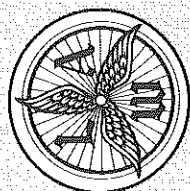


# IPMBA NEWS



Official Newsletter of The International Police Mountain Bike Association

## Officers Declare Police on Bikes Conference a Success

### *Association for Bicycle-Mounted Police Officers Established*

The 2nd Annual L.A.W. Police on Bikes Conference recently held in Las Vegas was a resounding success as more than 225 police officers from across the U.S. and Canada gathered for three days of seminars and demonstrations.

Hosted by the Las Vegas Metropolitan Police Department's well-known bike squad, the police officers were treated to a wealth of information ranging from training models, to operating procedures, to squad administration.

One highlight of the conference was a demonstration by the Las Vegas bike squad of tactics they use while patrolling "The Strip" and downtown areas of the city. Another highlight was a well-attended product exhibition featuring a wide variety of bi-

cycles and accessories designed for police use.

The conference also marked the start of a division within League of American Wheelmen (L.A.W.) for bicycle mounted police officers. The division, called the International Police Mountain Bike Association (IPMBA), offers a full L.A.W. membership, along with benefits specially designed for police officers. During the conference the first IPMBA board was elected, and Allan Howard of Dayton, Ohio was elected chairperson of the division.

For more information about IPMBA you may contact Susie Jones at League headquarters. For a copy of the handouts distributed at the POB Conference please send \$23 (includes shipping and handling) to League headquarters.

## *The Shocking Truth About Suspension Systems*

*by Lt. Greg Brickey  
El Paso Police Dept.*

Suspension systems are every mountain biker's favorite subject. Bring up the subject and you are sure to provoke an argument that divides most bikers into two camps.

The pro-suspension school of thought is that suspension systems have two advantages: (1) increased comfort and, (2) they help keep the tires in contact with the ground. This translates into greater control and increased power.

The detractors say that suspension systems add excessive weight and change the geometry of the

bike. They contend that your arms and legs are already an effective suspension system and the addition of shocks is not worth the \$300 price tag.

There are many different suspension systems, but most work on one of three systems. Air/oil shocks use air pressure as their "spring," and hydraulic oil forced through openings for damping. This allows for a wide range of adjustability to adapt to different rider weights and styles. They tend to be racer's shocks as they don't become active until the bumps come hard and fast.

The second type of system is the steel spring. They are often mated with an air/oil mechanism.

*Continued on Page Four*

## Writers, Photographers, Contributors Needed

Aside from joining IPMBA, there are many ways in which you can get involved:

- Write articles for the bimonthly newsletter (send to Editor Gary McLaughlin, whose address is listed elsewhere in this newsletter) about topics of interest to bike officers: Training tips, Patrol tactics, Unique funding, Community involvement with bike patrol, Etc.

- Send photographs or slides of your bike unit in action (either patrolling or engaged in community service work) for use in the newsletter.

- Let us know about new units that are starting up
- Send clippings of newspaper articles about your unit.

- Submit proposals for presentations at future conferences.

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# Setting an Agenda For IPMBA

The dust is finally beginning to settle since returning from the 2nd Annual Police on Bikes Conference in Las Vegas, Nevada. In case you weren't able to attend, here's a brief recap. There were 230 bicycle patrol officers in attendance from all over the U.S. and Canada, and 30 exhibitors displaying a variety of products for the bike officer. Sixteen different speakers talked about everything from starting a patrol to enlarging the scope of a unit with 40 to 50 officers. A lot of information was passed along at this conference, and I believe the interaction between the different police departments helped to create a strong network of officers who police by bicycle.

I would like to thank everyone for their votes and confidence in electing me to the Board of the International Police Mountain Bike Association. IPMBA and its eight member board was formed to assist police officers who use bicycles as their patrol vehicles. One of the goals of IPMBA is to create and maintain a standard training method for officers. Even though policing by bicycle is no longer considered a fad, many states have not yet incorporated bicycle training programs into their police curriculum.

Because of this, we must unify ourselves and create a standard training program. If we do not create our own training program, this liability-conscious society will cause somebody else to do it for us, and the odds are they won't be a cop or a bicyclist. Membership in the IPMBA will give us the unification and the

cohesion we need to set our own standards. In this day and age of the civilian review boards, we must act quickly—I urge you to join IPMBA now.

The other board members and I are representative of your needs as police officers, and I have already brought up some of your concerns and suggestions at our first board meeting in Las Vegas on March 7. Obviously we can't travel to great cities like Las Vegas every month or so for a bull session on how we do police work from the seat of a bicycle, so that leaves us with one answer, a newsletter. We talked about a lot of things that should be in our newsletter and I'd like to list a few columns suggested:

- Training
- Equipment
- Patrol Tactics
- Readers' Questions and Comments
- Information about other units (new and old)
- New products, and anything else you'd like to see in the newsletter

Some of the things that officers said they'd like to see included in future conferences were:

- Certificates of attendance for the Police on Bikes Conference.
- At least one organized bicycle ride in conjunction with the conference.
- Allow bicycle patrols to set up a "brag booth" in the vendor area to show off their wares.

- Have other "non-cycling" activities planned, such as a golf tournament.
- Break the conference into modules so that you can select classes that pertain to your unit.
- Rotate the conference location every year, i.e. East, Midwest, and West.

These are just some of the things that were suggested to help make the Third Annual Police on Bikes Conference even more enjoyable and informative. If you have any ideas or concerns, please send them to the board member of your choice. A list of board member names, addresses, and phone numbers will appear in this newsletter. Speaking of addresses, if we are sending information to someone who is no longer affiliated with your bicycle unit, or if we are just sending it to the wrong address, please let us know so we can correct our mailing list.

I'm sure I've forgotten a thing or two because it's been non-stop since I came home, but we'll catch it in the next newsletter. Before I go, I want to thank the Staff and Officers of the Las Vegas Metro Bike Team for the great time we had in your city. I specifically want to thank Las Vegas Officers Quackenbush and Spears for taking Chuck and I on patrol and helping me find one of my long lost relatives. Personally Quack, I think Mitch saw the Blazer and was forcing your line!

—Allan Howard

## A Welcome From the Editor

Welcome to the first IPMBA Newsletter! I'm Gary McLaughlin from the Sacramento Police Department, and I have been given the honor of being your editor. IPMBA is the central organizing body for officers policing by bike, and this newsletter is the "vehicle" for dispersing information to its members.

The newsletter is written by police on bikes for police on bikes, and we would like to see all bicycle units get involved. Initially the newsletter should be published bi-monthly and then possibly in the future on a monthly basis. In order for it to work, I need information from you in a timely manner.

Here are some of the topics I would like to see in all newsletters: legal information regarding city, county, and state laws, general and operational orders, training, equipment, current events relating to police on bikes, and a Question and Answer section. I would also like your comments on what should be included in the newsletter.

When you send me information or articles, be sure to include both your name and your department's, so that you will receive appropriate recognition. You may contact me at home or at work, but please send all correspondence to my home address.

On a different note, at the conference I distributed three handouts regarding training. I would like to keep this information current. If something was left out and you think it should be added, please drop me a note. I will make the updated outline available at the next conference.

Finally, I would like to thank the League of American Wheelmen for an outstanding conference in Las Vegas. A special thanks goes to Susan Jones, who has not received any formal recognition for all her work. I think everybody who was at the conference would agree that she did an outstanding job. Again, our thanks!

—Gary McLaughlin

### IPMBA News

Newsletter of  
The International Police Mountain Bike  
Association, a division of  
The League of American Wheelmen  
190 W. Ostend St., Suite 120  
Baltimore, MD 21230-3755

410/539-3399

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# International Police Mountain Bike Association

## Governing Board

**Officer Allan Howard, Chair**  
Dayton Police Dept. - Bicycle  
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335 W. Third Street  
Dayton, OH 45402  
513/449-1108

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221 N. Elm Street  
Denton, TX 76201  
817/566-8181, 8188

**Officer Gary Gallinot**  
Santa Monica Police Department  
1685 Main Street  
Santa Monica, CA 90401

**Officer Scott Virden**  
Bel Air Police Department  
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Bel Air, MD 21014  
410/838-3120

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Oklahoma City, OK 73102  
405/297-1252

**Officer Gary McLaughlin,  
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813 6th Street  
Sacramento, CA 95814  
916/264-5392

**Sgt. Paul Grady**  
Seattle Police Department  
1519 12th Avenue  
Seattle, WA 98122  
206/329-5477

**Officer Ray Wittmier**  
University of Washington Police  
Dept.  
1117 NE Boat Street  
Seattle, WA 98105  
206/543-9331

## Logo Design Contest

Although we have a logo for the Police on Bikes Conference, we need one to represent the International Police Mountain Bike Association. This logo will be used on the newsletter, the membership brochure, and possibly on T-shirts or jerseys if we decide to make them available.

Send your black and white designs to IPMBA Logo Contest, c/o L.A.W., 190 W. Ostend Street, Suite 120, Baltimore, MD 21230-3755 by April 30. Governing Board members will determine the winning design.

## Police on Bikes News?

L.A.W. has received numerous inquiries about a newsletter called *Police on Bikes News*. Although it is being published by an entrepreneur in Baltimore, Maryland, *Police on Bikes News* is in no way associated with the League of American Wheelmen, IPMBA, or the **Police on Bikes Conference**. THIS newsletter, with your articles and your photographs, is the **official newsletter of the International Police Mountain Bike Association**.

## Conference Handouts Available Now

If your department was one of the many hit with budget restraints and you were unable to attend the 2nd Annual Police on Bikes Conference, don't despair. In response to your requests, we are making the conference materials available for purchase. You will receive information on funding, patrol tactics, college and university police bike units, nutrition, community oriented policing, uniforms, and much more.

While these materials will not duplicate the experience of being at the conference, the outlines and handouts will prove to be a valuable tool for developing or expanding your bicycle patrol. Included in the packet is a list of conference exhibitors to aid you in

your search for manufacturers who have "geared" their products to the unique requirements of officers policing by bicycle.

In addition, the packet includes our updated directory of police bike units, listing hundreds of contacts and addresses for bike squads throughout the U.S. and Canada. See what other departments are using for bicycles and accessories, as well as how they outfit their officers.

You can order this complete set of materials (conference handouts, list of Exhibitors, and '92 Directory) for \$23.00, which includes shipping and handling. Please allow 10-14 days for delivery.

## Unwanted Mail?

Are you experiencing any of the problems below receiving mail from L.A.W.? If so, contact Denise Jones at L.A.W. headquarters from 8:30-5:00 E.S.T., 410-539-3399, so she can correct the mailing list.

- Police bike mailings addressed to the wrong person?
- Incorrect or incomplete address?
- Only one person in the unit receives mail?

## Police on Bikes Survey

L.A.W. has recently published its new Directory of Police Bike Units throughout the U.S. and Canada. This Directory will be updated periodically as new units are implemented. If you would like to have your department added to the listing, call L.A.W. headquarters to have the blank survey mailed or faxed to you.

## 1993 Police on Bikes Conference Planning Committee Forming

Plans are underway now to organize the 3rd Annual Police on Bikes Conference. If you would like to assist in the planning (choosing topics, speakers, social events, etc.), send

your name, address, and phone number to the Committee Chair, Scott Virden, whose address is listed with the Governing Board. Include information about your bike unit (# officers, years of operation, training, etc.), as well as why you'd like to serve on the committee.

## Bike Month Organizer's Kits Available

May is the 36th annual observance of National Bike Month, and the League of American Wheelmen has made it easy for you to get involved in the activities and promote bicycling in your community. The Organizer's Kit contains event ideas for safety programs, helmet promotions, trail maintenance days, charity rides, and more, as well as helpful hints on working with the media, recruiting volunteers, and evaluating your program. You'll also receive an illustrated merchandise catalog with descriptions of numerous publications to sell or give away at your program.

This kit has sold for \$20 in previous years, but thanks to a generous contribution from Bridgestone Cycle USA, Inc., it is available this year for only \$7. To order a kit, send a check or money order to L.A.W., 190 W. Ostend Street, Suite 120, Baltimore, MD 21230-3755, or call (410) 539-3399 to order by credit card.

## Training & Events

### April 27 to May 1

Dayton Police Bicycle Patrol Seminar  
2 day Administrative Module \$50  
5 day Practical Application \$100  
For more information, call (513) 449-1266 weekdays between 8 a.m. to 4 p.m. EST.

### May 9

1st Annual Southeastern Tactical Bike Team Competition sponsored by the Seminole Co. Sheriff's Office, Florida. For more information, call (407) 330-6689.

# Motorists Think They're Kings of the Road

by Allan Howard  
IPMBA Chair

You haven't lived until you've put on a police uniform as a bicycle patrolman and hopped up on your mountain bike to go for a cruise. Most bicyclists have had rude car drivers give them plenty of grief and very little roadway, but they endure and still have a good time while pedaling the stress away. Those car drivers would sooner cross the yellow line and hit a utility pole than breeze a cop on a bike. I ride between six and ten thousand miles a year in training, at work, and commuting. I've had more than my share of rude and irresponsible motorists.

For years I commuted to work, and even though I cycled responsibly, I never had a car driver's respect. To them, I was in the way. Now, I get to work an average of four to five minutes faster because people fight each other to see who gets to let me out into the lane I want. I've ridden centuries (100 miles), and I've won bike races, but this newfound respect on the road was one heck

of a feeling. I didn't think that feeling could be topped until I met Homer.

Homer's name isn't Homer, I'm just using that one because that's what I call everyone who drives a car like an idiot. I was riding my beat on my city-issue mountain bike, feeling like life just couldn't get any better. The sun was shining, my training was going well and I was stronger and faster than I'd ever been in my life. Just then, an old piece of junk car breezed me from behind, and as it went by, both Homer and Gomer (the passenger) stuck their heads out the windows and, hoping to startle me, screamed "GET UP ON THE SIDEWALK WHERE YOU BELONG!"

Homer and Gomer were the ones who were startled when they drew even with me and saw I was a police officer. Their mouths were hanging open so wide you could have parked the Mavic support van in there. Homer hit the gas and ran a red light. I threw it up in the big ring and started to motor after him. Just as I started to go into oxygen debt and give up all hope of catching Homer and Gomer, I saw a headlight coming towards me. I eased up on

the pedals and saw one of the guys from my district who rides on the Motorcycle Patrol. I asked him over the radio to stop the car that had just passed him. In another block, I was drawing up on Homer, Gomer, and my fellow officer on the motorcycle.

Just as I pulled up, I could hear the motor officer say to Homer, "I don't know why the cop on the bicycle wants you, but your license plates appear to be expired." Homer got a real sick look on his face when I asked him for his driver's license.

Being the charitable sort, I only cited Homer for the red light and expired license tags. But because a car cannot be driven on a public thoroughfare without proper license, a tow truck was called. Suddenly Homer and Gomer were no longer mobile. No longer were they free to drink six packs of three-dollar beer and generally make a nuisance and a hazard of themselves to everyone on the road. Only a bicyclist can imagine the feeling of victory I had when I looked at Homer and Gomer from the seat of my bicycle and said "Get up on the sidewalk where you belong."

## Shocks From Page One

especially on rear shocks and on most motorcycle shocks. A steel spring is a more active type of shock and responds the way most people think a shock should. They have a simpler design and have proven to be reliable and dirt-resistant. They are also less expensive than the other types.

The third type, elastomer suspensions, rely on a specially engineered plastic material to provide the spring rate and damping. They respond well to small bumps, but their damping rate (the rate at which the shock rebounds) is not as controllable as that of air/oil.

Another type of suspension system, one that can't easily be categorized, is the Allsop Softride system. It consists of a carbon fiber beam that attaches to the frame and replaces the seat post. This serves to suspend the rider over the bike. The beam absorbs the jolts and bumps that normally would be transported through the seat post to the rider's point of contact with the bike.

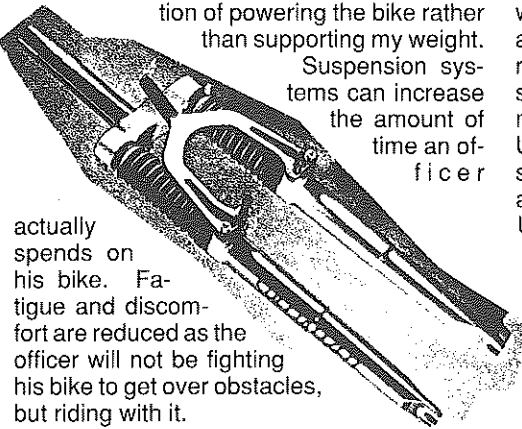
Most of the latest developments in the world of bicycling concern suspension systems, but are they practical for use in police bike patrols? I don't claim to be an expert on suspension systems, but I have put nearly eight hundred miles on a pair of Rock Shox so I feel qualified to offer my opinion on that question.

The bottom line is that shocks DO what they were designed to do. They do increase comfort and control, especially when you're seated. They do keep the tires in contact with the ground so you can better control and power the bike over uneven terrain. Anyone who has ever ridden down a flight of stairs on

a bike equipped with shocks can attest to their ability to absorb recoil and to keep the bike on a straight course.

Suspensions can make a mediocre rider a good rider, and a good rider a great rider. Since switching to a bike equipped with front shocks, I can barrel down hills and track on washboards that I would previously have carried my bike over. Terror-inducing stair descents are now exhilarating downhill runs. I can remain seated during most ascents, leaving my legs to perform the function of powering the bike rather than supporting my weight.

Suspension systems can increase the amount of time an officer



actually spends on his bike. Fatigue and discomfort are reduced as the officer will not be fighting his bike to get over obstacles, but riding with it.

As far as we should be concerned, the major drawback to suspensions is their price tag; most are over \$200. The demand for suspension systems is high, the availability is limited, so deals are few. The price seems steep for an aftermarket item (many newer bikes are coming stock with suspensions, and this is where the deals are), but the price is offset by one of the other benefits of suspension systems—they keep you from trashing your rims. If you buff your tire

against a curb and you're equipped with a front shock, chances are there will be little damage. As the guy who pays the bills for all the wheels our unit has had rebuilt, this alone has sold me on suspension systems.

I am convinced that suspension systems should be standard equipment on police bikes. As to which type of suspension system, I have an opinion on that as well (remember I'm a lieutenant, we're full of opinions).

Since we are not in the racing game, adjustability is not a major concern. I feel that what we want is an active shock, one that is always working to give us a more comfortable ride—even on the little bumps. The steel spring or elastomer models are what would most likely fill our bill. Of these, the Scott Unishock is the most reasonably priced. Its simplicity of design, low weight, availability and price (less than \$200), make the Scott Unishock a good choice for law enforcement.

I also like the Allsop unit. I test rode one for a few hours, and I was impressed with the comfortable ride. It has a different feel than a front suspension and takes some getting used to, but it absorbs bumps better than my Rock Shox and tracks nearly as well.

I suggest you get a dealer to loan you one of each type of suspension system and try them out. You won't notice a difference immediately, but after riding for a week or so go back to an unsuspended bike and you'll be surprised at the difference the suspension made in your ability and your comfort level.

Okay, so there wasn't really anything "shocking" about this subject. I liked the title anyway.

# The Stair Stepping Method

**By Sgt. Allen Weston,  
Phoenix Police Department**

A training course designed to teach proficiency has to be structured so that easy skills are taught first. A method called "Stair Stepping" has been found to be the most successful. As students advance through the course, they build upon each skill that has previously been learned. The course becomes increasingly easier, though the maneuvers become more complex and difficult because of the stair stepping method.

Utilizing this method the Phoenix Police Department's Bicycle Unit implemented a training program for bicycle officers using a series of slow speed maneuvers that teach basic skills. Each new maneuver teaches a new skill while reinforcing the previous ones learned, building confidence, coordination and ability to use the bike at 100% of its capability.

The following is a quick overview of our program. The first exercise is basic. At slow speed the student rides on an oval track shifting from first gear to second, back to first, then back to second, developing shifting smoothness. Later shifting includes all the various gears. Each time, the student concentrates on shifting smoothness. While accomplishing this task the student becomes familiar with the equipment and starts to develop balance, proper cadence, and adapts to toe clips, all in a safe environment.

Once shifting is mastered the student moves on to power turns. Here they learn to recognize proper pedal coordination and the ability to downshift while keeping constant power to the bike while turning. The student's posture, bike fit, shifting and smooth acceleration are studied and corrected as needed.

The next exercise is a circle completed in a 14 foot square. No cones are used, just lines painted on the asphalt. Here the student turns the bicycle in a 360 degree circle without crossing a line. Proper cadence, speed, head and eye coordination are the primary skills developed. Secondary skills such as bottom and side peripheral vision, wheel placement and steering, instead of leaning, are learned. Next is the bump and go exercise. This technique develops proper balance and control skills. A single cone is placed on the track and the student pedals forward, driving his front tire into the cone. Just as the tire touches the cone, the student drops his shoulder and turns his wheel to the left or right and, while giving his bike the proper power, executes a perfect 90 degree turn. Cadence, brake, and speed control coordination skills are used at this point.

Turning the bicycle right or left in a confined space is a skill needed by every rider. In an emergency this can be an evasive maneuver that might save the rider's life. Both the "peel

off" and "cornering" maneuvers use cones set in a confined right and left turn formation. In these exercises, the students, in a tear drop motion, key in on the corner cone and look where they want to go, then skillfully maneuver through the exercise. Correct execution of turns can help avoid an impending rear-end accident where yielding space is essential.

Utilizing these slow speed maneuvers the students are placed through a series of both 180 and 360 degree turns and braking maneuvers. As the student masters the techniques the exercises are performed in smaller areas. To show the student that he really has mastered the techniques, a running figure eight is set up where all of the skills in the previous exercises are needed.

In recap, the important skills learned through these exercises include utilization of the space available, proper wheel placement, head and eye coordination, cadence, brake and speed control, use of peripheral vision and the proper leaning and balance of the student on the bicycle.

As one can imagine, all of these skills are necessary to maneuver through a crowd of pedestrians on a busy day, or attempt to apprehend a suspect trying to get away.

By utilizing this "stair stepping" approach to training the advantages are quickly recognized. First, because of the slow speeds the chances for injury in a training program are significantly reduced, which appeals to administrators. Second, it creates proficiency quickly in officers who, perhaps have not ridden prior to being selected, or at least not for quite some time. Third, it has the ability to hone those skills that an experienced bike rider might have already developed prior to being selected for the training. This type of program can help your bicycle team achieve success.

# Q&A

by Gary McLaughlin

**Q: Are aero-bars an advantage in police work?**

A: I believe that aero-bars are an excellent too for police work. The aero-bars that wrap completely around and make a circle will protect the officer's hands. They can also be used to gently push people in crowded areas out of the way. If you use the 21-1/2" bars, it makes it much easier to ride between parked vehicles. These bars also enhance your turning ability by making the bike respond faster. The response time is accomplished by your hands being closer to the stem. In the question of aero-bars versus sticks, I feel that sticks have problems because they don't protect the hands and they are more apt to catch things. The aero-bars give you more position for your hands.

**Q: Are handcuffs a good tool for securing a bike?**

A: I feel that handcuffs are an excellent method of securing a bike if you are not away from your bike for extended periods of time. How many times in the past have you arrested somebody who has had a handcuff key?

**EDITOR'S NOTE:** These are two questions that officers often ask. We would like you to send other questions to be published regarding police on bikes. Please let me know if you would be willing to help with this column as a research assistant.

## Broken Spokes

In this article, I would like to suggest questions to keep you on your pedals. Please comment on the question, and I will publish the best responses.

**Q: To be an instructor for bike programs, should one be assigned to a bicycle unit?**

## IPMBA MEMBERSHIP APPLICATION

Name \_\_\_\_\_

Police Dept. \_\_\_\_\_

Home Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone(\_\_\_\_) \_\_\_\_\_

Enclose Payment or choose:

VISA     MasterCard

Card #: \_\_\_\_\_

Exp. Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Make Check Payable to:

**League of American Wheelmen**

190 W. Ostend St., Suite 120,

Baltimore, MD 21230-3755

1-800-288-BIKE (membership only)

(410) 539-3399

**Membership is \$35 per year, and is open to any law-enforcement officer (sworn or not).**

# 1992 Police on Bikes Conference Exhibitors

Airless Technology Group  
1931 Lynx Place  
Ontario, CA 91761  
714-923-7026  
Contact: Tom Palacio

Blackburn Designs, Inc.  
1510 Dell Avenue  
Campbell, CA 95011  
800-776-5677  
Contact: Paul Thatcher

Giro Sport Design, Inc.  
2880 Research Park  
Soquel, CA 95073  
408-479-8020  
Contact: Katrin Tobin

Mirrycle Corp.  
6101 Ben Place  
Boulder, CO 80301  
303-442-3495  
Contact: Barry Schocht

Alitta, Inc.  
P.O. Box 931  
Santa Monica, CA 90406  
213-954-1012  
Contact: Stacie Green

Bolle America, Inc.  
3890 Elm Street  
Denver, CO 80207  
303-321-4300  
Contact: C. David Huntress

Hoffman Enterprises  
P.O. Box 2179  
Carlsbad, CA 92018  
619-931-7055  
Contact: Jim Sap

Niterider Light Systems  
8151 Balboa Ave.  
San Diego, CA 92111  
619-268-9316  
Contact: John Haywood

Allsop  
P.O. Box 9709  
Bellingham, WA 98226-9709  
206-647-7420  
Contact: Mitch Rydholm

Derby Cycle Corporation  
717 East Artesia Blvd.  
Carson, CA 90746-1278  
800-252-0580  
Contact: Dennis Wilkerson

Innovative Bicycle Products  
60 W. 400 N. Box 183  
Millville, UT 84326  
801-752-7929  
Contact: Bill Van Dyke

Pro-tec/Gargoyles  
19039 62nd Ave. South  
Kent, WA 98032  
206-251-5001  
Contact: Sharon Lind

Andiamo!  
P.O. Box 1657  
Sun Valley, ID 83353  
208-726-1385  
Contact: Stephen Horowitz

Desert Sun Marketing  
10700 Jersey Blvd., Suite 280  
Rancho Cucamonga, CA 91730  
800-368-4911  
Contact: Bertie Anderson

J. Marcel/Olympic Uniforms  
5920 M.L.K. Jr. Way South  
Seattle, WA 98118  
206-722-1412  
Contact: Julie Hughes

Radiomate  
1110-G Burnett Ave.  
Concord, CA 94520  
510-676-3376  
Contact: Carolyn Servidio

Balance Cycle  
27756 Avenue Mentry  
Santa Clarita, CA 91355  
805-295-5100  
Contact: Franco Gallinaro

EastWest Films  
9140 Crane Hawk Place  
Tucson, AZ 85741  
602-744-8424  
Contact: David Arond

K & W Enterprises  
2433 Jones Ave. NE  
Renton, WA 98056  
206-255-4316  
Contact: Pete Kalasountas

Second Chance Body Armor, Inc.  
P.O. Box 578, 7919 Cameron St.  
Central Lake, MI 49622  
800-253-7090  
Contact: Richard Davis

Bicycle Safety, Inc.  
2255 Ygnacio Valley Rd., Suite M  
Walnut Creek, CA 94598  
510-934-1340  
Contact: Dr. Jack Greenlaw

Eliminator Airless Division  
4640 E. La Palma Ave.  
Anaheim, CA 92807  
714-693-7577  
Contact: Bill Czapar

Kinco International  
927 S.E. Marion  
Portland, OR 97202  
503-238-4588  
Contact: Judith Cantwell

US Pin Company  
3027 NE 105th  
Seattle, WA 98125  
206-523-6622  
Contact: John Hannah

Bike Pro USA  
3701 W. Roanoke, Suite A  
Phoenix, AZ 85009  
602-272-3588  
Contact: Paula Girgenti

Flashwear  
5006 72nd Street, East  
Tacoma, WA 98443  
206-537-8220  
Contact: Sally Swanson

Legacy Bicycles - USA Inc.  
7117 NW 119  
Oklahoma City, OK 73162  
405-722-8300  
Contact: Roy Addington

W.L. Gore and Assoc., Inc.  
297 Blue Ball Rd.  
Elkton, MD 21922  
410-392-3700  
Contact: Pamela Cook

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## International Police Mountain Bike Association

League of American Wheelmen  
190 W. Ostend St., Suite 120  
Baltimore, MD 21230