequate job and so the administration gets a bad taste, and you start to lose support. If you are faced with budget cuts and loss of support and need a boost, here are some things to keep in mind.

First, the cost to outfit an officer with uniforms and a car loaded with equipment, from computers to traffic cones is about \$36,000. The bike officer is considerably less expensive to

(Continued on page 30)

### inside

Board List.....	26
Instructor Corner.....	27-29
IPMBA Corporate Members.....	17
Issue Focus: History .....	5-10
The Rise, Fall, and Rebirth of Bicycle Patrol.....	5
A Brief History of EMS Cycling.....	9
Pedaling Into History.....	10
Member News .....	25-26
News from the UK .....	23-24
President's Column .....	2
Product Purchase Program .....	13-16

# Pride and Accomplishment



“In 14 hundred and 92, Columbus sailed the ocean blue.” When Christopher Columbus set sail, he wasn’t quite sure where he would end up or what he would find. The same thing can be said for IPMBA. In 1991, when our forefathers started on this

journey, they knew what they wanted to do, but they were not quite sure where it would take them. Seventeen years later, not only is IPMBA still around, but we’re a professional, thriving, progressive organization that is still leading the world in public safety cycling.

IPMBA is still the only organization for public safety cyclists that employs a full-time staff. We do this to better serve our members and because without you, Maureen wouldn’t have anything to do. Since the beginning, IPMBA has held an annual conference for public safety cycling professionals, which includes a trade show highlighting products for public safety cyclists. Since 1993, we have offered pre-conference courses, starting with the Police Cyclist Course. As public safety cycling evolved, we expanded into maintenance, EMS Cycling, and Security Cycling. You asked for advanced training courses, and IPMBA responded with classes like Public Safety Cyclist II,

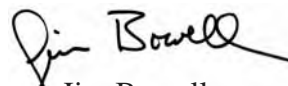
EMS Cyclist II, and Night Operations-Firearms & Tactics. Our intense Instructor Course is frequently described by students as one of the most challenging – and the most rewarding – courses of their careers. One newly certified instructor said, “It was undoubtedly the

most intensive training I’ve had since my police academy AND I felt very proud of the accomplishment in receiving my certification.” That makes us proud.

There’s no stopping IPMBA now. While we have a rich and storied past, we will not rest on our laurels. Your board promises to make sure that IPMBA continues to be the most progressive and professional organization for public safety cyclists. While we can look back to what our forefathers started and thank each of them, we need to remember that IPMBA is as strong as our membership.

**With your ideas and support, IPMBA will grow bigger and stronger.**

With your ideas and support, IPMBA will grow bigger and stronger. IPMBA may not be the same organization that it was in the beginning, but I am confident that the charter members would be proud of what we have become.

  
Jim Powell

## BE AN IPMBA INSTRUCTOR!

*Want to become an IPMBA-Certified Instructor?*

Call 410-744-2400 or email [info@ipmba.org](mailto: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.

**Check out [www.ipmba.org](http://www.ipmba.org) for information on upcoming instructor courses!**

### ipmba news

Newsletter of the  
INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION  
583 Frederick Road, Suite 5B  
Baltimore, MD 21228  
PH: 410-744-2400 ~ FX: 410-744-5504  
E-mail: [info@ipmba.org](mailto:info@ipmba.org)  
Web site: [www.ipmba.org](http://www.ipmba.org)

**Jim Powell**  
IPMBA President

**Maureen Becker**  
Executive Director; Managing Editor

**Jennifer Horan**  
Design and Layout

Copyright 2008 © International Police Mountain Bike Association (IPMBA). Reproduction without permission is prohibited.

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.**

THE TOUGHEST  
PATROL BIKES  
ON EARTH!



**VOLCANIC BIKES** set the  
**STANDARD** as the **BEST**  
patrol bikes in the Bicycle  
Patrol Industry.

They are built **TOUGH** to  
**EXCEED** the needs of **ALL**  
patrol personnel

**"OF COURSE I WOULD CHOOSE VOLCANIC. THE OTHERS ARE  
NOWHERE NEAR THE STANDARD REQUIRED FOR POLICE USE."**

**-COMMENT FROM PATROL OFFICER & IPMBA INSTRUCTOR**

Volcanic Bikes are  
hand-built and  
ridden by true  
bicycle enthusiasts.

**BUY AMERICAN!  
RIDE VOLCANIC BIKES!**

**Hand-built in the USA**

***Volcanic Manufacturing LLC***

PMB 2644  
2103 Harrison Ave. NW  
Olympia, Washington 98502

Ph#-360-943-8613

E-mail [info@volcanicbikes.com](mailto:info@volcanicbikes.com)

**[www.VolcanicBikes.com](http://www.VolcanicBikes.com)**





# Smith & Wesson

Bringing Public Safety Professionals Closer to the Community

# 2008 PUBLIC SAFETY BIKES

## START NOW!

### BIKE PATROL STARTER PACKAGE

includes Perimeter bike, helmet, bag, and dual strobe lights



SAVE **\$50**

See the difference a bike patrol can make by taking advantage of this special offer



PERIMETER



TACTICAL



CUSTOM

Smith&Wesson builds bicycles to meet the needs of **POLICE AND PUBLIC SAFETY PROFESSIONALS**, people who spend their entire shift on a bicycle. Smith&Wesson bicycles are designed to provide a smooth, dependable, and silent ride with a more **COMFORTABLE "HEADS UP" RIDING POSITION** that reduces strain on the wrists and shoulders.

Smith&Wesson bicycles feature an **OVERSIZED ALUMINUM FRAME WITH A LIFETIME WARRANTY**, heavy duty name brand components, strong downhill grade wheels, adjustable front suspension, rear rack, rear mounted kickstand, roadworthy tire tread and a comfortable saddle. In addition, Smith&Wesson offers a **FULL LINE OF ACCESSORIES** such as lights, bags, and more to meet the needs of any agency.



For more information on pricing and features call toll free 1-877-533-7245

2105 SE 5th Street Ames, IA 50010 Tele: 515-232-0277 Toll Free: 1-877-533-7245 Fax: 515-232-0279

e-mail: [info@cyclesg.com](mailto:info@cyclesg.com) website: [www.swbikes.com](http://www.swbikes.com)



Over seventeen years ago, men and women came together with the idea that an organization that provided networking and consistent training was needed for the newly rediscovered partnership of bicycles and law enforcement. IPMBA was born. This issue's focus is on both how that partnership has grown and evolved, and the storied history from which it grew. Enjoy! Pages 5 - 10.

## The Rise, Fall and Rebirth of Bicycle Police

by **Ross D. Petty**  
Babson College  
Babson Park (MA )

*Editor's note: Professor Petty is interested from hearing from people with additional information about the use of the bicycle by police prior to 1987 so he can continue to expand the body of knowledge related to the history of police cycling in the United States. He can be contacted at [petty@babson.edu](mailto:petty@babson.edu).*

### Introduction

The concept of police patrolling originated in England in 1818, after private rewards failed to deter crime and people were outraged when troops were called into Manchester to quell a civil disturbance and left 11 people dead. Sir Robert Peel introduced the Metropolitan Police Act of 1829, which set up metropolitan police districts, staffed by paid constables. These "Bobbies" (nicknamed in honor of Sir Peel) were on duty 14-17 hours of the day and often patrolled 20 miles a day for weeks on foot without a day off. To verify their diligence, early constables had to leave a ticket at a designated home on the farthest point of their patrol.

Boston developed a similar paid night patrol in 1801 and in 1804 Detroit appointed its first team of civilian police officers. In 1844, New York City was the first American city to model its police department after the principles in Peel's law that included offering service to all members of the public and maintaining a good relationship with the public. Riots in many major U.S. cities from the 1830s through 1850s led to the formation of police departments in virtually every major U.S. city by the mid-1860s.

### The Rise of Bicycle Use

In the 1860s, the earliest pedal bicycles made of iron and wood called boneshakers appeared. The earliest use of the bicycle by police may have occurred in 1869 when an Illinois sheriff reportedly supplied himself and his deputies with these boneshakers. However, boneshakers, as the name suggests, were heavy, not very comfortable to ride on poor quality U.S. roads, and overpriced because of patent license fees, so the fad was short lived. British police may have patrolled by tricycle in the late 1880s, and the Boston Park Commission police patrolled

by high wheel bicycles during the same time period. The Newark, NJ, Police Department established its first bicycle squad in 1888.

By September 1892, the police in Orange, NJ, were being trained to ride safety bicycles for patrol and tandem bicycles for quick response to outbreaks and disturbances. By this time, the bicycle had evolved essentially to its modern form, the pneumatic tired, diamond frame safety bicycle. This same year, nearby Stamford, CT, appointed Arnold Kurth as its first bicycle policeman.

The following year saw Holyoke, MA, also favorably experiment with bicycle patrols. By 1894, after some debate, Philadelphia, Brooklyn, Cincinnati, and Chicago all had active bicycle police patrols. Thus, 1894-95 appears to be the beginning of wide-spread police bicycle use in the U.S. and indeed throughout much of the world. In Wellington, New Zealand, the police bought bicycles in the mid-1890s. Bicycles also were used by police in Ottawa and Winnipeg, Canada, around this time.

New York City started its unit in December 1895 with two bicycle policemen patrolling the streets most often used by cyclists. Within three months, the Chief of Police proposed making the bike squad permanent and extending it to three more precincts noting that bicycles increased police

efficiency and were effective in patrolling and controlling scorchers (speeders on bicycles) as well as runaway horses. Police Commissioner Teddy Roosevelt, himself a cyclist, approved this proposal and within its first year of service the 29 man bicycle squad was responsible for 1,366 arrests. Soon, the squad grew to one hundred wheelers, including noted racer, "Mile-A-Minute" Murphy, and had its own station house. In his autobiography, Roosevelt praised the squad: "any feat of daring which could be accomplished on the wheel they were certain to accomplish".

An important impetus for these patrols beyond community patrolling was the control of "scorchers", as bicycle speeders were then called. In July 1896, after experimenting with 25 citizen wheelmen to patrol the streets and apprehend scorchers, the City of Denver began its two man team of "scorcher



Courtesy St. Paul Police Historical Society

*(Continued on page 6)*

(Continued from page 5)

herders.” They arrested twenty scorchers during their first day. The Denver “wheelcops” refused to use the sling shot device then reportedly being used in Chicago to hurl small lead balls at bicycle wheels in order to break spokes and bring the bicycle to a sudden stop. Similarly, in Grand Forks, MN, a bicycle patrol was started in the summer of 1896 to control scorchers and sidewalk cyclists.

Naturally, it fell to the bicycle police to catch the early automobile speeders as well. Indeed, two police managed to catch and pull over a car transporting then President Theodore Roosevelt at a speed of 25 miles per hour when the speed limit was 15 mph.

Smaller cities, such as St. Paul, also adopted the bicycle for police use before the turn of the century. Fargo, ND, reports that all of its police were issued “Crimson Rim” bicycles in 1898 to help combat traffic problems. This amounted to at least ten officers.

Bicycle use by police continued to increase in the early 20<sup>th</sup> century. In 1907, Indianapolis reported that its ten person bicycle squad made more arrests than any other police branch. Although Indianapolis had two police cars by that time, it was predicted that the number of men on the police squad would increase. The efforts of the bicycle squad continued to be exemplary in the following year. Of the 11,000 arrests made in 1908, the dozen members of the bicycle squad received credit for nearly 25%. By 1917, a bicycle trade publication estimated there were 50,000 bicycle police in the United States. It also reported that the five boroughs of Greater New York employed 1200 bicycle mounted patrolmen. These patrolmen could cover eight to nine times the territory of walking patrolmen. This is a tenfold increase over the original NYC bicycle squad of two decades earlier. Other communities also had police patrols at this time.

The estimate of 50,000 bicycle police was based on the assumption that one out of ten policemen used a bicycle and the article estimated a total of 500,000 police in the country. However, U.S. Census figures for 1920 indicate there were about 82,000 police and another 32,000

sheriffs. This would amount to somewhere between 8-11,000 bicycle mounted police or one bicycle officer for every 9-13,000 people. This could represent a high point of police bicycle use in the United States because the post World War I era saw a significant increase in police motor vehicle use.

## The Decline of Bicycle Use

Police motorcycles started being used as early as 1908. In that year, Detroit bought the first Harley Davidson police motorcycle. By 1909, Pittsburgh, Omaha, Houston and other cities also had police motorcycles. Most of the early police vehicles were wagons used to carry several prisoners or to transport several officers to a trouble spot but gradually, open touring cars were adopted. By the “roaring” 1920s, when police had to deal with crime caused by prohibition, closed cars became more popular not only for patrol work, but for pursuing criminals who frequently attempted to escape in cars that could travel at increasingly faster speeds.

Corruption and political influence was commonplace in U.S. police departments during the 1920s, which led to reforms in the 1930s. Politics was replaced with professionalism and the police function was narrowed from broad social services to crime control. Technology was emphasized and patrolling was overshadowed by rapid response to calls for service. As a result, foot and bicycle patrols were replaced by telephone calls leading to radio dispatch of police cars. The termination of bicycle police patrols was not always newsworthy, but we do know that downtown NYC no longer had bicycle police by 1929 and Richmond terminated its bicycle unit in 1934. Similarly, the New Haven bicycle patrol, started in 1899 with one officer, was terminated in 1925, after the department started using motorcycles for patrol in 1913.

## Bicycle Police Rebirth

Particularly after World War II, when the U.S. both suburbanized, creating larger areas to patrol, and grew increasingly dependent on the private automobile for transportation, the police grew increasingly dependent on motor vehicles for patrolling and rapid response by radio to emergencies that were reported by telephone to a police dispatcher. Technology-dependent police officers became isolated from the communities they served. Occasionally, at least by the 1960s, communities began to question this approach. For example, the picture on this page suggests that Minneapolis had at least occasional police officers on bicycles by 1961. There also are reports of undercover bicycle police arresting criminals that preyed on cyclists and joggers in New York City.



UPI Photo from The Fad that Lasted: A Short History of Bicycling

This isolation of police in stations and radio dispatched cars was underscored by demonstrations for civil rights and at the 1968 Democratic National Convention. A study by the Kansas City Police Department attempted to evaluate the effectiveness of randomized

patrolling in marked police cars. The study found that increasing or decreasing the frequency of patrols had no significant impact on the level of crimes believed to be deterred by police patrols and the change in levels of patrolling was not noticed by citizens. In addition, about 60% of police officer patrol time was “uncommitted” and often used for non-police-related activities. These problems and three Presidential Commissions between 1968 and 1973 led to the development of community policing where police returned to patrolling neighborhoods and interacting with citizens.

(Continued on page 7)

# The Rise, Fall and Rebirth of Bicycle Police

History

*(Continued from page 6)*

While most early community police patrolling was done on foot, the concept was consistent with bicycle patrols as well. In 1970, the two square mile community of Lindsay, CA, started police bicycle patrols. Chief of Police John Beene noted that bicycle patrols covered just about as much territory as police in patrol cars and officers benefited from both the silent approach and high seated view of the bicycle. Baltimore started experimenting with bicycle patrols in March 1972 because police cars had difficulty traveling through narrow alleys. Crime dropped 50% in six months of the four beats patrolled by bike from 8am to midnight. In September 1973, two police officers in Menlo Park and Atherton, CA, began a three year experiment of patrolling residential neighborhoods by

San Diego police patrolled the beach and other areas by bicycle since at least 1985 and police in the El Sereno part of Los Angeles began patrolling the business district by bike to reduce street crimes and robberies. On the East Coast, Englewood also started a bicycle unit, the Radio Auto Theft or RAT squad, to combat car radio theft. The squad patrolled near cars baited with valuable radios and waited for a thief to take the cheese. Memphis started its bike patrol in 1986.

Despite some twenty predecessors, the modern rebirth of bicycle patrolling is generally credited to Sergeant Paul Grady and his partner Mike Miller who proposed the idea in Seattle in the spring of 1987. Bicycles were suggested as a means to get through traffic gridlock then being caused by downtown construction. In 1991-92, Seattle received more than 600 requests

in 1990, the League of American Wheelmen surveyed police departments and discovered that 80 cities in 26 states had bicycle patrol units and others were planning units. Eighty percent of the units in existence in 1990 had been formed between 1988 and 1990. Leaving about 16 units that had been formed prior to 1988. The L.A.W. organized the first annual Police on Bikes Conference in Tucson, AZ in May 1991. This led to the founding of the International Police Mountain Bike Association (IPMBA) in 1992.

## Conclusion

Today, New York City boasts 3,000 plus bicycle police with another 350 in Los Angeles and 210 in Houston. In 2000, it was estimated that in the U.S., over 6,000 police departments have a bicycle unit totaling over 35,000 bicycle officers nationwide. This amounts to one bicycle police officer for approximately every 8,000 people, exceeding police bicycle officers per person in the early part of the 20<sup>th</sup> century.

In a country long known for increasing “automobilization,” it is interesting that police patrolling also went through a period of increasing “automobilization” but now has recognized the value of the bicycle as one of several means of neighborhood patrol. This recognition of the usefulness of what otherwise is considered primarily a child’s toy in the U.S. is based not only on the relative costs of the two vehicles, but on three other factors as well. First, the open nature of the bicycle that makes bike patrol officers more in touch with their surroundings and more approachable by citizens. Second, the ubiquitous nature of the bicycle allows it to travel almost anywhere, largely unnoticed. Third, the level of automobile traffic in most cities, particularly during major events, slows all motorized traffic to a standstill, but still allows police to use bicycles to travel to needed locations efficiently and in a relatively unimpeded manner. These advantages of bicycle patrol suggest that it is now more than a periodic fad, and should be considered a permanent part of police patrol and travel tactics.

*Please see references for this article on page eight.*



Courtesy Seattle Police Department

bicycle. Some of this activity in the early 1970s was stimulated by the boom in bicycling that occurred at this time and was extended by the gasoline shortage of 1973. The Panama Canal Zone police used bicycles for night patrol during this time and by December 1973. This also was a time of increased concern about narcotics trafficking in the Zone. Richmond re-instituted the bicycle patrol with one officer in the downtown area for the first time since 1934.

This experimentation with bike patrols continued. Madison started bike patrols of both downtown and the University of Wisconsin campus in 1978. In 1979, San Jose formed a five person bike squad. 1985 appears to be a banner year for bicycle patrols. Fort Lauderdale and nearby Hollywood, FL, both started bicycle units in that year. In California,

for information. By 1993, Seattle had 70 police on bicycles.

Although not actually the first to adopt bicycles for police patrols in the second half of the 20<sup>th</sup> century, Seattle does deserve credit for being the first to consider the concept for bicycle patrolling in general rather than for special areas and purposes. It also publicized its efforts to stimulate interest in other police departments in the U.S. and throughout the world. Table One on page eight identifies locations where modern police used the bicycle before the Seattle adoption.

## Modern Police Department Bicycle Patrols before July 1987

The idea spread to other police departments as well as private security companies and college campus police. In

# The Rise, Fall and Rebirth of Bicycle Police

**References** The author wishes to thank Maureen Becker, Executive Director of the International Police Mountain Bike Association, for research assistance in preparing this paper.

- 50,000 Bicycle Police in U.S. (1917-18). *Cycle Trades Bulletin*, p. 12.
- Amer, M. (1986, Feb. 21), Beach-front Restoration in Oceanside on Schedule. *The San Diego Union – Tribune*, p. B-15.
- Among the Wheelmen. (1893, June 26) *New York Times*, p. 11.
- Beck, Kirby (2001), "Protestors Discover a Formidable Foe," available at <http://www.ipmba.org/newsletter-0101-formidable.htm>.
- Bigart H. (1972, Aug. 6) Police Patrol on Bicycles Sharply Cuts Crime in Baltimore Alleys. *New York Times*, p. 45.
- Bike Patrol in Richmond (1973, Dec. 9),. *New York Times*, p. 33.
- Coast Town is Patrolled by Police on Bicycles. (1975, June 22). *New York Times*, p. 34.
- Dunham, N. L., (1956). *The Bicycle Era in American History*, Cambridge: Harvard University PhD Thesis in History.
- Ent, C. and Hendricks, J.E. (1991). Bicycle Patrol: A Community Policing Alternative. *The Police Chief*, 58(11), 58-60.
- Goetz, Mike (2002), "Police Bicycle Use in Crowd Control Situations," *Law and Order Magazine*, (April), available at <http://www.ipmba.org/newsletter-0211-crowds.htm>.
- Gossip About Bicycles (1907, June 2). *New York Times*, p. S4.
- Gunnell J. (1984). The Law –On Wheels. *The California Highway Patrolman*, 48(6), 88-95.
- Held for Speeding Autos. (1902, Dec. 8), *New York Times*, p. 1.
- Held Up President (1905, June 20), *The Washington Post*.
- Herlihy, David V. (2004), *Bicycle: The History*. New Haven: Yale University Press.
- Hernandez, Marita (1985, Dec. 12). El Sereno Area: Police Pedal Patrol Hits the Streets, *Los Angeles Times*, part 2, p. 3.
- Hudson, Don (2002), "LAPD's Bicycle Rapid Response Team," *Law and Order Magazine* (April), available at <http://www.ipmba.org/newsletter-0211-lapd.htm>.
- In the News (1986, May 28), *Arkansas Democrat – Gazette*.
- Jeffers, H. P. (1994). *Roosevelt: The Story of Theodore Roosevelt and the New York City Police, 1895-1897*. New York: John Wiley & Sons, Inc.
- Kelling, G. L., and Moore, M.H. (1974). *The Kansas City Preventive Patrol Experiment: A Technical Report*. Washington, DC: Police Foundation. Research summary retrieved on June 13, 2003 from <http://www.policefoundation.org/docs/kansas.html>.
- McCord, M. (1991). *Police Cars: A Photographic History*. Iola: Krause Publications
- McGurn, J. (1999) *On Your Bicycle: The Illustrated Story of Cycling*. York: Open Road Publishers.
- On Your Bike. (1993). *The Economist*, 329(7831), 28-29.
- Bikes and Back, (1973), *The Panama Canal Review*, (Fall), pp. 15-16.
- Petty, R. D. (2001). 'The Product Life Cycle and the Use of Bicycles to Deliver Goods and Services.' In T. Witkowski, (Ed.), *Milestones in Marketing History: Proceedings of the 10<sup>th</sup> Conference in Historical Analysis and Research in Marketing* (pp. 117-127). Durham: Duke University.
- \_\_\_\_\_ (2006), "Transportation Technologies for Community Policing: A Comparison," *International Journal of Police Science & Management*, 8(3), pp165-175.
- Police Begin Bicycle Patrol Working From Their Homes. (1973, Sept. 11) *New York Times*, p. 53.
- Police on Bikes. (1991) *Bicycle USA*, 27(7), 14-16, 26.
- Policemen on Bicycles, (1892, Sept. 4), *New York Times*, p. 19.
- Poore, C.G. (1929, Jan. 27), Watching Over the Peace of Six Millions. *New York Times*, p. xx3.
- Singer, H. (1985, Aug. 29). A Sneak Attack on Street Crime: Leg Power Moving the Law's Long Arm. *The Record*, p. C1.
- Sklarewitz, N. (1967, April 18). Caught in the Act: Police Don Disguises to Capture Criminals. *The Wall Street Journal*, p.1.
- Smith, R. A. (1972). *A Social History of the Bicycle: Its Early Life and Times in America*. New York: American Heritage Press.
- Spreng, R. (1995), The 1890s Craze in the Red River Valley. *Minnesota History*, 54(6), pp. 268-282.
- The History Channel, (1997). *Modern Marvels: The Police Car—In Pursuit of Justice*. Stamford: Arts and Entertainment Television Networks.
- Trojanowicz, R., Kappeler, V.E., Gaines, L.K., & Bucqueroux, B. (1998). *Community Policing: A Contemporary Perspective*. Cincinnati: Anderson Publishing Co.
- Wallack R. (2005). Can You Pass the Bike Cop Test? *Bicycling*, 46(9), 74-80.
- Whiteside, J. (1991), It was a Terror to the Horses! Bicycling in Gilded-Age Denver. *Colorado Heritage*, (Spring), pp. 2-16.

**Table One: Modern Bike Patrols, Pre-1987**

Year	Location	Source and Comments
1961	Minneapolis, MN	UPI photo
1970	Lindsay, CA	New York Times, June 27, 1975 p. 34
early 1970s	Davis, CA	San Jose Mercury News, Aug. 23, 1988
March 1972	Baltimore MD	New York Times, Aug. 6, 1972, p. 45
Sept. 1973	Menlo Park & Atherton, CA	New York Times, Sept. 11, 1973, p. 53 — just two officers
Fall 1973	Panama Canal Zone	Panama Canal Zone Review, Fall 1973, p. 16. Night patrol
Dec. 1973	Richmond, VA	New York Times, Dec. 9, 1973, p. 33 — just one officer, hoped to save gas
1978	Madison, WI	New York Times, Aug. 18, 1978, p. 20
1980	San Jose, CA	San Jose Mercury News, Aug. 30, 1980
1981	Dallas, TX	Southwest Wheelman "Spokesmen", Jan. 5, 1981 — to patrol the mall
1981	Morgan Park, IL	Chicago Sun Times, May 24, 1981
May 1981	Kelso, WI	Boston Globe, May 28, 1981
Sept. 1982	Cincinnati, OH	Highland Herald
Feb. 1984	Beavercreek, OH	Beavercreek Daily News, Feb. 11, 1984
Feb. 1985	Hollywood, FL	The (Bergen) Record, Feb. 3, 1985, p. A33
1985	Ft. Lauderdale, FL	<a href="http://info.ci.ftlaud.fl.us/police/bicycle.html">http://info.ci.ftlaud.fl.us/police/bicycle.html</a>
July 1985	Hudson, NH	Boston Globe, July 6, 1985
Aug. 1985	Englewood, NJ	The (Bergen) Record, 1985, p. C01
1985	San Diego, CA	San Diego Union –Tribune, Feb. 21, 1986, p. B-15
1986	Los Angeles, CA	Los Angeles Times, Dec. 12, 1985, part 2, p.3. — two bikes donated by local business to patrol El Sereno area
May 1986	Memphis, TN	Arkansas Democrat –Gazette, May 28, 1986
July 1987	Seattle, WA	<a href="http://www.cityofseattle.net/Police/Units/bike_patrol.htm">http://www.cityofseattle.net/Police/Units/bike_patrol.htm</a>



# A Brief History of EMS Cycling

by Maureen Becker  
IPMBA Executive Director

The history of EMS cycling is not as well-documented as that of police cycling, but the new *Complete Guide to Public Safety Cycling* provides a foundation for further research. It is likely that bike medics were first deployed during special events as an alternative to walking, and quickly proved to be an effective means of overcoming the crowds and traffic that inhibit timely response to medical emergencies.

Several colleges and universities began using bikes in the 1980's, but mostly just for transportation. Members of the Indianapolis Fire Department likewise started using their own bikes at special events because, according to a former member, they "got tired of walking." The department purchased their first bikes in about 1984 and a bike team was in operation by 1989. In 1991, Denver Health Paramedic formed one of the first officially organized EMS bike teams.

British Columbia Ambulance Service implemented the Advanced Life Support Bike Squad in 1993, a program which quickly expanded throughout the province. It was used as the model for the creation of the Troy (OH) Fire Department's bike team in 1994. In Troy, two paramedics staffed mountain bikes carrying both BLS and ALS equipment, an abbreviated drug bag, intubation supplies, and a cardiac monitor. One of these paramedics was IPMBA's current president, Jim Bowell. He and his colleague, Doug Ingle, provided their own bikes, but the rest of the equipment was furnished by the department and the local hospital. The team was rounded out by paramedics Jeff Shelton and Brad Ray.

In 1996, the Lebanon, OH, fire division established a bike medic team for Applefest; Fremont, CA, launched a bike team for the Fourth of July; and both Boston and Toronto began bike operations. By 1997, EMS bike units could be found in Alexandria, VA; Gaston County, NC; and Lakewood, CO.

Although most US-based medical bike units are used primarily for special events, some have been deployed on a more routine basis. In 1997, the Nashville FD began assigning bike medics to patrol the Second Avenue/Printer's Alley district on weekends in response to an incident in which it took an ambulance 25 minutes to penetrate the crowds and reach a heart attack victim. In 2000, the Orlando FD introduced a bike unit for special events, but it soon began patrolling the entertainment district from 9pm-3am on Fridays, Saturdays, and holidays. For the first two years after its founding in 1996, the Boston EMS bike team operated on every shift. They now patrol on a less frequent basis, focusing more on supporting large-scale events such as First Night, St. Patrick's Day, and the Boston Marathon.

In 2000, a pilot project launched by the London Ambulance Service (LAS) deployed paramedics on a 10-hour day, 7-day-a-week shift pattern in a five-kilometer area in the heart of the city. The success of the program resulted in the established of a full-time cycle response unit (CRU) that is still expanding throughout the city. Similar CRUs have since been implemented in York, Manchester, and Cardiff, among others, both by the NHS Trust ambulance services and voluntary services such as St. John Ambulance.



Courtesy British Columbia Ambulance Service

EMS cycling has also found a niche within the airport environment, where EMS personnel face the challenges of crowded terminals and heavily trafficked airfields. As early as 1998, Eau Claire Airport (WI) and Vancouver (BC) International Airport deployed medics on bikes. Nashville International Airport has been patrolled by cross-trained first responders since 2000. In 2004, LAS began Cycle Response Unit service in Heathrow Airport, and paramedics took to their bikes at Calgary Airport. Fort Lauderdale FD launched the airport's "Bike 1" in 2005, and the Los Angeles FD began a pilot initiative at LAX in 2007.

The application of EMS cyclists has continued to increase, and EMS services now deploy bikes in tourist areas, during special events, in amusement parks and sports arenas, on college campuses, and in airports, train stations, and other transportation hubs. In 2000, the Journal of Emergency Medical Services' 200-city survey reported that more than 300 bike medic teams were in operation across the US and that 52% of EMS agencies in the nation's largest 200 cities had established EMS bike teams.

*IPMBA would like to learn more about the history of EMS bike teams. Please send additional information to [maureen@ipmba.org](mailto:maureen@ipmba.org).*

## Pedaling into History

by Alan Clack, assisted by Sheila Whitcombe  
Hampshire Constabulary History Society (UK)

Fate is a funny thing and I believe things are meant to happen for a reason. We could talk about fate for the whole of this article. Well, fate came to me in the shape of a dear friend early in February 2006. He explained that West End Museum (near Southampton, UK) was going to be doing a bit of refurbishment and in the exhibits storeroom was an old police bicycle. When the refurbishment was complete, there would be no room for it to be displayed. What was to be done with it? Was I interested in this bicycle?

I was asked to be the new custodian of the old police bicycle - I was over the moon! Why me you may ask? I am an ex-Hampshire Special Constable and in the fifteen years I spent on duty, ten of them were on patrol on a bicycle. I now study the history of police bicycles, from the old beat patrol bikes to the new models, which are very well-equipped Cycle Units. I have a growing collection of police bicycle photos from 1903 up to the present day and a cycle uniforms collection. I am a member of the Hampshire Constabulary History Society as well as Police Car UK (PC-UK) a club which restores and preserves classic police cars.

This particular bicycle has its own great history and with the help of West End Museum I found out most of its story, if not all of it. Luckily PC John Whitcombe had signed the visitors book at the museum and I have the date the bicycle came into the museum in 1998. He had kindly left his address and so I asked members of the Hampshire Constabulary History Society if anyone

had any knowledge of the officer. I got a positive response by email and some interesting stories came to light, but as they say, that's another story!

I sent a letter to John Whitcombe at the address in West End and by the next day I received a phone call from Sheila Whitcombe. Sadly she told me that John had passed away in 2005. I told her the story about the cycle and Sheila was more than happy for me to look after her husband's bicycle. She told me that John was given the bicycle in 1967 by a next door neighbour. It was a Raleigh Rudge made in 1961 and I traced this from the Raleigh web sites list of frame numbers and dates they were made. John used the bicycle

for beat patrol from Bitterne Police Station right up to his retirement in 1983. He had spent 29 years in the police service, starting in Shirley with the old Southampton City Police in 1954 and then Hampshire Constabulary after the Force amalgamations in 1967.

The old police bicycle is not hidden away though. It goes to Police Force open days and other emergency service shows around the UK together with my other ex-police cycles, which include a model Smith and Wesson Perimeter. This gives people a chance to see how the bicycle has changed in relation to the roles they have played in policing over the years.

*This article was written in memory of PC John Whitcombe. Alan is a member of the Hampshire Constabulary History Society and Police Car UK, and a collector of police bicycles. He is a former special constable in Hants, and often rode a police cycle on duty. He can be reached at alan.clack@ntlworld.com.*



Uniform and Cycle from the 1960's. Bicycle from Bitterne, Hampshire, Raleigh Rudge Cycle. It was still common practice in the 60's to supply your own cycle though the Force had bought some cycles. This cycle from Bitterne was given to the officer by a next door neighbour, and maintenance was done by the officer. The monthly allowance was still in effect.

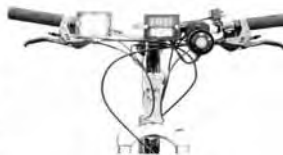


Local Warsash (Hampshire UK) beat officer PC 275 Knight. You can see his cycle leaning against the hotel behind him (1923). Unknown Cycle. This would have been one of the only forms of transport for the outlying villages of Hampshire, though motor cars and motor cycles where being used more. An allowance was paid once a month for the cycle if the officer had not been supplied with one from the Force.

### 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.



Please visit our Web site  
[www.cyclesiren.com](http://www.cyclesiren.com)  
Or telephone us at  
**714-628-8935**.

#### Accessories:

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

### TACTICALWEARONLINE.COM

POLICE TACTICAL & MILITARY  
PERFORMANCE WEAR  
YOUR SOURCE FOR



Donald L. Erb  
(717)666-2348  
(717)666-2349 (Fax)  
(717)278-2177 (Cell)  
[Erbd@tacticalwearonline.com](mailto:Erbd@tacticalwearonline.com)  
THE ADVANTAGE IS UNDENIABLE!

# POLICE BIKE STORE

www.PoliceBikeStore.com

PoliceBikeStore.com – Our name says it all. We are in business to fulfill all of your Police Bike Patrol needs. Whether you need to outfit one bike, or your entire department, we can fulfill all of your biking needs – from bikes, lights and tools, to eyewear, helmets and gloves plus much more.



Simply Better



## Recent Customer Comment

I credit you and your company for exceptional Customer Service and professionalism!

*Mary L., Defense Supply Center*



**Bicycles – Lights – Tools – Pumps  
Vehicle Racks – Helmets – Eyewear – Computers  
Bags – Sirens – and Growing Every Day**

## Setting New Standards - Fuji Police Bikes

The bikes that have been long anticipated are now available for immediate shipment, ranging in size from 15" to 22" Frames complete with Fuji's state-of-the-art Altair frame technology.

- ✓ Dual Disc Brakes
- ✓ 24 and 27 Speed Models
- ✓ Quality Shimano Gears
- ✓ Rock Shox Recon Air Fork with Remote Lockout
- ✓ Combination Packages Available
- ✓ **Tried the Rest - Now Ride the Best!**



## Allen Bike Carriers

Allen Bike Carriers are the perfect way to get your bikes into the field. Available in 2- 5 bike carrier models. Choose from Trunk Mounted, Hitch Mounts and Spare Tire Versions.

Allen Racks feature a lifetime warranty and are safe, reliable & easy to use.

**ALLEN**  
SPORTS

We are proud to be a Corporate Member of IPMBA and are partnered with the leading brands in the Bike Patrol Business.

We ship Nationwide and have been supplying Police Departments, Military, EMS, & Security Departments throughout the United States.



Blackburn



Smith & Wesson



Safe, Easy and Secure Online ordering, Plus, we accept Purchase Orders, PO's and can invoice your department.

Order Online at [www.PoliceBikeStore.com](http://www.PoliceBikeStore.com) or by phone at 309-797-9028

Tele: 309.797.9028 Fax: 309.797.9490 Website: [www.policebikestore.com](http://www.policebikestore.com) Email: [info@policebikestore.com](mailto:info@policebikestore.com)

**Brand New Alert Trailblazer III Light System - This system has everything you need right out of the box**



- ✦ New and Improved bright LED Headlights
- ✦ Super bright pursuit lights available in a variety of color combinations
- ✦ Rear commuter taillight and pursuit lights - visible from front and rear
- ✦ Built in Siren available in Hi-Lo or Wail
- ✦ Includes spare long lasting battery - never run out of power when out on patrol

# ENFORCEMENT

*On the job solutions for law enforcement*

EXPO

**ENFORCEMENT  
EXPO  
IS MOVING!**

**NEW DATE!**

**August 12-13, 2008**

**NEW LOCATION!**

**Columbus Convention Center  
Columbus, Ohio**

**[www.enforcementexpo.com](http://www.enforcementexpo.com)**

# Product Purchase Program



Welcome to the IPMBA Product Purchase Program! Since its humble beginnings in 1997 with just four members, this members-only discount program has grown to include more than 80 companies. This program is designed to save you money and connect you with businesses which have made a commitment to support public safety cyclists. Please have your IPMBA membership card handy when placing your orders.

These listings are abbreviated to accommodate more participants, but the full listings can be found on the Industry & Resources section at [www.ipmba.org](http://www.ipmba.org). Pages 13-16.

## ABS SPORTS

**Product:** Super Saddle  
**Cost to Members:** \$89  
**Contact Name:** Van Zevenbergen  
**Contact Info:** 609-371-1554/sales@abs-sports.com  
**Website:** [www.abs-sports.com](http://www.abs-sports.com)

## ALERTE SYSTEMS INT'L

**Product:** "Trail-Blazer" Bike Light Kit  
**Cost to Members:** 10% off 1-10 units; 15% off 11-20 units  
**Contact Name:** Bill Phillips  
**Contact Info:** 800-728-1536/  
sales@alertesystems.com  
**Website:** [www.alertesystems.com](http://www.alertesystems.com)



## ANDUSA & Co.

**Product:** Montague Paratrooper Folding Bike  
**Cost to Members:** £475 + Delivery  
**Contact Name:** Chulan Weeresinghe  
**Contact Info:** ++(0)2082419826/  
sales@montaguebikes.co.uk  
**Website:** [www.montaguebikes.co.uk](http://www.montaguebikes.co.uk)  
Available to UK forces. Supply valid IPMBA membership number with order.

## BIKE TAC DESIGNS

**Product:** Siren, Helmet Earphone, Smith & Wesson Bikes & Accessories  
**Cost to Members:** Contact for Discounts  
**Contact Name:** Shelley Gale  
**Contact Info:** 541-892-5344/lt.gale@biketac.com  
**Website:** [www.biketac.com](http://www.biketac.com)  
Send email with IPMBA membership.

## BIKE WORLD

**Product:** Bicycles and bike accessories.  
**Cost to Members:** Wholesale + 35%  
**Contact Name:** Mike Beatty  
**Contact Info:** 800-928-5558/  
mike.beatty@bikeworld.com  
**Website:** [www.bikeworld.com](http://www.bikeworld.com)  
Contact Mike Beatty at 1-800-928-5558.

## BRAKE DIRECTOR

**Product:** Brake Director: One-Hand Power Braking System for Bicycles  
**Cost to Members:** \$100  
**Contact Name:** David Krafchick  
**Contact Info:** 206-285-6518/  
davidk@brakedirector.com  
**Website:** [www.brakedirector.com](http://www.brakedirector.com)  
Contact with member number for directions to a special purchase page.



## BRATWEAR

**Product:** Bike Uniforms  
**Cost to Members:** 10% off Standard Price List  
**Contact Name:** Sara or Sally  
**Contact Info:** 253-517-4000/sara@bratwear.com or sally@bratwear.com  
**Website:** [www.bratwear.com](http://www.bratwear.com)

## BRAVE SOLDIER

**Product:** Ointments, Shave Gels, Lip Balms, etc.  
**Cost to Members:** 40% off Retail  
**Contact Name:** IPMBA Coordinator  
**Contact Info:** 888-711-BRAVE/  
contact@bravesoldier.com  
**Website:** [www.bravesoldier.com](http://www.bravesoldier.com)

## BROFORM.COM PRO-PURCHASE MARKETPLACE

**Product:** Outdoor-Bike-Action Sports Gear  
**Cost to Members:** Promotional Prices on Gear; Free Membership  
**Contact Name:** John Shelly  
**Contact Info:** 877-420-2766/js@broform.com or info@broform.com  
**Website:** [www.broform.com](http://www.broform.com)  
Email full name, department name, email address, IPMBA membership number & expiration date to BroForm contact.

## BUSHWHACKER USA

**Product:** MESA Rear Rack Trunk  
**Cost to Members:** \$35  
**Contact Name:** Jeff Sims  
**Contact Info:** 800-344-1256/jss1205@aol.com  
**Website:** [www.bushwhackerbags.com](http://www.bushwhackerbags.com)

## BYCYCLE, INC.

**Product:** Bicycle Saddle  
**Cost to Members:** 20% off Retail on any Product  
**Contact Name:** Jim Bombardier  
**Contact Info:** 877-397-2165/bycycleinc@qwest.net  
**Website:** [www.bycycleinc.com](http://www.bycycleinc.com)

## CANE CREEK CYCLING COMPONENTS

**Product:** Suspension Seatpost  
**Cost to Members:** \$90  
**Contact Name:** Lena Warren  
**Contact Info:** 800-234-2725/lena@canecreek.com  
**Website:** [www.canecreek.com](http://www.canecreek.com)

## CASCADE DESIGN

**Product:** Platypus Hydration Systems  
**Cost to Members:** Wholesale Pricing  
**Contact Name:** Jonathan Shapas  
**Contact Info:** 800-527-1527/  
jonathan.shapas@cascadedesigns.com  
**Website:** [www.cascadedesigns.com](http://www.cascadedesigns.com)

## CATEYE ELECTRONICS

**Product:** Computers, Heart Rate Monitors, Lighting Systems  
**Cost to Members:** Pro-Deal Pricing  
**Contact Name:** Ellen Hall  
**Contact Info:** 800-522-8393/ellen@cateye.com  
**Website:** [www.cateye.com](http://www.cateye.com)  
Contact Ellen for Pro-Deal form, pricing, and availability. Group and bulk orders preferred; one contact per agency/order.

## CYCLE SIREN

**Product:** Cyclesiren Trooper, Patrol & EMS mini-sirens  
**Cost to Members:** 10% off Retail  
**Contact Name:** Greg Bohning  
**Contact Info:** 877-477-4736/info@cyclesiren.net  
**Website:** [www.cyclesiren.com](http://www.cyclesiren.com)  
E-mail or call with your name and IPMBA membership number.



## CYCLE SOURCE GROUP

**Product:** Bikes & Accessories  
**Cost to Members:** 20-35% off Retail  
**Contact Name:** Peter Carey  
**Contact Info:** 877-533-7245/  
peterc@cyclesg.com  
**Website:** [www.swbikes.com](http://www.swbikes.com)

## CYCLOPS

**Product:** Bicycle & Tactical Ops Equipment & Accessories  
**Cost to Members:** 10-30% off Retail  
**Contact Name:** Ashley Foster  
**Contact Info:** 843-259-8368/  
cyclopstact@yahoo.com

## DANALCO

**Product:** Sealskinz & Chillblocker Waterproof Socks & Gloves  
**Cost to Members:** Net Price  
**Contact Name:** Sam Matthews  
**Contact Info:** 800-868-2629/sam@danalco.com  
**Website:** [www.danalco.com](http://www.danalco.com)

## DE SOTO SPORT

**Product:** Triathlon Clothing and Wet Suits  
**Cost to Members:** 40% off Retail  
**Contact Name:** Emilio De Soto II  
**Contact Info:** 800-453-6673/  
contact@desotosport.com  
**Website:** [www.desotosport.com](http://www.desotosport.com)



## DEMAND TECHNOLOGY, LTD.

**Product:** Lightrider Cycle Light  
**Cost to Members:** £23.70; Case of 16: £18 each  
**Contact Name:** Gill Hawkins  
**Contact Info:** (01252) 612661/  
gill@demandtechnology.com  
**Website:** [www.lightrider.co.uk](http://www.lightrider.co.uk)

## DESERT SUN

**Product:** Bike First Aid Kits  
**Cost to Members:** 1-9 units: 10% off; 10+ units: 15% off  
**Contact Name:** Bertie Anderson  
**Contact Info:** 760-468-1800/bertiea@hotmail.com  
Include IPMBA membership number & expire date with order.

The Product Purchase Program was updated January 2008. 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

## DO WRAP PERFORMANCE

### HEADWEAR

**Product:** Under Helmet Headbands & Bandanas  
**Cost to Members:** 25% off Retail  
**Contact Name:** John Okon, Rebeca Skoch  
**Contact Info:** 800-359-2514/john@dowrap.com  
**Website:** www.dowrap.com; www.sweatvac.com  
Online orders: type IPMBA in coupon code to receive discount. Custom orders available.

### DYNAMIC BICYCLES

**Product:** Chainless Police Bikes  
**Cost to Members:** Contact for Special Pricing.  
**Contact Name:** Patrick Perugini  
**Contact Info:** 800-935-9553/  
info@dynamicbicycles.com  
**Website:** www.dynamicbicycles.com

### ELECTRIC TRANSPORTATION

#### SOLUTIONS

**Product:** Bikes & Accessories for LE and EMS  
**Cost to Members:** Contact for special pricing on all items.  
**Contact Name:** Seth Leitman  
**Contact Info:** 866-895-2238/ets@electrictransport.net  
**Website:** www.electrictransport.net  
Have IPMBA membership card handy. A portion of all proceeds will be donated to IPMBA.

### ELECTRIK MOTION

**Product:** Electric Mountain Bicycle, Accessories  
**Cost to Members:** 10% off  
**Contact Name:** Andy Koblick  
**Contact Info:** 866-372-6687/electrikmotion@aol.com  
**Website:** www.electrikmotion.com  
IPMBA membership number required.

### ELHN BADGE & EMBLEM DESIGN

**Product:** Custom Police Badges, Emblems, Pins, Coins  
**Cost to Members:** 25% off  
**Contact Name:** ELHN Rep  
**Contact Info:** 203-364-8644/  
elhnbadgedesign@aol.com  
**Website:** www.elhnbadge.com  
Call or email design/quantity for price quote.

### ERGO, LLC

**Product:** "The Seat" Ergonomic Bike Seat  
**Cost to Members:** \$30 lycra/gel; \$23 vinyl; \$15 faux leather  
**Contact Name:** Thomas White  
**Contact Info:** 425-333-6161/daedalus@nwlink.com  
**Website:** www.thecomfortseat.com

### EV TECH

**Product:** Bikes, Accessories, Montague Bikes, Siren Kit  
**Cost to Members:** Contact for special pricing on all items.  
**Contact Name:** Doug Canfield  
**Contact Info:** 972-851-9990/dcanfield@evtech.us  
**Website:** www.texaselectricbikes.com  
Have IPMBA membership card handy. A portion of all proceeds will be donated to IPMBA.

### EXPOSURE/USE (ULTIMATE SPORTS ENGINEERING)

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

### EYE SAFETY SYSTEMS, INC.

**Product:** Protective Eyewear - Military, LE, Tactical  
**Cost to Members:** 30-40% off List Price  
**Contact Name:** Willy Breen  
**Contact Info:** 208-726-4072/  
wbreen@essgoggles.com  
**Website:** www.essgoggles.com

### FINISH LINE

**Product:** Bicycle Care Products  
**Cost to Members:** 50% off MSRP & Free Shipping  
**Contact Name:** David Clopton  
**Contact Info:** 631-666-7300/  
davidclopton@finishlineusa.com  
**Website:** www.finishlineusa.com  
Enter IPMBA in the Event Code field at the top of the online order form.

### FOSTER GRANT SUNGLASSES

**Product:** Ironman Sunglasses  
**Cost to Members:** 40% off MSRP  
**Contact Name:** Bill Paine  
**Contact Info:** 215-335-9218/painews@aol.com

### FUJI AMERICA

**Product:** Bikes & Accessories  
**Cost to Members:** Special Prices on Selected Models  
**Contact Name:** Steve Harad  
**Contact Info:** 215-824-3854 x1111/  
sharad@fujibikes.com  
**Website:** www.fujibikes.com

### GATORZ EYEWEAR

**Product:** Eyewear  
**Cost to Members:** 25% off published retail rates  
**Contact Name:** Tom Harwood  
**Contact Info:** 800-767-4287 x104/tom@gatorz.com  
**Website:** www.gatorz.com  
Must contact Tom directly.

### GITA SPORTING GOODS

**Product:** Giordana Apparel  
**Cost to Members:** 10% off Giordana  
**Contact Name:** Nelson Frazier  
**Contact Info:** 800-FON-GITA x 319  
800-FON-GITA x 319/info@gitabike.com  
**Website:** www.gitabike.com  
On website, enter "IPMBA" in promotion code box.

### GROVE TOOLS, INC.

**Product:** Seat Locks  
**Cost to Members:** \$19.95  
**Contact Name:** Rob Smith  
**Contact Info:** 563-588-0536/  
rob@saveyourseatlock.com  
**Website:** www.saveyourseatlock.com

### IMBA

**Product:** IMBA Membership  
**Cost to Members:** \$10 off National Mountain Bike Patrol Membership  
**Contact Name:** Spencer Powlison  
**Contact Info:** 888-442-IMBA x101/  
membership@imba.com  
**Website:** www.imba.com  
Submit copy of IPMBA membership card with NMBP membership application or renewal notice.

### IOSSO PRODUCTS

**Product:** Cleaners & Lubes for Guns & Bikes  
**Cost to Members:** 20% off Retail  
**Contact Name:** Marianne Iosso  
**Contact Info:** 888-747-4332/  
iossoproducts@iosso.com  
**Website:** www.iosso.com

### KENDA USA

**Product:** Premium Bicycle Tires & Tubes  
**Cost to Members:** 60% off MSRP  
**Contact Name:** Karen or Cindy  
**Contact Info:** 614-866-9803/bicycle@kendausa.com  
**Website:** www.kendausa.com  
Contact for Order Form.

### KUJI SPORTS CO. LTD.

**Product:** Helmets; Public Safety Helmets  
**Cost to Members:** \$17-\$50; Public Safety: \$25  
**Contact Name:** Bill Paine  
**Contact Info:** 215-335-9218/painews@aol.com  
**Website:** www.ironmanhelmets.us  
Public safety: available in black or white & with choice of stickers: police/EMS/Sheriff/Fire Dept/Security.

### LANE SUNGLASSES INC

**Product:** Protective Eyewear & Goggles  
**Cost to Members:** 30% off Retail for Quantity Purchases  
**Contact Name:** Neal Dykstra  
**Contact Info:** 800-542-7850/eyewear@netnitco.net  
**Website:** www.lanesunglasses.com

### LEONARD CONSULTING GROUP

**Product:** S&W and Fuji Bikes, Lightman Strobes, Duty Gear, Tactical Radio Accessories  
**Cost to Members:** 10% off Regular Prices  
**Contact Name:** Mark Leonard  
**Contact Info:** 501-517-5338/LCGInc@sbcglobal.net  
**Website:** www.themaskedmerchant.com, www.4bike-police.com  
When ordering online, use coupon code IPMBA 10 for 10% discount.

### LIFT & STORAGE SYSTEMS, INC.

**Product:** Automatic Bike Lift Storage Systems  
**Cost to Members:** \$4,000 (30 bikes); \$6,000 (60 bikes)  
**Contact Name:** Shawn Jones  
**Contact Info:** 800-825-4777/sjones@liftnstore.com  
**Website:** www.liftnstore.com

### LIGHTCYCLES

**Product:** Bicycle Parts & Accessories  
**Cost to Members:** 20-25% off Retail  
**Contact Name:** Bob Light  
**Contact Info:** 518-420-4666/lightrj@plattsburgh.edu  
Email for details/availability/shipping charges.

### LOUKA TACTICAL TRAINING LLC

**Product:** Video: Firearms & Training Issues  
**Cost to Members:** \$23, incl. shipping  
**Contact Name:** Lou Ann Hamblin  
**Contact Info:** 734-697-6342/  
louannblackwidow@aol.com  
**Website:** http://home.comcast.net/~kdvonk/LouKaLLC.html

### MADISON BICYCLE SHOP

**Product:** Bikes, Uniforms, and Accessories  
**Cost to Members:** Up to 15% off; up to 12 months financing same as cash  
**Contact Name:** Sal Piccolo  
**Contact Info:** 973-377-6616/  
contact@madisonbicycleshop.com  
**Website:** www.madisonbicycleshop.com  
Complete police application. Call to demo a complete police mountain bike.

### MAKLITE

**Product:** Illuminated Safety Light Products  
**Cost to Members:** \$7.00  
**Contact Name:** William Maki  
**Contact Info:** 800-888-5427/libre.safety@prodigy.net  
**Website:** www.librasafety.com



# Product Purchase Program

## MARWI USA, INC.

**Product:** Lighting Systems  
**Cost to Members:** Contact for Discount  
**Contact Name:** Buck Mitchell  
**Contact Info:** 800-448-3876/buck@magurusa.com  
**Website:** www.marwiusa.com

## MAXIT DESIGNS

**Product:** Headgator(TM)/Hothead™/Thermal Beanie™  
**Cost to Members:** \$10.50 Headgator(TM)/Hothead(TM); \$9.40 (Beanie)  
**Contact Name:** Liz  
**Contact Info:** 800-556-2948/info@maxit-inc.com  
**Website:** www.maxit-inc.com, www.headgator.com  
35% off other in-stock items.

## MAXXIS TIRES

**Product:** Bike Tires & Tubes  
**Cost to Members:** 50% off Retail (Pro-form)  
**Contact Name:** Ben Burgess  
**Contact Info:** 800-4MAXXIS/  
bikeorders@maxxis.com  
**Website:** www.maxxis.com



## MOCEAN

**Product:** Bike Patrol Uniforms  
**Cost to Members:** 25% off Retail  
**Contact Name:** Bill Levitt  
**Contact Info:** 877-662-3680/moceanbl@aol.com  
**Website:** www.mocean.net

## MONTAGUE BIKES

**Product:** Paratrooper Tactical Folding Mountain Bike  
**Cost to Members:** Free Folding Pedals & Kickstand with Purchase  
**Contact Name:** Dave Widing  
**Contact Info:** 800-736-5348/  
dwiding@montagueusa.com  
**Website:** www.montagueusa.com

## MOUNTAIN RACING PRODUCTS

**Product:** Power Grips, White Brothers Forks, Kreidler Rollers, Tamer Seatposts  
**Cost to Members:** 20% off Retail  
**Contact Name:** Paul Aieta  
**Contact Info:** 800-999-8277/paieta@mrpbike.com  
**Website:** www.mrpbike.com

## NUGO NUTRITION

**Product:** Nutrition/Energy Bars  
**Cost to Members:** \$1.02/bar; \$15.25/box  
**Contact Name:** Keith Rohrlick  
**Contact Info:** 888-421-2032/  
krohrlick@nugonutrition.com  
**Website:** www.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  
**Cost to Members:** 10% off Retail Prices  
**Contact Name:** Julie Cruise/Rachel Peterson  
**Contact Info:** 888-722-9222/rep@olyuniforms.com  
**Website:** www.olyuniforms.com



## OPENHOUSE PRODUCTS

**Product:** Panniers, Cycle Bags, Lyteline High-Viz Products  
**Cost to Members:** 15% off Regular Prices  
**Contact Name:** Bruce Burns  
**Contact Info:** +44 (0) 1422 824777/  
bruce@openhouseproducts.com  
**Website:** www.openhouseproducts.com  
Provide IPMBA membership number when ordering.

## PARADIGM TACTICAL PRODUCTS

**Product:** FRISKER PRO Hand Worn Metal Detector  
**Cost to Members:** \$155 + S&H  
**Contact Name:** Camilla Cutler  
**Contact Info:** 978-352-6633/  
sales@paradigmactical.com  
**Website:** www.frisker.com

## PATROL CYCLE LLC

**Product:** Patrol Cycle Shoe  
**Cost to Members:** \$74.95  
**Contact Name:** Mark Eumurian  
**Contact Info:** 800-208-2032/  
patrolbike@earthlink.net; bgorton@patroLCycle.com  
**Website:** www.patroLCycle.com, www.patroLCycle.com

## POLARPAK

**Product:** PolarPak Reservoir, Custom Embroidered Hydration Packs  
**Cost to Members:** \$14.98  
**Contact Name:** Jeff Skillern  
**Contact Info:** 208-426-9058/jeff@polarpak.com  
**Website:** www.polarpak.com  
Discount not available via online ordering.



## POLICE BIKE STORE

**Product:** Fuji, S&W, Lights, Sirens, Bags, Accessories  
**Cost to Members:** 10-35% off Retail  
**Contact Name:** Michael Espejo  
**Contact Info:** 309-797-9028/  
info@policebikestore.com  
**Website:** www.policebikestore.com

## PROGOLD LUBRICANTS

**Product:** ProLink Chain Lube, ProGold Lubes, EPX  
**Cost to Members:** 40% off Retail  
**Contact Name:** Doug or Van  
**Contact Info:** 800-421-5823/progoldmfr@aol.com  
**Website:** www.progoldmfr.com

## PROMARK INT'L INC.

**Product:** Full Line Law Enforcement Equipment  
**Cost to Members:** 40% off Most Products  
**Contact Name:** Kenneth Battcher  
**Contact Info:** 800-645-4443/promarkint@aol.com  
**Website:** www.publicsafetymall.com

## PUBLIC SAFETY LOGOS

**Product:** Badges/Badge Cases/Jewelry/Patches/Etc.  
**Cost to Members:** 10% off + drop ship free on \$150 or more  
**Contact Name:** Michael Carrizales  
**Contact Info:** 800-276-0706/  
sales@publicsafetylogos.com  
**Website:** www.publicsafetylogos.com

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



## R & B FABRICATIONS

**Product:** Panniers & Safety Vests  
**Cost to Members:** 15% off Retail  
**Contact Name:** Tina Lime  
**Contact Info:** 800-553-1911/info@rbfab.com  
**Website:** www.rbfab.com

## REDMAN TRAINING GEAR

**Product:** Defensive Tactics Training Gear  
**Cost to Members:** 10% off Retail  
**Contact Name:** Bob Brothers  
**Contact Info:** 800-865-7840/  
bob.brothers@redmangear.com  
**Website:** www.redmangear.com

## RUBEL BIKEMAPS

**Product:** Bicycling Street Smarts: 48-page booklet  
**Cost to Members:** Free shipping on any size order.  
**Contact Name:** Andy Rubel  
**Contact Info:** 617-776-6567/info@bikemaps.com  
**Website:** www.bikemaps.com  
Contact for free sample; see full text at www.bikemaps.com.

## RUDY PROJECT EYEWEAR

**Product:** Sunglasses, Sport Eyewear, Helmets, Goggles  
**Cost to Members:** 40% off Retail  
**Contact Name:** Craig Mintzloff  
**Contact Info:** 949-272-2458/  
craig@rudyprojectusa.com  
**Website:** www.rudyprojectusa.com  
At www.rudyprojectusa.com, click on OTHER INFO, then BATMAN. Enter activation code: services.

## SECURE SPORTS ID

**Product:** Sports ID, Helmet ID  
**Cost to Members:** 25% off MSRP, Free Shipping  
**Contact Name:** Vino Bhandi  
**Contact Info:** 613-219-3542/  
vino@securesportsid.com  
**Website:** www.securesportsid.com  
Must say IPMBA member on website contact page. Available for fundraisers.

## SEVEN STAR SPORTS

**Product:** Cycling Helmets, Multi-Sport Helmets, Protective Wear  
**Cost to Members:** Bike Helmet: \$5; Visor Helmet: \$6; ABS Helmet: \$6; HOG ABS Helmet: \$8  
**Contact Name:** Purvis Mirza  
**Contact Info:** 888-527-7827/  
purvis@sevenstarsports.com  
**Website:** www.sevenstarsports.com  
Freight Charge: \$1 per unit.

## SIGMA SPORT

**Product:** Lighting Systems, Bike Computers, Heart Rate Monitors  
**Cost to Members:** 40% off Retail  
**Contact Name:** James Keller  
**Contact Info:** 888-744-6277/keller@sigmasport.com  
**Website:** www.sigmasport.com  
Contact James.

## SIGNAL MEASUREMENT CO.

**Product:** GPS & Communication Mounts  
**Cost to Members:** 30% off Retail  
**Contact Name:** Tom Polcyn  
**Contact Info:** 800-527-1079/tpolcyn@smc-amp.com  
**Website:** www.smc-amp.com

## SUPERIOR GEAR

**Product:** Chain Stain Away Pant Protector  
**Cost to Members:** 10% off Regular Price; quantity discount for 10 or more.  
**Contact Name:** Frank Pollari  
**Contact Info:** 888-519-2250/sales@superior-gear.com  
**Website:** www.chainstainaway.com  
For online ordering, enter IPMBA5 in the coupon box.

## SWAGMAN

**Product:** Bicycle Carriers (Roof/Hitch/Trunk)  
**Cost to Members:** 15% off Retail  
**Contact Name:** Debbie  
**Contact Info:** 800-469-7924/debbief@swagman.net  
**Website:** www.swagman.net  
All Shipments Made from Orville, WA.



# Product Purchase Program

## TACTICAL WEAR ONLINE

**Product:** Under Armour Performance Wear  
**Cost to Members:** 20-25% off MSRP; Free shipping over \$200; monthly specials  
**Contact Name:** Donald Erb  
**Contact Info:** 717-666-2348/  
erbd@tacticalwearonline.com  
**Website:** www.tacticalwearonline.com

On checkout page, enter IPMBA1 in the promotional code box. Click update at the bottom of page to update the total.

## TERRY PRECISION CYCLING

**Product:** Bikes, Accessories, Seats, Apparel  
**Cost to Members:** Terry Apparel -- wholesale; see notes for more.  
**Contact Name:** Ginny Weisel  
**Contact Info:** 800-289-8379 x 13/  
ginny@terrybicycles.com  
**Website:** www.terrybicycles.com  
Contact Ginny via email for pro deal form.

## TIMEX WATCH CORPORATION

**Product:** All Timex Products  
**Cost to Members:** 33% off MSRP  
**Contact Name:** Bill Paine  
**Contact Info:** 215-335-9218/painews@aol.com  
**Website:** www.timex.com

## TUFFRHINO SAFETY SUPPLY

**Product:** Safety Gear, Hi-Viz Apparel, Cooling Products  
**Cost to Members:** 10% off  
**Contact Name:** Jennifer Reich/Lori Liszner  
**Contact Info:** 866-922-4488/  
customerservice@tuffrhino.com  
**Website:** www.tuffrhino.com  
Use Coupon Code IPMBA at checkout.

## UNITED BICYCLE SUPPLY

**Product:** Bicycle Tools and Parts  
**Cost to Members:** Wholesale Pricing to Departments  
**Contact Name:** Pete  
**Contact Info:** 541-482-1750/ubs@bisp.net  
**Website:** www.unitedbicyclesupply.com  
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  
**Cost to Members:** 10% discount  
**Contact Name:** Alex Hayes  
**Contact Info:** 01132 370293/alex@vision-2000.co.uk  
**Website:** www.v2k.co.uk  
Email contact details and IPMBA membership number.



## VOLCANIC BICYCLES

**Product:** Bikes, Accessories, Outdoor & Camping Gear  
**Cost to Members:** Avg. 25% off MSRP  
**Contact Name:** Eric Kackley  
**Contact Info:** 360-943-8613/  
eric@volcanicbikes.com  
**Website:** www.volcanicbikes.com

## WTB

**Product:** Tires, Saddles, Pedals, Wheel Parts  
**Cost to Members:** 15% off Wholesale Prices  
**Contact Name:** Chris Schierholtz  
**Contact Info:** 415-389-5040/cschierholtz@wtb.com  
**Website:** www.wtb.com

## ZEAL OPTICS

**Product:** Sport Eyewear & Goggles  
**Cost to Members:** 50% off suggested retail.  
**Contact Name:** Sport Stars Pro Sales  
**Contact Info:** 800-784-4090/  
melissa@zealoptics.com  
**Website:** www.zealoptics.com  
Call Sport Stars Pro Sales for a discount code.

## ZENSAH

**Product:** Tactical Shirts & Shorts  
**Cost to Members:** 30% off Regular Cost  
**Contact Name:** Ryan Oliver  
**Contact Info:** 877-614-5076/tactical@zensah.com  
**Website:** www.zensah.com  
When ordering online, type "IPMBA30".

## ZOGICS LLC

**Product:** Citrawipe Degreasing Hand Wipes  
**Cost to Members:** 25-50% of MSRP  
**Contact Name:** Paul LeBlanc  
**Contact Info:** 888-623-0088/413-235-0007  
**Website:** www.zogics.com  
Contact for public safety special order form.

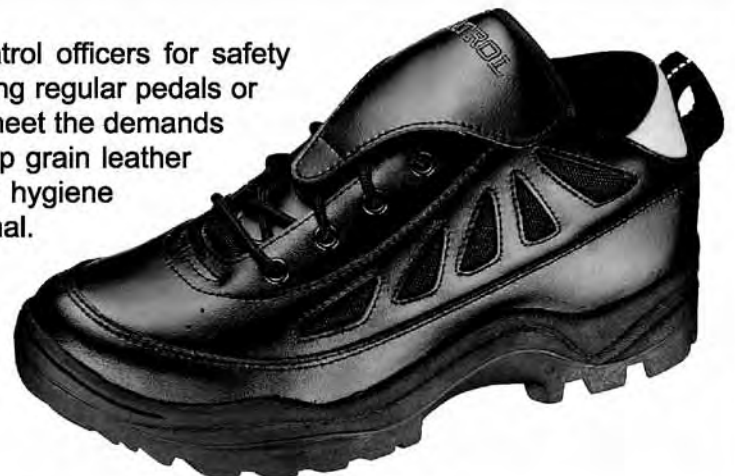
## ZOIC CLOTHING

**Product:** Cycling Apparel  
**Cost to Members:** 30% off Retail  
**Contact Name:** Eric Swenson  
**Contact Info:** 866-355-9642/eric@zoic.com  
**Website:** www.zoic.com

# COMFORT SAFETY DURABILITY

To prevent injury when cycling a stiffened sole is essential. Properly designed cycling footwear has a rigid mid-sole extending from the ball of the foot to the heel to guard against the crippling effects of Plantar Fasciitis and Metatarsalgia. The mid-sole also adds to comfort and efficiency by transferring the pedal pressure over the whole sole area, no localized soreness or pressure points caused by the pedals.

Patrol shoes were designed by IPMBA bike patrol officers for safety and comfort on and off your bike. Clipped in, using regular pedals or in pursuit off the bike Patrol shoes are made to meet the demands of public safety professionals. Made from soft top grain leather Patrol shoes breathe naturally for comfort and hygiene and can be polished to look smart and professional. The SPD compatible mid sole accepts all popular MTB cleat systems.



## SPECIAL IPMBA DISCOUNT

**79.95** REGULAR RETAIL 109.95  
SHIPPING AND HANDLING  
WITHIN USA \$8.90/PR

**ORDER** [www.patrolcycle.com](http://www.patrolcycle.com)  
freecall USA, 800 208 2032

USA DISTRIBUTION  
PATROL BIKE SYSTEMS  
P.O. BOX 9308,  
ST PAUL, MN 55109-0308  
TEL: 651 773 8763

UK DISTRIBUTION  
CYCLE FORCE UK LTD  
10 MARKET STREET  
BRACKNELL, RG12 1UG  
TEL: (0)1344 862560



# Welcome New Corporate Member

Industry

**B**RATWEAR has recently joined IPMBA as a corporate member. Although new to corporate membership, BRATWEAR has been outfitting IPMBA members for more than 15 years, and owner Sally Swanson has been an exhibitor at every IPMBA conference since 1993. Sally prides herself on her company's commitment to producing clothing that is not only practical and durable, but also comfortable, flexible, and easily laundered. The BRATWEAR slogan, "Best on the Beat" reflects their mission:

- Through **INNOVATION** and education we will be the uniform supplier of choice.
- We will have **QUALITY** of performance, endurance of product and fairness of price.
- Our passion for **CUSTOMER SATISFACTION** will be present in every garment we provide.

BRATWEAR not only supplies bicycle patrol uniforms, they also outfit K9, motorcycle, and tactical officers, as well as firefighter/paramedics, in high-quality jackets, shirts, pants, and jumpsuits. Offering a wide range of garments, fabrics, and colors, BRATWEAR customizes uniforms to meet the unique needs of every department it serves.

BRATWEAR participates in the IPMBA Product Purchase Program, offering 10% off list price to IPMBA members. For more information, visit [www.bratwear.com](http://www.bratwear.com), email [sally@bratwear.com](mailto:sally@bratwear.com), or call 253-517-4000.

## IPMBA Stuff ...



... is Cool Stuff.

IPMBA merchandise has a new home:  
[www.ipmba.org/merchandise.htm](http://www.ipmba.org/merchandise.htm)

Dozens of high-quality items, a terrific variety and great customer service. Get yours today!



## Corporate Members



IPMBA proudly recognizes the following organizations for their continued support and assistance to IPMBA and the profession of public safety cycling.

They have helped to ensure that we can continue our mission of providing education, training, and resources for public safety cyclists worldwide. To become a corporate member, contact Maureen at [maureen@ipmba.org](mailto:maureen@ipmba.org) or 410-744-2400.

### BRATWEAR

Sally Swanson  
253-517-4000 x 16  
[www.bratwear.com](http://www.bratwear.com)  
[sally@bratwear.com](mailto:sally@bratwear.com)



### Cycle-Force UK

Charles Beral  
++44(0)1344 862550  
[Info@www.cycle-force.co.uk](mailto:Info@www.cycle-force.co.uk)  
[www.cycle-force.co.uk](http://www.cycle-force.co.uk)



### Cycle Source Group

Peter Carey  
515-232-0277  
[peterc@cyclesg.com](mailto:peterc@cyclesg.com)  
[www.swbikes.com](http://www.swbikes.com)



### Mocean

Bill Levitt  
949-646-1701  
[moceanbl@aol.com](mailto:moceanbl@aol.com)  
[www.mocean.net](http://www.mocean.net)



### Police Bike Store

Michael Espejo  
309-797-9028  
[info@policebikestore.com](mailto:info@policebikestore.com)  
[www.policebikestore.com](http://www.policebikestore.com)



### Rapid Response Bike

Ed Collins  
330-283-0062  
[info@rrbike.com](mailto:info@rrbike.com)  
[www.rrbike.com](http://www.rrbike.com)



### R & B Fabrications

David Belton  
419-594-2743/800-553-1911  
[info@rbfab.com](mailto:info@rbfab.com)  
[www.rbfab.com](http://www.rbfab.com)



### Trek Bicycle Corporation

Stefan Downing  
800-313-8735 x 4911  
[police@trekbikes.com](mailto:police@trekbikes.com)  
[www.trekbikes.com](http://www.trekbikes.com)



### Volcanic Bicycles

Eric Kackley  
360-943-8613  
[eric@volcanicbikes.com](mailto:eric@volcanicbikes.com)  
[www.volcanicbikes.com](http://www.volcanicbikes.com)



## A Tale of Two Racks: Tubus and Old Man Mountain

by Marc Zingarelli, EMSCI # 179  
 Circleville Fire Department (OH)

The question of what type of rack to put on your bicycle is both controversial and frequently asked. While there is no one right answer, there are a couple of solutions for a problem that is becoming more frequent. With the advent of disc brakes, full suspension, and space age components, trying to find a rack to fit on a bike is becoming a job in itself.

### Tubus

Recently, after a spectacular incident that busted the rack that came with my bike, I had to do some shopping. I

should point out that years of riding the touring circuit makes me look in different stores than most public safety cyclists and because of this I stumbled across a new rack from an old manufacturer named Tubus.

Most cyclists in the U.S. haven't heard of Tubus unless they've bought touring specific items.

Tubus is a German company that has been quite popular in Europe for 20 years and thankfully, there are a few bike shops in the U.S. that stock their products.



One of their newest racks is the Tubus Logo, and it begs the question, "Why didn't someone else think of that?" The first thing you notice with this rack is the extra metal rail along the sides that allows you to mount your panniers farther back. This is important for those of us that can trace our lineage to Sasquatch. The second thing you notice is that this extra mounting rail is much lower than the shelf area of the rack, which really helps if you're going to carry a trunk bag AND panniers. If you've ever tried to wrestle a trunk bag onto a rack with panniers, you'll appreciate this. The third thing you'll notice is just how sturdy this rack is; it doesn't seem to flex when it is bolted on and there is a load on it. Still not convinced? The Logo has a load rating of 40 kg / 80 lbs. In addition, there is a disc brake kit that uses the quick release to facilitate lower mounting.

After a couple months of riding with this rack I really only have one complaint. The top shelf of the rack is narrow enough that some trunk bags may not fit well without adapters but I wouldn't let that stop me from buying it. The Logo comes in black and silver and Tubus has a model called the Cosmo that is stainless steel.

### Old Man Mountain

Not to be outdone in the disc brake solution market is an American company that has been around since 1996. Old



Man Mountain is a small company that caters to expedition and mountain bike touring and was started in answer to the problem of mounting racks to disc braked bikes and bikes that didn't come with rack braze-ons. Most of their racks are designed to mount with the wheel quick release at the

bottom of the rack and to the cantilever brake bosses at the top (they also have clamps if your bike doesn't have bosses). This simple and ingenious mounting system allows their racks to fit to almost any frame style or size. Their racks are all made from aluminum, come in black, and are rated for a 40lb dynamic load, which is more than adequate. Designed for the abuse of off-road riding, these racks are extremely rigid and have little flex in them. I have one as the front rack for my disc braked touring bike and have never had an issue with it. If you have a disc braked or suspension framed bike and live in North America, check out Old Man Mountain. Old Man Mountain racks are now being sold in Europe and Australia, bringing a solution to the disc brake mounting problem to other parts of the world.

So there you have it. Two solutions to one problem. Both are great products and take similar but different approaches to disc brake mounting. One is steel, one is aluminum and both are extremely strong. One offers a lower and rearward mounting of panniers for people with bigger feet.

Why give you two choices? Because I can't decide either! Tubus Racks can be found at <http://www.tubus.com/>, and Old Man Mountain Racks can be found at <http://www.oldmanmountain.com>.

*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](mailto:marcing@earthlink.net).*

## I Can See Clearly Now: Gatorz Sunglasses

by Kurt Feavel, PCI #529

University of Wisconsin at Madison Police Department (WI)  
IPMBA Treasurer

I think most of us will say that when it comes to sunglasses, finding something stylish, comfortable and durable is almost impossible. Well, not so with my new Gatorz Converter sunglasses.

I was asked to test the Gatorz line of glasses and thought, "this is probably just another pair of glasses", but was I wrong! As soon as I received them in the mail and tried them on, I knew they were going to work. I made some minor adjustments to the frame and was ready to go. The glasses are very easy to adjust on your own. They are made with T6 7075 Billet aluminum with double nickel/silver hinges, Teflon screws, and a very durable, pliable, and adjustable nosepiece. To adjust the fit simply open or close the wrap by gently bending the frame in or out depending on need. The nosepiece can be adjusted as well to move the glasses closer to or away from your eyes.

I have a difficult time finding sunglasses that really fit well. The fit of the Gatorz is incredibly comfortable and for me that says a lot. Having glasses that will stay on your face while you are moving around is important. We all have experienced having our glasses slide down our face or bounce around while we are doing some rough off-road or riding stairs. With these Gatorz, I can say I don't have to worry about that any more.

In addition to wearing them on my bike, I also wear them skydiving.

Keeping glasses on my face is critical when I am jumping. Since I wear a helmet with a visor when I jump, I also need glasses that do not get in the way of the visor when it is down. The Gatorz are the only glasses that fit me well enough to do this and they stay in place during the opening shock of my parachute.

The Gatorz come in several models, the most popular styles being the Wraptor, Radiator and the Converter. The Converter allows you to easily change lens and comes with two sets of your choice. I ordered mine with the Yellow or Amber lens and the blue chrome.

If you are looking for a pair of glasses that fit well, look good and stay in place, I highly recommend these. Gatorz participates in the IPMBA Product Purchase Program, offering 25% off published retail rates. Contact Tom Harwood at 800-767-4287, x 104, or tom@gatorz.com.

*Kurt is a sergeant with the University of Wisconsin Police Department. He became an IPMBA instructor in 2001 and was elected to the IPMBA Board of Directors in 2004. He is currently serving as treasurer. He can be reached at kdfeavel@wisc.edu.*



## Moving Light: Sweetskinz are Sweet

by Charlie Irvine, PCI #752

Metropolitan Police Department (UK)

"It's reflective? All of it?" So began the conversation with Ruth from Sweetskinz. I must admit I was a bit sceptical, even though I had been on the website and had a look for myself. A few days later the tyres arrived, and I eagerly put them on my bike. I must admit, they look different! I was a bit worried that because they are so colourful, they may be weaker than "ordinary" tyres, but once I was out on the road, my fears were allayed. They handle as well as any of the more well known tyres I have used in the past. The pair I had been sent were the "Rattleback" design, and within minutes of me hitting the road, people were commenting on them. One cyclist even stopped me to ask where I got them. I then went "agricultural" as we say over here, and took the bike into my local country park to see how they would manage on a less than stable footing. The tyres were "Town and Country" types, but they handled an extremely muddy park well.

But the best part was yet to come. That evening as it turned dark, I went back out and did some road riding. This is where the Sweetskinz come into their own. Most black tyres have a thin reflective strip on the circumference. But imagine if the WHOLE tyre reflected light? This is what Sweetskinz do. So if you are at badly lit junction/intersection and a car is approaching, this is what the driver would see....

As you can see, you are lit up like the proverbial Christmas tree! As a police officer, I think these tyres are a must for anyone who commutes to and from work, or for those of us who promote road safety, especially in schools. I also think that kids will love these tyres, due to the range of colours and designs. There are 13 different designs at the moment, including the Stars and Stripes! The tyres are made in 10 different configurations, from MTB and BMX to 700 x 37c. If you would like any more information on the tyres, look at the website [www.sweetskinz.com](http://www.sweetskinz.com).

*Charlie is a 20-year veteran of London's Metropolitan Police Department. He has been an IPMBA instructor since 2005 and is currently training the Olympic Torch Escort team. He can be reached at cfb920@btinternet.com.*



## Shine On: The Lumicycle 9038 Octolite System

by Gerard Morgan  
South Wales Police  
Cardiff Central Division

With the mostly dark UK winter days, autumn, spring, summer.....(well, we do have pretty grim weather over here in Wales), I needed a good quality, long-lasting lighting system for our bike team. I was fortunate enough to have the Police 9038 Octolite System supplied to me by the UK distributor Lumicycle. At £400 (about \$800), it is not cheap, but for the price you do get a very well put together piece of kit which includes:

- Five-watt spot halogen headlight with glow ring
- Twelve-watt spot halogen headlight with glow ring
- Flashing blue LED lamp X 2
- Control unit with horn/siren, control switch and fuel gauge
- Red LED taillight with incorporated flashing blue LEDs
- NiMH 4 Amp/hour bottle battery
- Intelligent fast charger

Going back to our dark days and, in fact, bright sunny days, the LED is incredibly bright and certainly attracts pedestrians' attention. Compared to other blue light sets I have used previously, the LED's will light up any vehicle I choose to do a stop check on. I have used my bike to cover the scene of a RTC (Road Traffic Collision), to lead parades through the city centre and respond to 999 calls as quickly and safely as possible. Each time I have never been let down by the kit.

The siren is incredibly loud for a small speaker, this incidentally also has a "beep, beep" feature which turns heads quicker than my little bell ever did. In the noise of the city streets it still manages to get heard above the vehicles and screaming kids!

At the rear of the bike is the obligatory red light which again is part of the Octolite system, throwing out a very bright pattern of red light. This also has built-in blue flashing LED's which, as the front, are again very bright, enhancing the user's safety and warning off vehicles that may be travelling too close.

There are also twin halogen headlights (you can upgrade to metal halide lights) which can be used independently, having an excellent light pattern and increasing the rider's visibility from the side thanks to the glow ring feature. It is also possible to use the lights as just "running lights" by flicking the switch, reducing the light output. I don't do this; as far as I am concerned I want to be seen easily and as quickly as possible, but it is another feature anyway.



Furthermore the system is flexible in that you can just use the blues, blues and twos, or full emergency response with all lights on and sirens blaring, meeting any requirements for the call with which you may be dealing. A great energy saver, particularly if you are spending the majority of the shift in the saddle, is the ability to use just one headlight. A clever feature with these lights is when you flick the switch to the

999 (immediate response) position, you get the blues, the twos, and flashing headlights, leaving you to concentrate on getting to your destination safely and quickly. And, believe me you – people, cyclists and vehicles alike will notice you and will clear the way the majority of the time.

A great feature I found of this system is the quick intelligent recharge facility. This is ideal if you don't actually empty the battery of charge all the time. It has no memory so will give a full charge every time, taking 2-6 hours to be fully charged. Because it is a NiMH (Nickel-Metal Hydride for the techs), the charge time is less but gives high usage time, which is the ideal solution for the weather we get in Wales!

The battery is the "water bottle type" so you really do need two bottle cages unless you use a Camelbak type or bladder back pack. The weight of the battery pack is not noticeable and I found that the cables, although initially fiddly to connect, did not interfere with the safe use of my bike. If, however, you do get the odd errand cable, the cyclist's essential friend the zip tie/cable tie works perfectly.

So, to round up, this system is superb and is probably one of the best emergency use kits on the market. Although saying that, it would be nice for the price to be a little cheaper. I have used the kit in all weather conditions and have found the casing has never suffered from any water leakage in the rain and is bright in the odd nice days we do get. From a personal point of view, I would recommend the user to fit an extension bar to your handlebars as you will see in the picture it is quite a big piece of kit but once fitted you don't get any problems. It looks the part and it does the job brilliantly.

Thanks to <http://www.lumicycle.com/> for borrowing one of their photographs and some of their technical info.

*Gerard joined South Wales Police in January 1991, and has 17 years service in frontline policing. He started using police bikes in 1996, as a community beat officer in a rural area. He joined IPMBA in 2004 after completing the Police Cyclist Course in York. He has been working in the capital of Wales, Cardiff, since 2005. He can be reached at Gerard.Morgan@south-wales.pnn.police.uk.*

by Steve Bazany, PCI #734  
San Antonio Police Department (TX)

Since 1999, the 29er has been the new boy on the block. This design has grown in popularity and has become a large new market in the mountain bike industry. 29er bike enthusiasts feel this bike is the “Holy Grail” of mountain biking. They say it floats over roots and rocks, and zips through sand better than any bike in their arsenal. They say it has less rolling friction, a more comfortable ride, better obstacle rollover, and even better traction. But does this mean it will be a good bike for public safety work? I think not, and here’s why.

Although many of the big name bike companies are now offering 29ers, they are not yet in the mainstream of the cycling industry. Finding parts, especially a wide selection of parts, can be a difficult task. Not every bike shop stocks parts for 29er bikes, meaning that an officer in need of parts could end up waiting 2 to 5 days, resulting in unnecessary downtime.

There are only a few tire designs available for 29er bikes, most of which are off-road designs. An officer who damages a tire or wheel could be limited on his selection. It’s not like he will be able to go to any store and get a tire, rim or wheel. It’s going to have to be a specific shop or he is going to have to order it.

The big companies have not yet solved all of the bicycle design problems. The head angle of the 29er has caused many problems with toe overlap, the front end feels sluggish and less agile, and the top tube is too long for shorter riders.

Tire/toe overlap occurs when your foot is on the pedal and the pedal is at its maximum point forward. When you turn the wheel, the back of the tire hits your foot. This issue can cause an rider to lose control or cut down on his/her turning radius, which is a safety issue. Although this has been resolved for most riders over 5’7”, it is still a safety issue for riders who are 5’7” or shorter.

The front end still feels sluggish and it is not very agile. The companies are working on this. Most of the loss in agility is due to the fact that you are moving a bigger wheel around objects. Moving this larger wheel takes time and space, which requires more skill. The shorter officer will find this more difficult because of the geometry of the bike, a higher bottom bracket and a changed center of gravity. At slow speeds, trying to get the wheel around can push the bike upright, throwing the officer to the outside of the maneuver and making them feeling less stable. The sluggish feeling at slow speeds is due to the wheel contact patch. The contact patch of the 29er is longer and thinner than that of a 26er. This long

and thin patch means you have to pull more of the tire across the ground, making it harder and slower to move.

The top tube is not an issue with many tall riders, but not all officers are 6’ tall. They come in all shapes and sizes. The 26er design fits all body sizes, but the 29er does not. Those with long legs and short torsos and those shorter than 5’7” tall will be stretched out more, giving them less control and putting more pressure and strain on their lower backs. This will lead to an uncomfortable ride which leads to less ride time and less usefulness of the bike.

The 29” wheeled bike does not offer many options for riders who stand 5’7” tall or shorter. Officers who stand at this height or less or have an inseam of 28” or less will find that the smallest bike frames on a 29er will be too tall for them. The 15” frame fits more like a 17” frame and the top tube hits where you don’t want it to while you are straddling the top tube in a standing position.

Cyclists who are shorter than 5’7” will find that they will have a harder time pulling the bike’s front end off the ground. This is caused by the rider sitting in between the wheels. This change in geometry takes away from the leverage afforded by the 26” design. This may not seem like a problem because the 29er rolls over objects better, but there are occasions that do call for lifting the wheel. If an officer has difficulty getting the front end up, it could cause a crash and possibly injuries and damaged equipment.

The size of the 29er wheel creates another problem. The 29er wheel does not offer the lateral strength that the 26-inch wheel does. 29er wheels have folded under stress from braking and hard turning far sooner than their 26-inch wheel cousins of similar weight. A test of 29er wheels in Moab found that they just cannot be built to withstand the stresses of off-road and speeds. The test, conducted by White Industries, found that breakages of full suspension 29ers occurred more often. They found that the side loads on the wheels were just too great to tune-in



## 29er

*(Continued from page 21)*

any “give” through the use of 36 or 40 spoke rims. They found that the longer spokes of 700c wheels just don’t jibe, except in rare circumstance – for instance, a mid-sized (around 5’11”) light-weight racer (under 150 pounds) with a smooth riding style would have very limited problems, but riders over these limits have faster and more frequent problems. They recommended no “big boys” on 29-inch wheels until the industry builds a better rim and thicker spokes.

The 29er can offer many advantages for the individual rider, but at what cost? As a departmental bike, these issues can add up. Most police departments do not have the luxury of having a bicycle for just one officer. Most departments have to buy a few bikes to fit their masses. The limitations of the 29er frame designs, including fit, parts and their availability, and safety limitations, the 29er might be a problem for agencies that buy and maintain a fleet of bikes, and are concerned with the safety of their officers and the versatility of their equipment. It is best that they concentrate on one bike for their inventory; the one that is proven, safe, easy to maintain, and is the best buy for the money.

*Steve has been a San Antonio police officer for 20 years and a member of the Downtown Bicycle Unit for 18 years. He has been the department's Bicycle Coordinator for the past four years. He has been an IPMBA member since 1994 and was certified as an IPMBA Instructor in 2004. He can be reached at sb0247@hotmail.com.*

## IPMBA

## International Police Mountain Bike Association

**Board Position Letter Concerning Large Diameter Wheels  
02/28/2008**

In 1999, the 29-inch mountain bike wheel was introduced. The “29er” mountain bike has been embraced by the mountain bike industry as a viable option for off-road enthusiasts. Recently, the 27.5 inch mountain bike wheel was introduced. At this time, it remains to be seen how the new 27.5 wheel size (aka “650b” wheel) will be embraced by the industry and masses.

Historically, the public safety bicycle has been equipped with 26-inch wheels. IPMBA’s training programs were developed around this standard. Over the past two years, a growing number of public safety cyclists have petitioned for the acceptance of the 29er in IPMBA training courses. After reviewing the state of the technology relative to the needs of public safety cyclists, IPMBA does not recommend using the 29-inch wheel at this time.

Although there are inherent advantages to a larger diameter wheel, i.e., the wheel rolls over obstacles better and there is a greater tire contact patch with a 29er tire versus the “standard” 26-inch tire, these are outweighed by the disadvantages.

- The mountain bike geometry and design of the 29er is affected by the larger wheel size, so that the wheel takes more room, forcing the angles of the bike frame to change.
- The higher bottom bracket results in a higher center of gravity, and therefore less balance and control.
- The top tube is higher, providing less stand-over room.
- Smaller riders may experience an overlap between the front wheel and the forward pedaling foot which can result in a safety issue.
- The geometry of the 29er positions the rider more forward than a “standard” mountain bike, which inhibits smaller riders from shifting their weight back to allow for more front end control.
- While a 29er will float over obstacles, it requires greater skill to un-weight and loft the heavier front end of the 29er, which could be problematic when negotiating stair ascents.
- The 29er wheel does not offer the lateral strength or the strength to carry heavy loads that the 26-inch wheel does. This has critical implications for those that carry heavy loads in panniers and subject their bikes to extreme stress.
- The longer wheelbase of the 29er can make it more difficult for basic course students to complete the basic 10 foot box maneuver, potentially setting the student up for difficulties and/or failure.
- While the industry has provided more of an availability of 29er parts for the consumer, finding parts is still a consideration in remote areas.

Overall, the IPMBA Board does not support the use of a 29er mountain bike for public safety purposes; therefore, at this time, they may not be used during IPMBA-sponsored training courses and events. When conducting courses outside of IPMBA events, it remains the responsibility of each instructor to ensure that his or her students are equipped with high-quality mountain bikes, properly fit to the rider, and to evaluate the safety of the bikes prior to each course. If the 29er can be adapted for all public safety cyclists, IPMBA will reevaluate its stance. In the meantime, the “standard” mountain bike with its 26-inch wheels remains the most competent design for public safety cycling and IPMBA’s programs.



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

Hello again from over here! What have we been up to in the UK?

I have changed jobs, moving away from the realms of regular cycle patrol. Now,

whilst I love my new job and commute 20 miles a day by bike, I really miss riding on the job. Sunday 13<sup>th</sup> January 2008 was a very sad day, as I handed the lock keys for my trusty Smith and Wesson to my replacement Neil. In fact, there was almost a tear in my eye. I think he believed me when I warned him that, if he failed to look after the bike properly, I would come looking for him. I've got my spies on the department you know!

My new role includes operational planning. I am in the process of setting up a raid operation in a rural area. One of the problems is going to be containment of the large area. Three sides will be OK as they are bounded by the road and other properties either side. The back however opens onto a very nice (and expensive) golf course. I don't think the grounds man and greens keepers will be very happy if trucks go tearing across the fairway so I've requested the presence of Cycle Patrols to contain the area and chase fleeing suspects. You never know – I might be able to con my way into a job!

Once again, the gang from London have volunteered to host the 2008 Public Safety Cycling seminar. Tom Lynch, Charlie Irvine, Ashley Sweetland and Co. have set aside the weekend of 29<sup>th</sup> to 31<sup>st</sup> August for the event, which will include workshops, practical riding sessions, another 'Tour de London' ride and obstacle course. To ensure that the participants have sufficient body fuel on board, there will be the traditional evening expeditions to sample the local hostelrys, to include an East End pub visit and a Brick Lane 'Ruby Murray' (rhyming slang for curry to the uninitiated). It is hoped that the seminar will be followed by another Instructor Course. I understand certain members of the IT cadre have indicated a willingness to sacrifice their time and effort for the hardship and discomfort of educating students over here. Personally, I can't

wait. Last year's event was a great weekend.

I spoke last time of the TV programme 'Bike Squad'. I've had chance to watch the show and I must admit, I enjoyed it. The basic background to the one-off show was a uniform patrol sergeant with a bit of a reputation had got himself into a 'spot of bother'. His boss had suggested he retire gracefully and he would be able to make the problem go away. The sergeant was having none of it so his boss put him in charge of the new bike team, which was made up of other misfits from the area, including an undercover officer who had gone a bit too far under, a recent recruit who had trod on a few toes, a female officer with a long standing grievance with the boss and another female officer of the timid variety - imagine the female 'Police Academy' officer with the soft squeaky voice who finished the film with the 'Don't Move Dirtbag!' line. The team struggled to get and get on to start with but, as the show progressed, they started to work really well, getting results and overcoming difficulties, both inside and outside of the job. In the end, the team dealt with and arrested a team of villains who used

motorcycles as their mode of transport. A good chase scene took place in an abandoned office/warehouse complex which involved two motorcycles, the bike team and a police horse! This may turn into a series, we must wait and see.

Now for the *real* news.

In Brackley, Northamptonshire, police officers have increased their use of bikes. In an effort to be more approachable to the public, the town's Safer Community Team (SCT) have ditched their cars and instead use push bikes. The team has been using bikes for three years but, thanks to the donation of two new bikes, every member of the SCT apart from one now have their own bike to use while on duty. PC Mac McConnell said: "Using the bikes helps us to comply with the ethos of the SCT that we are more approachable and visible to the public."

The first ambulance bike scheme in Wales could be rolled out to other city centres if a trial in Cardiff is successful, reports the *Western Mail*. In a pilot launched in September 2007, a team of three paramedics have been answering 999 calls in the capital's city centre on bikes in a bid to speed up response times in the pedestrianised shopping centre. Early indications reveal that the paramedics have been able to reach most of their patients within just two minutes of their 999 call – all 60 incidents up to the time of the report had been responded to in less than four minutes. The scheme was the brainchild of 40-year-old Merthyr Tydfil-based paramedic and keen cyclist Simon Morgan, and is based on a similar initiative which has been running in London since 2000.

In December 2007, the *Glasgow Evening Times* reported that Glasgow officers patrolling the city centre have been given 50 mountain bikes that will help them zip in and out of the traffic, as well as keep an eye on subway stations and the

## Morecambe Neighborhood Policing Team found they had an unexpected supporter in 11-year-old Hannah Stirling, who raised £1,300 for four new bikes

Buchanan bus station. The bikes cost a total of £45,000, which was paid for by Strathclyde Partnership for Transport. Councillor Alistair Watson, chairman

of SPT, said: "It will be reassuring to the public to see high profile community policing across the city centre."

Police are swapping four wheels for two in a bid to catch criminals in a South Yorkshire village, according to the *Sheffield Star*. Two mountain bikes have been handed to Wentworth North Safer Neighborhood Team officers working in Wentworth, Rotherham, as part of a new high-profile policing exercise. The cycles have been bought with the help of Wentworth Parish Council, Fitzwilliam Wentworth Estates and Wentworth North Area Housing Panel.

Also in Rotherham, a Neighbourhood Policing team has received support from a two wheeled sporting star. A report in the *South Yorkshire Times* reads, "World Superbike champion James Toseland has backed a campaign that has led to the

(Continued on page 24)

# News from the UK



**\$29.95\***  
Paperback • 264 Pages • © 2008

From the International Police Mountain Bike Association in conjunction with Jones & Bartlett Publishers comes the newly released ***The Complete Guide to Public Safety Cycling***.

*The Complete Guide* is the single most comprehensive source of in-depth information on starting a bike unit or enhancing an established bike unit with tactical and technical tips on everything from basic equipment needs to detailed insights on policy, maintenance, training, legal issues, and much more. This essential resource will guide public safety personnel and agencies seeking to put the wheels of a public safety bike unit in motion!

## Jones & Bartlett Publishers

**Toll free:**

(800) 832-0034

**Switchboard:**

(978) 443-5000

**Customer service:**

ext. 8197

**Fax:**

(978) 443-8000

**Online:**

[www.jbpub.com](http://www.jbpub.com)

*(Continued from page 23)*

purchase of four mountain bikes to help tackle crime and anti-social behaviour in Rotherham. The MotoGP superstar took time off from his busy racing schedule to back the project in the Wentworth South Area of Rotherham." James, formerly of Kiveton Park in Rotherham, said: "I think the initiative is a very positive step for the police force and the area as a whole. My own passion for two wheels helped me to evade Anti Social Behaviour situations as a youngster in Yorkshire."

Morecambe Neighborhood Policing Team found they had an unexpected supporter in 11-year-old Hannah Stirling, who raised £1,300 for four new bikes for local Police Community Support Officers. The money was raised by a sponsored cycle ride and a raffle. Hannah undertook the fundraising with her dad Mark and was helped by Oggy's Cycle Shop. Mark said: "Hannah and I do a lot of cycling and we wanted to do something that would raise money for our local police. My daughter met a Police Community Support Officer who was also called Hannah in the area who was on a bike and she just thought it was a good idea to try and get them some more." Hannah said: "I think it's a really good idea for police to use bikes and I wanted to help." A big 'Well Done Hannah' from me!

Unfortunately, there is still fallout from the recent death whilst on Cycle Patrol of PCSO Chris McLure. Articles are still appearing relating to Forces 'banning' cycle patrol.

In January 2008, *The Daily Mirror* (a national circulation tabloid) ran this report:

*Police are attending crime scenes by bus – because bosses deem pushbikes too dangerous. One force has banned all officers from cycling until they pass a proficiency test – usually taken by schoolkids. It meant one rural community support officer spent an hour at a bus stop on his way to probe a vandalised bowls club. A club member said: "He said he took so long as he had to wait for the bus. I felt sorry for him." The Essex ban came after a Greater Manchester bike officer was killed by a lorry. An Essex PC said: "What happened was sad but this is a kneejerk reaction. It's madness." His force insisted: "We are not prepared to lose an officer because they've not got correct training.*

Later that same month, *Wales on Sunday* reported:

*Bobbies have been forced to pound the beat by bus after new health and safety rules forced them off their bikes. Regulations have come into force banning cops from riding bikes until they have passed cycling proficiency tests. A spokesman for South Wales Police said all their cycling coppers has to take the National Cycling Proficiency Test. The force's Inspector Alex Chadd said: "Push bikes are used by police officers and police community support officers across the force area. They are an extremely effective mode of transport enabling officers to cover vast areas and to negotiate environments which would be difficult for other vehicles such as police cars. It is our duty to ensure all officers are well equipped to use their bikes, so training is mandatory for all officers before they use push bikes on patrol. This is especially important to safeguard officers from the dangers associated with riding on public roads."*

I think we would all agree that training for cycle patrols is a must, I just feel saddened by the way that some forces have reacted to the incident and also by the way some sectors of the press have reported it. Some good has come out of the tragedy. Training is being recognised as a requirement and some forces which have been slow in offering training, are now doing so. I am preparing to run a course for up to 15 Officers, which will occur before the end of March.

Well, that's it from me for this issue. By the time you read this, the 2008 Conference in Indianapolis will have come and gone. I can't make it to this years event unfortunately but wish all on the organising team good luck and, to all you riders who attend – enjoy! It's definitely an experience not to be missed.

Ride safe,

Matt Langridge



by Jim Pierce, PCI # 885  
Miami Dade School Police (FL)

We completed the whole thing...278 miles in five days, riding from North Miami Beach Police Department to Daytona Beach Shores Police Department.

We started on mountain bikes, wearing our uniforms. We had about 160 officers and friends. Tony Valdes and a group of about 20 rode from Miami Dade Police Department, and the city of Miami had a good number, too. They completed the 54 miles for the first day, to Boynton Beach Police Department, and then we were down to about 50-60 from various agencies, mostly on road bikes and in bike clothing for comfort. We kept a steady pace of 13-19 miles an hour, stopping for breaks every 12 to 15 miles.

We had a couple of small mishaps. Two bikes went down. The first one I witnessed was a doozy. A pretty good rider from Daytona Beach Shores Police Department (by the way, they rode down all the way from Daytona on bikes and went back on them, I'm guessing 500 plus miles) hit a stopped motor unit blocking the side roads. Even though I saw it, I couldn't tell you how exactly it happened. After the straight endo – the feet of a 6-foot man straight up and over – he recovered well. He was wearing a full Camelbak, which may have taken some of the impact off his back. We picked the motor man back up, and all was well. The second was on the last day. Someone, I think a new rider from Daytona, just lost

control and took a couple bikers with him. There were no serious injuries, just road rash, and after a brief EMT check up he was back up and going. I was told this was the best year so far, for numbers and monies raised.



The Tour de Force raises money for the Police Officers Assistance Trust (POAT), which provides support for the families of officers killed in the line of duty, of which there were 15 in Florida in 2007, including my friend, Jose Somohano. I mentioned Lee (Szcepanski) from the podium; POAT helped bring him back from North Carolina. It has been a rough year; I've lost four friends, three murdered and Lee with his heart attack. Just a few more months to retirement!

For more information about the Police Officers Assistance Trust, please visit [www.poaat.org](http://www.poaat.org).

Jim leads bike and adventure tours and participates in fundraising rides, including the Police Officers Assistance Trust's Tour de Force, which raises funds for the families of slain or deceased police officers, and the MS 150. He can be reached at [piercearrow50@aol.com](mailto:piercearrow50@aol.com).

## PoliceGrantsHelp.com Launched



**PoliceGrantsHelp.com**

PoliceOne and Cisco are excited to announce the launch of the first comprehensive online grants resource and community for Law Enforcement. PoliceGrantsHelp.com features the most extensive law enforcement grant database available, with information on a wide range of available federal, state, local and corporate grant opportunities.

Brought to you by PoliceOne and sponsored by Cisco, PoliceGrantsHelp.com was created to provide the entire law enforcement community with the tools to successfully research grants and secure funds for their department's specific needs. This combined effort utilizes industry leading experience with public safety networking, information and relevant partners such as the Grants Office.

## IPMBA BOARD

### PRESIDENT

Jim Bowell ('08)  
Troy PD  
19 E Race Street  
Troy OH 45373  
937-335-5678  
president@ipmba.org

### VICE PRESIDENT

David Hildebrand ('09)  
Denton PD  
601 E Hickory, Suite #E  
Denton TX 76205  
940-349-7956  
vp@ipmba.org

### SECRETARY

Jeff Brown ('08)  
Dayton PD  
335 W Third Street  
Dayton OH 45402  
937-333-1108  
secretary@ipmba.org

### CONFERENCE COORDINATOR

Chris Davala ('08)  
Maryland State Police  
2765 N Salisbury Blvd  
Salisbury MD 21811  
410-641-3101  
conferences@ipmba.org

### TREASURER

Kurt Feavel ('10)  
UW Madison PD  
1429 Monroe Street  
Madison WI 53711  
608-262-4520  
treasurer@ipmba.org

### EDUCATION DIRECTOR

Charlie Summers ('10)  
Illinois State University PD  
700 W. College  
Normal IL 61761  
309-438-8631  
education@ipmba.org

### INDUSTRY LIAISON

Ron Burkitt ('09)  
Hilliard PD  
3800 Municipal Way  
Hilliard OH 43206  
614-921-7269  
industry@ipmba.org

### EMS COORDINATOR

Neil Blackington ('10)  
Boston EMS  
767 Albany Street  
Boston MA 02118  
617-343-2367  
ems@ipmba.org

### MEMBERSHIP COORDINATOR

Mitch Trujillo ('09)  
Boulder PD  
1805 33rd Street  
Boulder CO 80301  
303-441-4488 ext 02744  
membership@ipmba.org

# Skateboard Ambulances

## Revolutionising emergency healthcare in central London

**O**n April 1, 2008, the London Ambulance Service launched the world's first team of traffic-busting skateboard ambulances in the congested West End of the capital.

The five skateboards are being ridden by emergency medical technicians and paramedics carrying rucksacks that contain a range of life-saving equipment including heart-starting defibrillators. They are being dispatched to 999 emergency calls at the same time as normal ambulances in a five-kilometre area around Leicester and Trafalgar Squares, Soho and Covent Garden.

Initial statistics show that skateboard ambulances are reaching 87 per cent of the emergency calls to which they have been dispatched before conventional ambulances.

The skateboard ambulances are being targeted primarily at those patients whose conditions are classed as neither serious nor immediately life-threatening but are also treating some patients in the area who are believed to require urgent medical assistance. The skateboards are able to reach patients more quickly than ambulances, allowing the skateboard paramedic to administer initial medical treatment almost immediately and cancel a full ambulance response if it is not needed. This means that ambulances in the area can be redirected to other, more serious, calls.

London Ambulance Service Emergency Medical Technician Tom Lynch, an ex-British and European BMX racing champion who pioneered the introduction of bicycle ambulances to London in 2002, is the brain behind this latest initiative.

"Skateboards are the way forward in central London," he said. "They can cut through traffic and pedestrianised streets much faster than ambulances and the paramedics on them can cancel down full ambulance responses if they are not needed, freeing up ambulances to treat people who are seriously ill or injured, such as those in cardiac arrest."

He added: "The skateboards really come into their own over the smooth surfaces of supermarkets and department stores which we sometimes have to travel through to get to patients.



"We have even commissioned a special slimline design of rucksack that carries all the kit we need but which doesn't snag on beauty-counter displays or the stacked tins of baked beans on supermarket shelves."

An official training package for emergency-service skateboarders is being developed by Skateboard Response Unit Coordinator Tom Lynch. The Service has benefited from spending time with the skateboarders who use the precinct outside the Shell Centre at Waterloo.

"Understanding skateboarding culture has played a key part in our training," said Emergency Medical Technician and skateboard-responder Brian Hayes. "It's not just about learning how to do 'endos' and 'tic-tacs' in confined spaces; we now listen to Avril Lavigne and Busted and have even incorporated street-slang into the voice-procedure we use to communicate with our Control Room."

The Service is currently evaluating the feasibility of extending the Skateboard Response Unit to smooth-surface sites across London such as to those within the terminal buildings of Heathrow Airport.

*This pilot project began and ended on April 1, 2008. Did we fool you? Courtesy Tom Lynch, London Ambulance Service.*





At press time, the ITK development team was working feverishly to complete the new Instructor ToolKit (ITK) in time for the 18<sup>th</sup> Annual IPMBA Conference in April. The goal was to debut the ITK at the conference so that any instructor in attendance would be able to obtain a copy. Unfortunately, despite our best efforts, this was not to be. It is more likely that the ITK will release in May, but a prototype will be available at the conference. In addition, an in-service training for Instructor Trainers has been scheduled for Friday, April 18, for those who will introduce the ITK to prospective instructors in the Instructor Course. Several ITK updates/briefings for instructors have been scheduled throughout the conference to orient instructors to the new material. In-service training documents will accompany the ITK for the benefit of those instructors who are unable to attend the conference.

As soon as the ITK is available, instructors will be notified via email, the website, and *IPMBA News*. Every instructor will be required to purchase the new ITK within nine months of the release date. The cost will be \$100 for the first six months and \$150 for the last three months. Any instructor who does not purchase the materials within the designated time period will be required to attend the Instructor Course to maintain instructor certification. Acceptable forms of payment are: Mastercard, Visa, check, or purchase order.

Please check the website for ITK availability updates.

## Ongoing In-Service Training for Bike Officers

by TR Smart, PCI #695  
Kettering Police Department (OH)

I conduct annual quarterly training for the bike team of my own department and have done so since becoming certified. The training is one full day the first month of each quarter. Our typical annual training includes, but is not limited to, the following:

- January:** Slow speed cone work, maneuverability, urban obstacles, etc., usually conducted in a warehouse, but we ride outside, weather permitting.
- April:** Street riding, group riding, and urban obstacles (stairs, parking blocks, curbs, etc.), as we ride through the city.
- July:** Bike-specific firearms program at the Franklin (OH) PD outdoor range in the morning, followed by an afternoon off-road ride at Caesar Creek State Park.
- October:** Long group ride, to include urban obstacles, drafting, mechanical advantage, pursuits, etc. When possible we also conduct simulation training using simulation scenarios.

By the end of each year, each officer has undergone refresher training on the vast majority of the IPMBA certification course content, and then some.

*TR was certified as an IPMBA Police Cyclist 2000 and an IPMBA Instructor in 2003. He can be reached at roger.smart@ketteringoh.org.*



## NHTSA Resource Available: 2006 Traffic Safety Facts Annual Report

The Final Edition of the 2006 Traffic Safety Facts annual report is now available. It can be accessed on the Web via the NCSA Home Page through NCSA Publications and Customized Data Requests (CATS) or directly at <http://www-nrd.nhtsa.dot.gov/Pubs/TSF2006FE.PDF>. The Final Edition contains updates to exposure data (vehicle miles traveled, licensed drivers, and registered vehicles) and fatality rates.

# 2007 by the Numbers

Throughout 2007, IPMBA instructors conducted more than 400 classes, training approximately 3500 public safety cyclists. 76% were Police Cyclist Courses, 11% were EMS Cyclist Courses, 9% were Security Cyclist Courses, and the rest were combined. Of the 3500 eligible students, nearly 30% joined as certified members – a new high! More than 50% of membership and certification applications were submitted by instructors as part of their course materials. IPMBA welcomed 91 Police Cyclist Instructors and 18 EMS Cyclist Instructors to the instructor cadre.

## Instructor Facts & Figures

*Most classes taught:* 22 (Tim Larrad, West Mercia PD, UK); 11 (Al Simpson, ret., Pompano Beach PD, FL); 9 (Jamie Cheatem, Coppin State University PD, MD, and Mike Wear, Metropolitan PD, DC.); 7 (John Washington, University of Pennsylvania PD, PA); 5 (Donald Erb, Lancaster PD, PA; Bob Hatcher, Delaware PD, OH; Charlie Irvine, Metropolitan PD, UK).

*Most students taught:* 177 (Mike Wear, Metropolitan PD, DC); 118 (Tim Larrad, West Mercia PD, UK); 95 (Al Simpson, ret., Pompano Beach PD, FL); 69 (Jamie Cheatem, Coppin State University PD, MD); 55 (Bob Ricciardi, ret., Palm Beach Sheriffs Office, FL)

*Most students who applied for IPMBA membership & certification:* 69 (Jamie Cheatem, Coppin State University PD, MD); 31 (Bob Hatcher, Delaware PD, OH); 30 (Wren Nealy, Cypress Creek EMS, TX); 29 (Andrew Beull, Spokane Sheriffs Office, WA, and Al Simpson, ret., Pompano Beach PD, FL); 28 (John Zizzo, Minneapolis-St. Paul Airport PD, MN).

IPMBA welcomed 91 Police Cyclist Instructors and 18 EMS Cyclist Instructors to the instructor cadre.

*IPMBA membership applied for by 100% of students:* Dalton Brown, Andrew Buell, Jamie Cheatem, James Cheatham, Cliff Clemons, Mike Clymer, Brian Copeland, Andy DeBerry, John Deering, Dwight Edwards, Scott Elliott, Jeff Eubank, Doug Evans, Terry Ferguson, Tim Garcia, Pat Hernandez, Ed Lada, William Laramee, Michael LaSalle, Jess Leyba, Von McKenzie, Michael Mefford, Tom Moreland, Jeff Natysyn, Larry Nelson, Lee Neubauer, Steve Noftz, Ken Nutter, Rick Oakley, Derek O'Neill, Scott Perrin, Jon Pesesko, Todd Prevost, Jim

Roy, Ron Schlegel, Mike Shaw, Robert Sibilio, David Sitz, David Smith, Dale Smith, Rose Steagall, Eric Struss, Brian Switala, Tracy Swystun, Marc Zingarelli.

*IPMBA membership applied for by 50-99% of students:* Nelson Abarzua, Rich Adair, Jason Amdahl, Neil Blackington, Jerry Bradley, Mike Campbell, Josh Cools, Jeff Gasiorowski, Dave Gerber, Robert Hatcher, Chuck James, Joseph Lutz,

David Montemorra, Erno Nandori, Jay Neal, Wren Nealy, Roger Nelms, Jason Ray, Brian Riedel, Edgar Rosario, John Russell, Frank Shaw, William Trussell, Eric Vann, Kathleen Vonk, David Wagner, John Zizzo.

## Membership Facts & Figures

At the end of 2007, IPMBA had members in every state except Alaska, New Hampshire, Vermont, and Wyoming. The top five membership states were: Pennsylvania, Ohio, Florida, Texas, and Maryland. Approximately 6.6 percent of members lived outside of the United States, in the following countries, listed in order of number of members: the United Kingdom, Canada, the Netherlands, Australia, West Indies, Ireland, Switzerland, Israel, and Zimbabwe.



IPMBA Conference 2009  
Albuquerque, New Mexico

April 25 - May 2, 2009

## Mounting & Dismounting

by Sjef Brouwers, PCI #917  
Police Training Centre Mijkenbroek (Netherlands)

**W**e (the Dutch guys) are always happy to see when there is a large envelope from the USA, falling down on the floor at the frontdoor.

Mail from the USA, IPMBA? Nice to see also, thank you Maureen, that Part 1 (First Impression) was published. And yes, we hope to reach Parts 10...20 and 50... someday. It is a way of showing that we would like to belong to this special group. All those police officers around the world who proudly and professionally ride their police mountain bikes.

In our BMS course (Basic course Mountainbike Surveillance), we only work with selected police-officers so that we can all start at the same level. And we know at the start what they do and do not know! And, what they can and cannot do on their bikes. We have developed a special program for that selection day. Last year, in Baton Rouge, we were able to tell and show you all about it.

In Part 1, I showed you the correct way to stand beside your bike. Now, I would like to continue to take you all with us, step-by-step, on the road to becoming a professional. The subject this time is mounting and dismounting. To ride, you first have got to get up the saddle! Mounting, as you call it. We call it "opstappen" (try to pronounce that!). Over our years of teaching we have changed the method of stepping onto the bike. At the beginning we did not even pay any attention to it. It was just a small issue, but, if you mount in a wrong way, the small issue may become a very, very, BIG issue!

Mounting starts with a check of where you are, surface, pavement, etc. Mounting correctly is only possible while walking besides your police mountain bike. You build a little bit of speed (almost like running slowly), holding the steerer with both hands for about five steps. Than you "step on" by swinging your right leg over the saddle. The inside of your upper right leg lands on the saddle. This is very important, I think I do not have to tell you why... both feet are no longer on the ground! Your upper body moves to the right so that your buttocks are correctly positioned on the saddle. At the same time, your feet click into your SPD (if you use them). Advantage? You



have picked up some speed getting on, and are already several meters away from your client. You are able to look ahead; you do not have to look to parts of your bike while getting on it. Never step onto your bike in front of your client, it can make you an easy target!

Dismounting also starts with the check of where you are and choosing a place to dismount. And dismounting is maybe not as easy as it looks! When you are closing in to the place you want stop and act, use your brakes correctly. Never stop right in front of your client or place you need to "work". It again makes you the easy target!

Click out your right foot, then place your left foot in the 6 o'clock position. Swing your right leg to the left side of your bike while you are standing on the left pedal. You still have some speed! Now, still using your brakes...step with your right leg between your left leg and your police mountain bike, as shown in the photo. Just before stopping, click out your left foot and bend your left leg. Place your right foot on the ground, directly followed by your left foot. Now you have made a safe "touchdown" and you "landed" nicely (we hope). Now walk the last few meters to your client. This with your bike at your right, so it will be between you and your client. You need some practice for this! Advantage? You can see everything that is going on; you don't need your eyes to dismount. You can observe where you

are going and you can observe your client or suspect! After a while you can turn up the speed while stepping off and even use the riding speed starting to run and letting go of your bike. For instance, to run into a building while chasing a suspect. Try to use your front brake more and more, and use the speed of your bike to get a "flying" start! It works. But, be careful and practice this first before using it in your work. Becoming a professional is learning by doing!

I hope we meet again in 2009! Greetings from the Three Musketeers from a wet, wet, wet Netherlands, ride safely! You will hear from us again soon!

*Sjef was certified as an IPMBA Instructor in 2006. He and his colleagues, Corne Sprangers and Wout Hoeks, are looking forward to returning to the IPMBA conference in 2009. Sjef can be reached at [sjef.brouwers@mw-brabant.politie.nl](mailto:sjef.brouwers@mw-brabant.politie.nl).*

(Continued from page 1)

outfit and maintain. The average bike officer can be outfitted for about \$2,900. You can equip 7-12 bike officers for less than the cost of one patrol car. Prices vary, of course, depending on what computers, cars, bikes, etc., you choose, but I am talking about good quality, long-lasting equipment.

Second, the bike patrol gets results. If you compile your numbers, you will have lots of ammunition for your budget request. In "Cincinnati Pilot Study Flies" (David Simpson, *IPMBA News*, Fall 2002), a bike patrol officer's weekly average compared to his squad car counterpart on misdemeanor arrests was over 218% increase, on felony arrests 125% increase, on crimes discovered over 252% increase, and on field interview reports over 634% increase. These are just a few of the facts from the study, but the numbers are amazing.

If your bike patrol is underperforming, take a long, hard look at how you operate it. You should analyze what is being done on a day-to-day basis to see if the problem is your bike patrol or a lack of knowledge on the town's

or administration's part. Take a hard look at each officer to determine if there is something that can be done to improve them and/or the bike patrol itself. You might have to change some of the members on the unit. You can start with implementing a selection process that examines such factors as the candidate's past output and their desire to be on the bike patrol. I believe that bike unit positions should be offered first to officers who have been in law enforcement for at least two years; normally they know your department's policies and procedures as well as the laws. Look at how they were working patrol and see if they self-initiated calls or if they just did the bare minimum. There is no room in your bike patrol unit for a "call answerer"; if the officer can't self-initiate, your bike unit will suffer. You need an officer who is community-oriented, someone who can and will communicate with people, from

arresting someone to talking to business owners and citizens about issues in the community.

On the topic of the officer wanting to be on bike patrol, I have seen some departments make all their officers go through bike training, and some of the officers don't want to be on the bike. This does not make sense. If someone wants to do something, they will do a much better job, and vice versa. You need to let the officer excel at what they are good at rather than trying to force them into roles which do not interest them. It is essential that the bike patrol officers be self-motivated. It is crucial for the survival of the unit, especially for a small department that does not have full-time bike officers. Make a policy on selection and get good qualified officers to start with and I think you will see a big difference in the feeling toward your unit.

**If your bike officers are going to operate safely and effectively, they need to be comfortable and properly equipped.**

Another good source of support for your bike patrol unit is the community. When you are out on patrol, you must talk to the citizens and the business owners. You know who the best people in your community are to talk with, and who are important "movers and shakers." Target these

people if you see them out; you definitely need to stop and talk to them. People feel that you are more approachable on the bike and they are more likely to want to talk to you. When you are out in the public eye "you are the police department," so make it count. Use your visibility and approachability to your advantage, and don't let your community forget the important role you play in making it a good place to live and work. Strong support from your community will help tremendously with the department on keeping your unit well equipped and funded. It is easy to fall a little short on this, but it is a big plus for your unit, so make it a priority.

Don't overlook the importance of equipment. If your bike officers are going to operate safely and effectively, they need to be comfortable and properly equipped. Because the administration is

likely to be uneducated when it comes to bike patrol equipment, it is up to you to inform them what you need. You also have to educate your higher-ups why you need it and why it is better than something else. Take a bike, for instance. It's just a bike right? Why can't we go to Wal-Mart and buy a \$125 bike? It is up to you to educate your administration about every aspect of safety, longevity, and comfort. It is more than worth it over the next three to five years to buy high-quality, police-specific equipment. Most equipment that is made for recreational biking is not designed to withstand the weather and the bumps and bruises that come with police patrolling. There is so much information in *The Complete Guide To Public Safety Cycling* and the IPMBA website to help you not only make your equipment selections, but also justify them.

Use all the available resources to educate your police administration as well as your citizens as to the value of a bike patrol and what it takes to keep one rolling. It is a never-ending job, but well worth it if you enjoy police cycling and want to maintain or expand your unit. There are lots of ways you can help with funding from grants and community groups, but that is a whole other issue. There have been articles in the *IPMBA News* on the subject. You have to get creative to get support. I suggest that you go to the Community Watch meetings and give a presentation on bike patrol. Let the community get their hands on the equipment and meet the officers and you will find a newfound love for the bike patrol. Do a presentation on the different types of equipment and why some is better for police patrol than others, and go to your department's administration so they can better understand why you want to spend \$1200 to \$1300 on an outfitted bike.

Whatever you do, don't ever stop promoting your bike team, to its members, the administration, and the community. A little self-promotion can go a long way.

*Jay got out of the United States Army in 1988, went back in for Desert Storm, and started his law enforcement career in 1989, with the Winston-Salem PD. He has been in Nags Head for the last 11.5 years. He is a general Instructor for the state of North Carolina, teaching patrol techniques and officer safety. He has been on bike patrol since 1998. He can be reached at j18bravo@aol.com.*

# QUALITY MADE IN AMERICA

## OLYMPIC UNIFORMS

A DIVISION OF J. MARCEL ENTERPRISES

**We receive calls every week from happy clients exclaiming how long our uniforms last and how great they look. Here are some excerpts from letters we recently received:**



*Dear Olympic,  
The New York Zip-Sleeve Water-proof Jacket has proven to be the perfect three in one jacket for our mounted operations. It is highly visible for day or night operations. The 360 degree reflective piping and reflective backing contributes to officer safety and with a winter lining serves as our winter jacket, reflective vest, and raincoat. Thank you for a quality product and thank you for the professionalism of the J. Marcel staff and customer service representatives.*

*Sergeant Chris Laster- Mounted Unit Supervisor  
Special Operations / Sarasota Sheriff's Office*



*Dear Julie,  
Hi, my name is Bill Tierney. I am a lieutenant with the Hatfield Township Police Department in Pennsylvania. I wanted to take a minute to let you know how pleased our Department is with the uniform products that have been provided to us by Olympic Uniforms. Once we made the jump to Olympic Uniforms, I found the Officers were much more physically comfortable and they received numerous compliments on how professional they looked to the public. I have found your representatives to be outstanding, in both demeanor and effort. I could not ask for more, as I have never dealt with a more pleasant vendor.*

*Sincerely, Lt. William J. Tierney, Patrol Commander  
Hatfield Township Police Department*

**OLYMPIC UNIFORMS: SPECIALIZING IN THE MANUFACTURING OF POLICE, SHERIFF, FIRE, EMS, AND SECURITY UNIFORMS. PATROL-MOUNTED-K-9-MARINE -BIKE PATROL! JACKETS, PANTS, SHORTS, SHIRTS, RAINWEAR, TACTICAL VESTS, JUMPSUITS & MORE!**



**ENTER OUR '08 PHOTO CONTEST!  
SEE WEBSITE FOR DETAILS  
[WWW.OLYUNIFORMS.COM](http://WWW.OLYUNIFORMS.COM)**

**WHAT YOU WEAR SAYS A LOT ABOUT YOUR DEPARTMENT. WE ARE HAPPY TO SEND OUT SAMPLES OF ANY OF OUR PRODUCTS, OR ASSIST YOU IN DESIGNING THAT PERFECT LOOK!**

**• HI TECH FABRICS AND MATERIALS • MANY, MANY COLOR OPTIONS • ASK TO SEE OUR STRETCH PRODUCTS • XXSMALL TO 7XLARGE • CUSTOM LETTERING • CUSTOM EMBROIDERY • CUSTOM COLORS**



**888-722-9222 TOLL FREE / 206-722-1412 / [www.olyuniforms.com](http://www.olyuniforms.com)  
FAX 206-722-1521 / 5920 M. L. King Jr. Way S. Seattle, WA 98118**



# Feeling Behind the Times?

IPMBA Conference 2009  
Albuquerque, New Mexico

April 25 - May 2



UPI Photo from *The Fad that Lasted: A Short History of Bicycling*

## — HISTORY —



International Police Mountain Bike Association  
583 Frederick Rd., Suite 5B  
Baltimore MD 21228

NONPROFIT ORG  
U.S. POSTAGE  
**PAID**  
BALTIMORE MD  
PERMIT NO. 3361