

Winter 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. 1

Keeping You Up To Speed

by Maureen Becker
Executive Director

The IPMBA Winter Product Guide is a harbinger of spring. Its arrival is a reminder of the importance of preparing for the busiest months of the year for public safety cycling – spring through fall. Each year the guide has a specific focus, and this year is no exception. As IPMBA members around the country make their plans to attend the 18th Annual IPMBA Conference in Indianapolis, they start thinking about the best way to travel to the conference. Often, the decision is made to drive, primarily because of the need to transport a bicycle and other necessary equipment for both bike and rider. The most practical way to transport a bike to the conference on a car is to use a rack. The plan for this issue of *IPMBA News* was to test and review several racks, but it proved difficult to convince various rack manufacturers that it was a good idea to

allow their racks to be subjected to what author John Brandt terms the “exuberant” driving of emergency response personnel. Fortunately, John provided an excellent overview of the various rack types, and Bob Hatcher put one popular rack to the test, and it passed with flying colors.

Speaking of “exuberant” driving, the race is on in Indianapolis to finalize all the logistics for the 18th Annual IPMBA Conference. Although there are numerous reasons to attend the conference, ranging from the eight pre-

conference courses to the more than 50 workshops to the exhibit hall to the obstacle course competition, here’s one more: a chance to pedal around the Indianapolis Motor Speedway racetrack!

Barring any unforeseen circumstances, like a change in the IMS practice schedule, riders on the *See you at the Speedway!* Bike Tour will be invited to do a lap around the track at the Indianapolis Motor Speedway (IMS). On Saturday, April 26, 2008, the ride will depart from the Crowne Plaza and travel about five miles to the IMS. Riders will enter the tunnel and emerge onto the track. They will travel the 2.5 mile distance at speeds considerably slower than the average racing speed of more than 200 miles per hour. The track, unchanged since 1909, has four distinct turns and straightaways. The front and back straightaways are 5/8th of a mile each, with the “short chute” straightaways between Turns 1 and 2 and Turns 3 and 4 at 1/8th of a mile each. Each of the four turns is one-quarter of a mile long and is banked at exactly 9 degrees, 12 minutes. Although IPMBA members won’t feel it, the G-force experienced by drivers as they negotiate these turns for 200 laps is comparable to the force with which the space shuttle leaves the launching pad!

Don’t pass up this once-in-a-lifetime opportunity to ride on one of the most famous – and historic – automobile racetracks in the world! Register by fax, mail, or website, but whatever you do, **register today** for the 18th Annual IPMBA Conference, April 19-26, 2008, in Indianapolis, Indiana!



Cops on Bikes Snare Seat Belt Scofflaws

by Mitch Hotts
Macomb Daily Staff Writer
Macomb, Michigan

Clinton Township police are taking a novel approach to cracking down on seat belt violators with a bicycle officer checking motorists stopped at traffic lights at crowded intersections.

Law enforcers Wednesday ticketed 41 drivers for failing to have their seat belts fastened during a 3-hour directed enforcement on Garfield at M-59 (Hall Road) during the afternoon rush hour.

“They’re just stunned to see me riding up and looking in their cars,” said officer Mark Krutell.

In effect since this past spring, Clinton Township police target a specific high-profile intersection and wait for the cars to line up for a red light. One officer sits in a patrol car a ways off, while a second officer mans a mountain bicycle and goes trolling for violators.

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It's That Time of Year Again ...



It's that time of the year...time for the 2008 product guide edition of the *IPMBA News*. In this edition you will find reviews of new and improved items for public safety cycling. Winter is a great time to admire all the great "eye candy" and try to figure out a way to talk your other half into letting you buy "just one more thing" for your bike. Remember – after you finally get permission, let them know that you still love them. Well, at least that worked when I first got married. After almost twenty-five years, she just looks at me and says "yeah, right".

On behalf of the board, staff, and members of IPMBA, I would like to congratulate two long-time IPMBA members. In December 2007, Lowell Petersen, PCI #057, retired from the Omaha Police Department. Lowell joined the Omaha PD Bike Unit in 1992 and graduated from the first-ever Police Cyclist Course, held April 1993, in Fort Lauderdale. He became an instructor the next year. He attended and instructed at many conferences, and earned more than one prize in the annual competition.

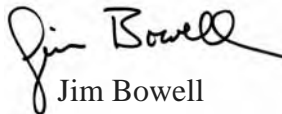
On January 31, Ron Gorski, PCI #223, retired from the Scottsdale Police Department after 24 years of service, including 15 on the bike unit. Ron was a big reason why the 2005 IPMBA conference was held in Scottsdale. And after spending some time in Scottsdale, I can tell you that Ron should be mayor of that town. It seemed like every business owner knew him and had nothing but positive things to say about both Ron and the Scottsdale PD bike

unit. Ron and Lowell – make the most of your retirement and go out for some long rides.

Many of you have seen the new *Complete Guide to Public Safety Cycling*, and we appreciate the many positive comments we have received. As this is going to print, the instructor materials are being finalized to ensure that our instructors have access to the finest teaching materials available. With the help of Jones and Bartlett Publishers, these teaching materials, known as the ITK (Instructor Tool Kit), will come with standardized PowerPoint slides for those who have adopted the high-tech approach to teaching. A release date has not yet been set, so stay tuned!

Remember to register early for the upcoming IPMBA conference in Indianapolis, Indiana. The dates are April 19-26 – pre-conference from April 19-23 and the conference from April 24-26. The program is filled with new and exciting educational sessions and lots of opportunities for networking. The post-competition party and awards ceremony will be held at the world-famous Slippery Noodle, home to some of the best blues music in the Midwest.

Until then, enjoy this glimpse at new products both at home and abroad. I look forward to seeing you at the conference.


Jim Howell

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

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

Next course:

April 19-23, 2008 ~ Indianapolis, Indiana

ipmba news

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The International Police Mountain Bike Association is a non-profit educational organization providing resources, networking opportunities, and training for public safety bicyclists.

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6th Annual Product Guide



Welcome to the sixth annual IPMBA Product Guide! This guide contains information on various types of racks available for transporting bicycles on motor vehicles. The consensus seems to be that if budget permits, the hitch-mount rack is the best choice for public safety cyclists. Unconvinced? Read on! It also offers a solution to property room and fleet storage woes and reports from the biggest bike industry trade shows in the U.S. and the U.K. Many thanks to the authors and product testers for making this issue of *IPMBA News* interesting and informative. *Pages 5-18.*

Vehicle-Mounted Bike Racks for Public Safety Cyclists

by John Brandt, PCI # 204/EMSCI #055
University of Maryland College Park Police Department

At some point, every public safety cyclist is faced with the need to take their bike somewhere that requires transporting it by car. When that time comes, there are generally three options: break the bike down and stuff it in the back seat or trunk, switch to a truck and throw the bike in the bed, or buy a bike rack for your car. In most cases, assigned departmental vehicles are already full of gear, so jamming the bike in the back seat or the trunk isn't an option and getting a truck is out of the question. That leaves buying a rack for your car, a seemingly simple task that presents hundreds of options. Your choice should be based on performance needs, but budget, appearance, convenience, and durability will all be factors. The following is a discussion of various types of bicycle racks. Between my agency and my personal use I've owned or operated virtually every type of rack. Believe me, a little knowledge can save you from making a poor choice and may help you to justify the cost of a rack that will best serve your unit or agency.

The following analysis will explore the types of racks, their advantages and disadvantages, limitations, mounting systems, capacity, trunk access, possible damage to the vehicles, and cost.

TYPES OF BICYCLE RACKS

There are four basic types of bicycle racks with some slight variations of style within the types:

- Roof-mounted (front wheel on or off)
- Trunk lid/bumper-mounted
- Hitch-mounted (bike supported from underneath or hung from above)
- Specialty racks (SUV interiors, truck beds, spare tire mounts, etc.)

Roof Racks

This article will not address roof racks because they are not commonly used for public safety cycling. Although they can be among the strongest and most secure of racks, they interfere with the mounting and visibility of roof-mounted emergency gear and require overhead lifting of the bikes. That's fine for an 18-25 lb. personal bike, but not particularly reasonable for fully equipped public safety cycles that often weigh 40-60 pounds, fully loaded.

Trunk-Lid/Bumper Racks

The second type of rack, and the most commonly used public safety bike rack, is the trunk mounted rack or trunk-lid/bumper combination rack. These are generally the least expensive racks on the market, although the nicest ones, like the Saris Bones, certainly aren't cheap. There are many

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Swagman XC Bike Rack Passes the Test

by Bob Hatcher, PCI #629/EMSCI #103
Columbus (OH) Police Department
IPMBA Industry Relations Committee

When I was selected for bike patrol in 2000, I traveled to the Dayton PD's bike school with a fellow officer. Dayton is about an hour's drive, so we hauled the bikes on the back of a cruiser. The members of our bike patrol provided us with a hitch-mounted rack with two bars from which the bikes hung. It looked like it came from found property and had been welded to the hitch by our Public Works Department.

School started at 0800 hours so we left at around 0600 to ensure that we would arrive on time. We had little experience using bike racks, so we weren't aware that as we drove on the Interstate, the bikes would swing back and forth. About a half hour into the trip, I looked back and saw one of our bikes hanging from only one of the bars. Since it was about to go tumbling onto the road, we pulled over to save the trusty steed. Once the bike was re-secured to the rack, we knew we needed to find a way to prevent it from swaying. As luck would have it, I found a bungee cord lying on the ground where we stopped, which was just what we needed to avoid disaster. We were able to complete our trip without the loss of either of the bikes.

After being on bike patrol for a few years, I embarked on a quest to find a more effective bike rack. The new rack would also be a hitch mount so we could try and prevent both security issues and damage to cruisers, which are more common with trunk-mounted racks. I found a rack that only had one bar to hang the bike, which enabled it to accommodate smaller framed bikes. The clamps for the bike rotated on the rack so the bike could be set

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Police officers don't always drive in same manner as the general public

Swagman Rack

(Continued from page 5)

level. Unfortunately, the weight of the patrol bikes caused them to rotate on the rack as you drove. It is an interesting sight to look back and see your bike pointing straight up in the air. That rack clearly wasn't going to work.

On a mission to try and find a rack that would hold a bike securely, I began looking into the style in which the bike wheels sit in hoops or a tray. The first place I looked was the Product Purchase Program (PPP), where I found Swagman Racks. My local shop carried Swagman so I was able to check out the quality before I bought. The Cross Country (XC) caught my

attention and I spoke with Debbie at Swagman, who agreed that the XC would be a good choice for patrol duty. In the end, I was able to get the PPP price by buying the rack from a local shop. That made it win/win/win for Swagman, the local shop, and me!

The rack was easy to assemble, and I was able to attach it to the cruiser to make the final adjustments. The bike wheels sit in hoops that are adjustable for different wheel bases. The knobs that secure the hoops can be difficult to tighten down but the weight of the bike helps lock the hoops in place. The bike is secured to the rack with a frame hook that provides downward pressure on the top tube of the bike. Since the cables are mounted to the top of the top tube, I positioned the bike so the hook was over the cable mounts to prevent damage to the frame or paint job. Other than the frame hook, there are no other straps or tie downs required.

One of the problems I've noticed with other racks is the amount of time that it takes to mount the bike onto the rack. In some cases you have to attach bungee cords or screw down a plate. I've even seen an agency put a big cable around the bike, and then lock part of the cable in the trunk of the car. The XC only takes a couple of seconds to drop the bike in the hoops and press down on the frame hook. Since seconds can count, I thought this was a great feature.

Police officers don't always drive in same manner as the general public. In addition, our bikes are loaded down with a "bit" more gear. All bike racks are designed with the general public in mind and so they are tested to their specifications. As I set out with the new rack in

use, I found myself constantly looking back to check its stability. I was pleased to note that the bike seemed securely mounted to the rack, with only a slight amount of movement due to play in the hitch and receiver. The first time I drove on a highway at a speed "slightly" greater than the speed limit, the bike and rack did much better than with previous hanging style rack. I crossed several uneven railroad tracks and executed high speed turns with this rack, and the rack and bike stayed together.



Photo courtesy Bob Hatcher

The XC is set up to handle two bikes. The bikes can be loaded staggered so they don't touch each other. Once they are locked down, they don't move or sway like they do with the hanging style rack, so way they will not damage each other.

I've only found two issues with this rack. As mentioned earlier, the knobs that secure the hoops can be difficult to tighten, however, once they are tightened as tight as I can get them, the weight of the bikes keeps them from moving. I also noticed that after some use, the frame hook can stick, making it difficult to release the grip on the bike. Like with most moving parts, a little bit of lube, applied to the post, did the trick.

Overall, the performance and the price of this rack are great. After our Product Purchase Program discount, the XC was about \$150. It comes with either a 2" or 1 1/4" hitch and Swagman offers an adapter to convert the 1 1/4" into a 2". They are coming out with a new rack very similar to the XC; however, it will have a better adjustment for the wheel hoops and will be a bit more durable. The price will be slightly higher but the lower price XC will still be available for purchase. For more information, visit www.swagman.net. To order at the PPP price, contact Debbie at 800-469-7924 or debbief@swagman.net.

Robert Hatcher currently works for the Delaware (OH) PD and serves as their bike patrol coordinator. He is a Police and EMS Cyclist Instructor as well as a League Cycling Instructor. For the past two years as a member of the IPMBA Industry Relations Committee he has volunteered to update the IPMBA Product Purchase Program and solicit donations for the IPMBA Silent Auction. He can be reached at hatcher32@verizon.net.

Bike Rack Caveats

- Bikes left on racks can be stolen or vandalized.
- Unlocked bike racks can be stolen from unattended vehicles.
- Bikes that are hung on bike racks can swing like pendulums and damage the bikes and/or vehicles.
- Nylon attachment straps will ALWAYS stretch when stressed and will not necessarily stay attached when cars are driven hard.
- Loose nylon straps will flap and become frayed, so they must be tied down.
- Depending on the mounting method and number of bikes, some tail/brake lights or other signals may be partially or completely blocked.
- Foam padding will eventually deteriorate; it can often be covered or replaced with handlebar tape or something similar. Straps will also deteriorate and need to be replaced in time.
- The more bikes there are on a rack, the greater the stress on the rack and mounting system when you drive priority. Racks can loosen, break, and/or detach. If you drive like you're in the Baja 1000, nothing will keep a bike on your car.
- 2" hitch receivers are far superior to 1.25" receivers. They're thicker and stronger and the racks that insert in them are thicker, stronger, and heavier.
- If all you're going to use the hitch for is carrying a bike rack, you can save money by not having the electrical connections for trailer tail/brake lights installed.
- Racks that don't fold up can protrude from your car and can get damaged when you back up too close to something or the protruding arms can snag passing pedestrians when you're parked. -John Brandt

Vehicle-Mounted Bike Racks

(Continued from page 5)

styles, some of which are very adjustable, fitting many different vehicles. These racks usually mount either completely on the trunk-lid of the car or rest their bottom legs on the bumper and their top legs on the trunk-lid. They are held in place by 4-6 nylons straps that run from the rack to various places on your car, like the trunk lid lip, the bumper, and parts under the body or bumper. The racks have arms from which bicycles are hung by their top-tubes. If you carry more than one bike, you have to mount and remove the bikes one at a time. The bikes slide onto support arms one at a time, so the last bike onto the rack is always the first one off and vice versa. This is also true for some, but not all, hitch-mounted racks.

This rack type's greatest advantages are lower cost, flexibility of use on multiple vehicles, and the ability to fold them up

and store them in a relatively small space. However, trunk racks do have their drawbacks.

Except in very rare cases, all trunk racks contact the paint on the trunk lid in two to four places, not counting the straps. The exceptions are SUVs

and a few other vehicles where the rack rests on the glass (back window) and the bumper. In most cases, however, no amount of careful mounting, constant tightening, cleaning, extra waxing, or other effort will prevent the contact points from eventually moving and scratching your paint. When stressed, nylon straps will stretch and nothing can stop them. No matter how tightly you mount the rack, there will always be play; the rack and bike just weigh too much to stay perfectly fixed in place, especially during hard driving. The only cure for this is to cover the paint with something that protects it from the moving rack, like reflective tape strip, glued-on rubber patches, or something else (not Teflon; the rack would slide more). I can't offer any advice there because we've never tried this, but I have the paint scratches on numerous trunk lids to prove that you

can't keep trunk/bumper mounted racks from moving. If you run priority, it just gets worse, and this applies to all vehicles. If the rack somehow loosens during a priority run or a vehicle chase, the rack can slide back and forth a great deal and leave your trunk lid or tailgate looking like a vandal got to it with a screwdriver. If a rack strap or two pops loose, you have a 50-80 pound (total) weight hanging onto your car by one or two nylon straps, while the whole contraption flies around behind you like a game of "crack the whip." We haven't had any come completely loose, but we routinely find the lower straps pop off during "exuberant" driving.

Trunk racks are also easy to vandalize and/or steal. They're only secured to the vehicle by nylon straps with nothing to prevent them from being cut or detached from the vehicle and stolen, even with a bike or two on them.

You need some sort of locking device.

Locking your bike to the rack isn't a good solution if the rack can be removed from the car by hand. There are some cables out there that are just a straight cable with a ball on each end; you can even make one. You run the cable through the bike

and the rack and then throw the cable-ends into the trunk and close it. The cable can't be pulled out until the trunk is opened, but this can be a pain if your trunk is tightly tied down by the rack.

Lastly, trunk racks can make trunk access very difficult and very slow. Although some racks, like the Saris Bones, allow trunk access, many of the racks have straps that run under the back of the car, essentially tying your trunk lid closed. In many cases, you have to remove a couple of straps to get the trunk to open at all. This is a problem if you routinely need to access your trunk for equipment or if you carry critical emergency equipment (shotguns, etc.) in your trunk.

Hitch-Mounted Racks

There are two basic designs to hitch racks, but they all mount into a towing hitch receiver that is attached to the vehicle

frame. The basic rule is that the bigger the receiver (hitch mount), the heavier the gauge of metal used in the rack, and the stronger the rack. A 2" receiver will be a great deal stronger than a 1.25" receiver. Strong is good – remember, we need to drive our cars more radically than normal people, so we want a strong mount as well as a strong rack.

Hitch-mounted racks have huge advantages for public safety cyclists. The biggest advantage is that hitch-mount racks don't interfere with opening the trunk. They are attached at the hitch and they stand off the back of the vehicle. Some models even tilt away from an SUV (even when loaded with bikes) and allow the lift gate to swing open. Hitch-mounted racks also don't contact the painted parts of a vehicle, so damage is rare and there usually aren't any nylon straps to worry about unless you choose to add an after-market safety strap. You also generally don't have to lift the bicycle as far up to mount it on the rack; hitch racks ride at the rear of the vehicle and are usually lower than trunk racks. Hitch racks, depending on the model, can handle from one to five bikes, but the greater the weight carried, the more stress on the rack and the hitch. Driving priority or getting into a pursuit with a full bike rack, of any kind, is a recipe for disaster. I adjust my racks so that only one bike fits at a time and it stays close to the car (more on this later); this limits the strain on the rack and hitch during emergency driving. A last small advantage to hitch racks is that they can be locked to the vehicle. Most have accessory locks and those that don't can be locked with an after-market lock, just like any normal hitch-ball can.

By now it should be obvious that if you're trying to get the best rack that meets your performance needs, you're probably going to want a hitch-mounted rack. That's where the hitch (pun intended) lies. There really aren't any cheap hitch-mounted racks and they cost more because you have to buy and install the receiver on your vehicle to hold the rack. Unlike a trunk/bumper rack, the hitch rack cannot be moved to other vehicles that don't have receivers on them. If you replace the car you're using to carry bikes, you have to get the hitch transferred to the new car, if

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Vehicle-Mounted Bike Racks

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it even fits the new vehicle. Cost is usually the sticking point to purchasing hitch-mounted racks, but here are the points you can use to justify the additional expense:

- Allows for easy access to the trunk of patrol vehicle, so it can be used in conjunction with day-to-day operations (flares, files, jumper cables, spare tires, tools, etc.).
- Trunk access is an officer-safety issue (shotguns, rifles, first aid kits, etc.).
- Leaves no paint or body damage on the vehicle.
- The rack can be locked to the vehicle and the bike can be locked to the rack.
- They can be installed or removed in minutes; no rack shape adjustments are necessary and there are no nylon straps to connect and adjust.
- Better strength and security during emergency driving maneuvers.
- Generally larger, stronger and more durable (that's why they're used on the fronts of commercial buses).
- Many models fold up or down when not in use, so they aren't as much of an accident risk when not being used.
- Much less likely to detach from vehicle or lose a bike during emergency driving maneuvers.
- Low lift-on height reduces chance of injury to cyclists when putting bikes on vehicles.

removed the same way; just like bikes on a trunk rack. Of course, if you're never carrying more than one bike, this won't be a problem.

These racks, depending on the model, are designed to hold 2-5 bikes, but the more bikes you add, the greater the weight and stress if you're running priority. If the bikes aren't braced in some way, they can swing forward and back like a pendulum, causing damage to your vehicle, so look for strong "sway" supports if you buy one of these racks.

The second type supports the bike from underneath by using tire trays. A support pole swings up from the tray and attaches to the bikes over the front tire. This holds the bike securely vertical, so there is no sway. If you're going to carry more than one bike, these racks have a huge advantage. Since the bikes aren't "hung," either can be removed without touching the other. Rear tires are usually tied down with a short ratcheting strap and bikes can be placed on the rack or be removed in mere seconds.

Hitch racks do have drawbacks and the greatest of these is the cost. A good hitch rack can cost double or triple a trunk/bumper rack. A possible drawback is that these types of racks usually only hold two bikes, so if you need to carry four bikes, it'll cost you. Extensions for two more bikes cost almost as much as the original rack. This isn't a problem if you're going to set the rack up to hold only one or two bikes. Another drawback is weight and size. Although most of these racks will fold up against the back of the vehicle, they're sturdy and strongly built and they will always weigh considerably more than trunk/bumper racks. They also take up more storage space when not in use. Despite the drawbacks, hitch mounts often best meet public safety performance needs.

Specialty Racks

There are many specialty bike racks for truck beds, SUV interiors, for mounting on outside spare tires (like on Jeeps) and for tandem bikes or recumbent bikes. Most interior mounts and bed mounts are a variation on a fork mount (like many roof racks). The front wheel is removed and the bike is attached to a securely mounted quick release for vertical stability. There are variations of

this for outside in truck beds or for inside of SUVs (or trucks with bed covers). The inside versions keep your bike away from vandals, bad weather, and make theft a little more difficult. If you're driving a truck or SUV with some room inside it for a bike, these are worth investigating. There are also some models that bolt onto rear-mounted spare tires and spare tire carriers. A little research can help you find a rack to meet your specific specialty needs.

The Best Racks

Bike rack selection is very subjective, but I've been using various racks on numerous vehicles since 1980. I've used permanent roof racks, gutter racks, clamp-on roof racks, trunk racks, truck bed racks, SUV interior racks, hitch racks, and bolt-on racks. The best racks I've found for personal use were roof racks, until I purchased my current hitch rack. Roof racks are up, out of the way, strong, easy to secure, and the bikes you attach to them are usually light and unloaded. The best detachable racks I've ever used and the best public safety cyclist racks I've ever used have been hitch-mounted. I currently use the Thule T2 both at work and at home. It may not fit your specific needs or your budget, but it's what I'd tell you to look at first for comparison. The T2 is similar in function to the bike racks you see on the fronts of commercial buses. It is strong, durable, easy to attach and detach, locks to the vehicle (optional), the bikes lock to the rack (optional), and it holds the bikes as securely as any rack I've ever owned. At work, I can save a little money by only mounting one bike per car. Each rack comes with two mounts, so I can then use the second bike mount on another base and save buying another entire rack. Do your research. There are other similar racks and many others may meet your performance and/or budgetary needs.

John, the founder of the university bike patrol, was certified as an IPMBA Police Cyclist in 1995 and as an IPMBA Instructor in 1997. While his current rank of captain means that he no longer rides routine patrol, he is frequently involved with special events, both on campus and in the community. He rides on- and off-road recreationally and has transported his bikes on a wide variety of vehicles. He can be reached at jbrandt@umpd.umd.edu.

Bike and Bike Equipment Sales and Catalogs

Performance Bike <http://www.performancebike.com/>

Bike Nashbar <http://www.nashbar.com/>

Rack Warehouse <http://www.rackwarehouse.com/>

REI <http://www.rei.com/cycling>

Rack Manufacturers

Draftmaster <http://www.draftmaster.com/>

Saris <http://www.saris.com/>

Sportworks <http://www.bicycleracks.com/>

Swagman <http://www.swagman.net>

Thule <http://www.thuleracks.com/default2.asp>

Yakima <http://www.yakima.com/>

Once you've made the decision to buy a hitch rack, there are two basic styles to consider. The first (most common and least expensive) holds the bikes just like a trunk rack does. The main support comes up from the receiver, and it has rods that project off to the rear of the vehicle. The bikes are hung over the rods, one at a time by their top-tubes, and must be

Dero Track Rack: Bicycle Room Storage Solution

Police Departments often have to store hundreds of abandoned or stolen bicycles as efficiently as possible, often for an extended period of time. Many local law enforcement organizations provide unclaimed bicycles to needy children at Christmas or use recovered bicycles for bicycle safety training programs or rodeos, necessitating orderly long-term



organization to avoid damage. Many unclaimed bikes are put up for auction and need to be available for examination prior to bidding. Some agencies have large bicycle fleets which require orderly storage. To transform your bike storage room from this (left) to this (right), check out the Track Rack from Dero Bike Rack.



The Track Rack has a unique staggered, sliding hook design that creates the greatest bike room storage efficiency, while still providing easy access to any particular bike. When adding or removing a

bike to the rack, you simply slide the surrounding bikes out of the way. The modular system fits nearly any space and mounting can be to the floor, ceiling or wall. Prices range from \$259 to \$539 for an eight foot storage unit that will hold 13 bicycles.

For more information visit www.dero.com or contact Dero Bike Racks at 1-888-337-6729 or sales@dero.com.

Photos courtesy Dero Racks.

Fuji Listens!

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

White noise surrounds us; radio traffic, citizens, partners, dispatchers, we often hear it all but do we ever truly listen to any of it? It is always enjoyable when someone listens to us so that consequently we do not develop into white noise ourselves. Steve Harad, the Fuji representative for emergency services products, has spent the last few years listening to you and me. Harad has been visible at the IPMBA conference, answered numerous e-mails, and talked to his fellow vendors about what we want on a bike. The results of his dedication were unveiled in Baton Rouge with the display of Fuji's 2008 Police Special.

I recall observing the Fuji display and thinking, "That is an entirely different design than last year!" It was immediately apparent that Fuji had invested a substantial amount of effort and dedication in the bikes they would deliver to the public safety community. The most noticeable upgrade was the disc brakes. Steve told me this was the upgrade IPMBA members were most adamant about pursuing. I began to talk with Steve

in an attempt to get my hands on a bike to test. I wanted to test the bike not only for myself, but also for the ones who had so much to do with its changes, the members of IPMBA.

Later in the spring, I received the bike box and proceeded to get out my tools. As I assembled the bike, I could not help but to notice the new frame design, which Steve told me is unique to Fuji's police bikes. Fuji has installed two gussets on the down tube and top tube to increase the strength of the frame. I can't swear that it is



Photo courtesy Fuji Bicycles.

"Al Simpson proof" (he broke two frames in Baton Rouge); however, the importance of bulking up the frame on public safety bikes should not be overlooked. We tend to carry a significant amount of weight around when we ride, some more than others, not to mention all of the equipment.

The Police Special handled great! The new disc brakes were a marked

improvement over the previous v-brake system. Fuji also upgraded the fork from a Suntour Axon to a Rockshock Recon Air with a remote lockout. I must admit I was not sure what this extra cable was when I was putting the bike together. However, the lockout turned out to be an extremely beneficial riding feature. It simply takes a flip of the thumb to activate the shock and cushion the ride while off-road. Overall, the Fuji Police Special for 2008 was an impressive ride. It's a production line bike that feels custom made, and these results were a result of Fuji honoring valid customer input.

Fuji completes the package by supplying helmets with lights, gloves, socks, bags and Princeton Tec lights. Steve Harad and Fuji continue to listen to IPMBA members to better our industry. In this time of white noise it is refreshing to have a company listen to customer's concerns and ideas and then act upon them.

For more information about the 2008 Fuji Police Special, contact Steve Harad at 215-824-3854 x 1111 or sharad@advancedsports.com. Fuji participates in the IPMBA Product Purchase Program.

Ron has been with the Hilliard Police Department for 16 years, including 11 on bike patrol. He enjoys off-road riding and has been an IPMBA Instructor since 2001. He is currently serving as IPMBA's Industry Liaison and can be reached at ron_burkitt@hboe.org.

Report from the 2007 International Cycle Show

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

I am really lucky in my work. Not only do I get paid to ride a bike most days, I occasionally get invited to attend events in my capacity as a bike cop. The 2007 Cycle Show took place 11-14 October, in a new venue, Earls Court, London.

Once again, Emergency Services Cycle Patrol was well represented, with exhibition space being provided. I volunteered to help on Saturday 14th. I was very impressed by the scale of the show. There were exhibitors from a wide range of bike, clothing and accessory manufacturers alongside service providers, travel companies and organisations with a cycling background or an interest in promoting cycling. My wife, being the shrewd individual she is, had kidnapped my credit cards again so that I couldn't break the bank whilst dribbling over the shiny new stuff. Very shiny, very new and oh so very tempting!

Our exhibit space had doubled in size from previous years. The show was run on the Saturday by Sergeant Dave Prashner from City of London Police. It was good to see him again after meeting him during the run up to the Emergency Services Cycle Patrol Seminar earlier in the year. We had safety and security information to distribute as well as examples of good quality bike locks to show. There were also several police and ambulance bikes for the public to look at and play with. A friend

of mine came to the show with his 13-year-old son, Jonathan. At the Tour de France, I had promised him that if there was a test track at the show, he could put my gear on and ride my patrol bike round the track. Well, there was a track and he did ride. It looks like he enjoyed it!

Many public safety professionals stopped by the exhibit for advice and ideas. IPMBA was promoted with gusto along with the fledgling UK organisation, Tom Lynch's brainchild, Public Safety Cycling.

What caught my eye this year? Well, I won't go into the bikes that were on display as there were so many that I NEED to own, that there wouldn't be enough paper in the world to put into print my desires.



Photo courtesy Matt Langridge.

(Continued on page 12)

More Clothing From Cannondale: L.E. Carbon

by **Brad Miller, PCI# 928**
Lewisburg PD (PA)
IPMBA Industry Relations Committee

Cannondale's clothing line continues to provide products that enhance an officer's ability to patrol by bicycle, comfortably. The latest products offered from Cannondale are usually found on the bike, not the rider. No, I'm not referring to a fine made Italian leather seat. I'm talking about carbon technology. That's right, Cannondale clothes are constructed from carbon products which are organic based and extremely durable.

This latest fabric from Cannondale is called L.E. Carbon. When you see Cannondale using the word "Carbon" in their clothing line, they are referring to Cocona™ technology, which incorporates an activated carbon that comes from coconut shells. The activated carbon traps odors and micro-bacteria your body releases during cycling. Throw your L.E. Carbon clothing in the washer and dryer to release all that bad stuff and reactivate the carbon. Cocona™ also provides 45% better wicking than Coolmax!

The first product I tried was a pair of Cannondale's L.E. socks. If you get a chance to wear a pair of these, make sure you look for the "L" and "R". Designers of the L.E. socks actually went so far as to make each sock specific to the left and right foot. Once you have them on the correct feet, you will immediately begin to feel the difference that Cocona™ makes. They're

lightweight, cool, and comfortable, but most notably, they don't stink! If for no other reason than the last one, you want to try these.

The next L.E. Carbon product I tried was Cannondale's base layer shirt. Just like the L.E. socks, the base layer shirt was designed to fit the rider's body perfectly. Due to the use of Aerogrid Carbon fabric, Cannondale was able to manufacture a seamless shirt that hugs the rider's body for a custom fit. Until someone makes a moisture wicking bullet resistant vest, what you wear under your vest will only store sweat between you and your vest; any officer would agree with this theory. The usual smell associated with removing one's vest at the end of a shift is virtually eliminated by Cocona™ technology. The L.E. Carbon Base shirt can be worn by itself or worn as added thermal protection on cold days. This specially engineered fabric keeps you cool on hot days and warm on cool days.

L.E. Carbon clothing can be purchased from any Cannondale supplier. The L.E. socks retail for \$14.99 and the L.E. Base Tank retail for \$44.99. For more information about L.E. socks and shirts, along with Cannondale's full line of clothing, go to <http://www.cannondale.com>.

Brad is an IPMBA PC instructor and has been a police cyclist since 2002. He has been a life long cyclist and can be found riding trails in the Appalachian mountains in central Pennsylvania. He can be reached at lpdmiller@dejazzd.com.

Report from Interbike 2007

by **Ron Burkitt, PCI # 488**
IPMBA Industry Liaison
Hilliard (OH) Police Department

As I sat in a room swirling with purple and gold shirts, I looked down at my plate to find pounds of boiled crawfish waiting to be eaten. It was the last night of the conference in Baton Rouge and my thoughts floated to Las Vegas and Interbike. This had been my first full conference as a board member and I'll never forget it. The East Baton Rouge EMS and all of their supporters had set the bar high during the past week. The vendors in the hall and those that donated to the silent auction went above and beyond with products. During the week I was again elected to the position of Industry Liaison. This time I had some idea of what to do and what to expect. In 2006, I'd arrived at in Las Vegas for the first time in my life. My goal was to experience Interbike, talk to vendors who already support IPMBA in various ways, make contact with potential vendors, and scout out new and interesting products.

That trip resulted in a newsletter featuring reviews of products available to you at discounts through the Product Purchase Program (PPP) and a taste of Interbike. I had

come away from the show feeling somewhat overwhelmed by the possibilities and the challenge of visiting every booth that seemed to offer something for IPMBA members.

I began to plan for Interbike 2007 right away, getting approval to bring an additional board member and making reservations early. The question of who to take had many possible answers. The list included people I owed, some who offered bribes and one individual who said, "I'm the President of IPMBA and I'm going with you!" As I heard those words, I decided to ask Jim Bowell, President of IPMBA, to accompany me to Las Vegas, and we started to plan our handling of this critical incident. We enlisted some help from our Treasurer, Kurt Feavel, who was in Las Vegas for a separate conference. We then headed into the Sands Convention Center with our manpower in place.

The first order of business was to get the "lay of the land" as Interbike can be more than a little overwhelming. While walking the aisles, we stopped to say hello to many of our vendors and thank them for their support of IPMBA. There was Kryptonite, Lin, Kenda, Fuji, Sigma Sport, Cycle Source Group, ProGold, Brave Soldier, Kuji, Marwi, Cane Creek, WTB, Do Wrap, Terry Precision Cycling, and Rudy Project, just to name a few. All of the reps were glad to see us and thanked us for stopping by. However, they hadn't spent all that time and money at Interbike to talk, they had three days to sell as much product as possible, and so we moved on quickly. As with last year this took the entire day.

"Divide and conquer" was the theme of the second day. Jim spent the day making contacts with companies which seemed likely prospects for the PPP. When we met for dinner, he handed me a stack of business cards. The prospective vendors

included the Soze Group (a sole insert company), Camelbak, Rhino Socks, Lizard Skins, Genuine Innovations (CO2 inflators and pumps), Hydropedes Insoles, Seattle Sports Outdoor Gear, Inertia Designs (cycling packs), Chrome Transport (urban riding gear), Bugaboos, Tifosi, and Axley Sport Optics (eyewear), and more. Look for the PPP to grow this year from these great contacts.

I spent the day with Kurt searching for specific vendors. We found Pletscher, a Swiss company that makes kickstands that could work on some full suspension bikes; they also make a rear rack system with a hard shell pack. We talked with Illuminite, a familiar company that makes retro-reflective clothing. One vendor contacted Maureen at headquarters and requested we stop by. The company, Brake Director, manufacture a one-handed braking system. They have already enrolled in the PPP. Several companies were offering products for flat tire reduction. We were more than a little intrigued by a company called Tire Balls that had an original concept; instead of a single inner tube, the tire is filled with several tennis ball sized pouches that hold air. When a ball is punctured, you only lose a small amount of the air in your tire. While talking to the folks at Rudy Project, we were shown a new set of shades with lenses that are clear and darken within 1.5 minutes of walking outside. Rudy designed these lenses after requests from a number of IPMBA members. We are looking forward to getting products from each of these companies to review for future issues of *IPMBA News*.

Jim and I were left by ourselves for the final day of the show. We spent half of the day working and half looking at stuff we wanted to see. The working half of our day was spent going to any and all light and lube manufacturers. Our industry has grown by leaps and bounds in both areas. No longer do we use WD-40 or generator lights on our machines. We are planning to write a comparative article of the different options available in this ever-changing marketplace. We talked with lube manufacturers TriFlow, Finish Line, Purple Extreme and Pro Gold; and lighting companies Nite Rider, Nuville, Marwi, Sigma, Cat Eye and Cygo Lite.

Hopefully we will be able to get all of these products to compare and contrast.

As you can imagine, there was plenty to see and do. We have a lot of work in store as we try to provide you, our members, with news of new and interesting products to make your duty time safer and/or easier. As our Product Purchase Program grows, I'd encourage you to make use of it each and every time you can. Our vendors must see that IPMBA members use the products they sell. I look forward to seeing many of you in Indy this year and bringing you the information you need on the products you want.

Ron has been with the Hilliard Police Department for 16 years, including 11 on bike patrol. He enjoys off-road riding and has been an IPMBA Instructor since 2001. He is currently serving as IPMBA's Industry Liaison and can be reached at ron_burkitt@hboe.org.



Photo courtesy Brake Director.

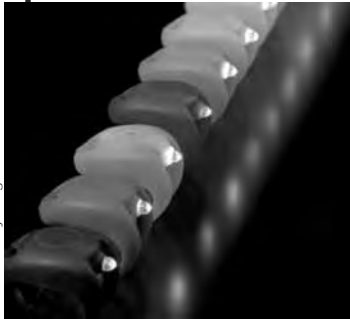


Photo courtesy Rudy Project.

Report from the 2007 International Cycle Show

(Continued from page 10)

Ultimate Sports Equipment (USE) were displaying the latest Exposure Light range. My favourite is the 'Joystick', a small LED light unit about the size of a couple of shotgun cartridges, maybe a bit fatter. This uses either a handlebar mount or, my choice, a helmet mount. I have last year's version on my patrol helmet. It is great for riding as it illuminates where you are looking (through the bend/hazard, not just in front of the bike) so it really works well in addition to a handlebar light. I also use it when searching, switching it on and having two hands free for patting down, etc. It's great for doing paperwork (tickets, search forms, etc.) at night, as you can swivel the mount to point at your pad. I find it has a good safety feature; if a suspect is getting 'in your face', switching the light on and directing it at their eyes disorientates them and gives you two hands to fend them off if necessary. I think bike medics would benefit from it as well, being able to light up their casualties whilst working on them. This year's edition has claimed run times of three hours on max output, ten hours on 'Ride', 24 hours on 'Low' and days on 'flash.' It also has a socket to plug in a back-up battery pack. It is a bit pricey at £165 but it is definitely a top quality light. See www.exposurelights.com.



Another interesting light, at the opposite end of the scale, is the Frog light from **Knog** (left). This is a single LED light in a small housing. It is powered by two flat cell batteries, similar to those used in car key fobs. The housing is a silicone rubber unit with integral band and hook which you can strap to just about anything as it works like an O ring. On their

display they had them all over a bike frame and wheel hubs. I have a white one that I have affixed to my helmet. At night the LED, which projects to the front, makes the whole housing glow, increasing your conspicuity. I have seen written debates in the UK about lights and, many feel that in the urban environment, bike mounted lighting, no matter how bright, can get lost in the background. Raising a flashing LED above all this may increase your chances of being seen. So far, I have noticed an apparent reduction in the number of vehicles seeing me at the last moment at junctions. This is anecdotal evidence as opposed to scientific, but it works for me. Knog offers other lights as well as some really funky bags. The Knog catalogue can be downloaded at www.knog.com.au.

Exelite produce a range of products employing EL Lamp technology. EL Lamps are flexible, flat, cold illumination sources using LEC (Light Emitting Capacitor). What this results in is belts, vests, etc., with wide strips of what look like reflective material which illuminates. The EL lamps are powered by rechargeable batteries. Check them out at www.exelitesafety.com.

Pedalites are flat MTB type pedals with a dynamo built in to the axel. This dynamo produces sufficient energy to illuminate LED's built into the outside of the pedal, giving 360° light. As a flashing light that moves with the pedal, it draws attention to the presence of a bike on the road. The pedals currently come with red and amber LED's incorporated, but Mike Surgett from City of London Police is working with the team to try and incorporate blue LED's which could be activated with a quick back pedal! See www.pedalite.com.

Pragmasis Security Products is a small family business set up by a pair of motorcycling and cycling nuts. They have developed and produce a range of security products to help safeguard your pride and joy. The first product that I became aware of was their Torc Ground Anchor. This is a folding, rotating ground shackle which provides an anchor to which you secure your motorcycle, cycle, or trailer. You stipulate the type of surface in which the Anchor is to be installed, for instance, concrete, brick, or inside a van/truck, and Pragmasis supply the correct resin/fittings for the installation.



The next product was the Shed Shackle (right). This is a kit designed for installation in wooden sheds. The design of the shackle means that any potential thief will have to dismantle your shed to steal your pride and joy. It utilises coach bolt type fixings which cannot be grasped with pliers/screwdrivers/wrenches, etc., accompanied by shear nuts. These are nuts with the threaded section in a cone. The nut head shears off when the correct torque is reached, leaving a small cone that again, cannot be gripped by tools. All materials used in the manufacture of the equipment are hardened. Pragmasis also supply a range of high strength chains and locks. Visit www.torcanchors.com for more information.

Rainlegs are a product I have written about before. They are waterproof leggings that cover the front of the thigh and knee. When I first found them, they were only available in grey. Black could be produced but with a large minimum order. It would appear that enough interest was expressed in colours other than grey that they now produce black as a standard option (as well as a denim look style!). I still use mine on a regular basis and they do make a difference in my ability to stay dry whilst riding. Check out www.rainlegs.co.uk.

So, once again, I had a great time at the show, met loads of people, saw loads of great stuff and didn't spend a fortune. I look forward to the 2008 edition of the show and hope to once again get an invitation! Life is great!

Matt, IPMBA's UK correspondent, is a devotee of all things bicycle-related. It is unknown how many Shed Shackles his collection of "pride and joy" requires. He can be reached at matt.langridge@sky.com.

Supplier Listing



A listing of companies which have shown their dedication to public safety cyclists through their active participation with and support of IPMBA, as conference vendors, PPP participants, advertisers, and sponsors.

ALL TUFF

Product: ALL TUFF Bike Bags
Phone: 260-471-5903
Website: www.alltuff.com

ABS Sports

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

Alerte Systems Int'l

Product: Lights & Sirens
Phone: 800-728-1536/417-847-4791
Website: www.alertesystems.com

AMC Media

Product: From A to Z by Bike
Phone: 800-667-6119
Website: www.amcmmedia.net

Andusa & Co.

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

Bike Tac Designs

Product: Siren, Earphone for Helmet
Phone: 541-892-5344
Website: www.biketac.com

Bike World

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

Boundtree Medical

Product: Medical Supply
Phone: 602-312-7921/800-533-0523 x 5105
Website: www.boundtree.com

Brake Director

Product: One-Hand Power Braking System
Phone: 206-283-6542
Website: www.brakedirector.com

Bratwear

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

Brave Soldier

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

BroForm.com Pro-Purchase Marketplace

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

Bushnell Outdoor Products

Product: Holsters, Injection-Molded Kydex & LE Gear
Phone: 706-628-7126
Website: www.bushnell.com, www.unclemikes.com

Bushwhacker USA

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

Bicycle, Inc.

Product: Alternative Saddle
Phone: 877-397-2164/503-452-1361
Website: www.bicycleinc.com

Cane Creek Cycling Components

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

Cannondale Corporation

Product: Bikes & Accessories
Phone: 203-749-7000
Website: www.cannondale.com

Cardiac Science

Product: AED's
Phone: 425-402-2057
Website: www.cardiacscience.com

Cascade Design

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

Cateye Electronics

Product: Lighting Systems
Phone: 303-440-9224
Website: www.cateye.com

Cycle Force UK

Product: Smith & Wesson Bicycles, Mocean Uniforms, Patrol Cycle Shoes
Phone: ++ (0) 1344 862550
Website: www.cycle-force.co.uk

Cycle Siren

Product: Light & Siren System
Phone: 714-628-8935/877-477-4736
Website: www.cyclesiren.com

Cycle Source Group

Product: Smith & Wesson Bicycles
Phone: 877-533-7245/515-232-0277
Website: www.swbikes.com

Cyclops

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

Danalco

Product: Sealskinz & Chillblocker Waterproof Socks & Gloves
Phone: 800-868-2629/905-628-0102
Website: www.danalco.com

De Soto Sport

Product: Triathlon Clothing and Wet Suits
Phone: 858-453-6672/800-453-6673
Website: www.desotosport.com

Demand Technology, Ltd.

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

Dero Bike Racks

Product: Bicycle Storage Systems & Bicycle Racks
Phone: 612-359-0689
Website: www.dero.com

Desert Sun

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

Do Wrap Performance Headwear

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

Dynamic Bicycles

Product: Shaft-Driven Bicycle
Phone: 508-376-9552/800-935-9553
Website: www.dynamicbicycles.com

Electric Transportation Solutions

Product: TidalForce Electric Assist Mountain Bike
Phone: 914-844-4809/866-343-5551
Website: www.electricttransport.net

Elektrik Motion

Product: Electric Bike
Phone: 845-639-9046/866-372-6687
Website: www.elektrikmotion.com

ELHN Badge & Emblem Design

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

Emergency Response Massage Int'l

Product: Massage for Emergency Workers
Phone: 318-518-1187
Website: www.ermassage.org

Ergo, LLC

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

EV Tech

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

Exposure/USE (Ultimate Sports Engineering)

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

Eye Safety Systems, Inc.

Product: Protective Eyewear
Phone: 208-726-4072
Website: www.essgoggles.com

Finish Line

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

Foster Grant Sunglasses

Product: Ironman Sunglasses
Phone: 215-335-9218

Fuji America

Product: Bicycles, Parts and Accessories
Phone: 215-824-3854 x 1111
Website: www.fujibikes.com

Gatorz Eyewear

Product: Billet Aluminum Eyewear
Phone: 800-767-4287x 104
Website: www.gatorz.com

Gita Sporting Goods

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

Gould & Goodrich

Product: Holsters, Belts, Accessories
Phone: 866-542-1733
Website: www.gouldusa.com

Grove Tools, Inc.

Product: Seat Lock
Phone: 563-588-0536
Website: www.saveyourseatlock.com

IMBA

Product: Mountain Bike Advocacy
Phone: 888-442-IMBA/303-545-9011 x 106
Website: www.imba.com

Iosso Products

Product: Lubes
Phone: 888-747-4332
Website: www.iosso.com

J. L. Darling

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

John E. Reid & Assoc

Product: Street Crimes Seminar
Phone: 800-275-4915
Website: www.reid.com

Jones & Bartlett Publishers

Product: Educational Materials, Complete Guide to Public Safety Cycling
Phone: 800-832-0034
Website: www.jbpub.com

Kenda USA

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

Kryptonite

Product: Locks
Phone: 781-232-1958
Website: www.kryptonite.com

Kuji Sports Co. Ltd.

Product: Ironman Cycling Helmets
Phone: 479-254-0065
Website: www.ironmanhelmets.us



Supplier Listing, Continued

 = Corporate Member  = UK Vendor

Lane Sunglasses Inc

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

Leonard Consulting Group

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

Lift & Storage Systems, Inc.

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

LightCycles

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

Lin Manufacturing

Product: Socks
Phone: 888-430-9888 x 109
Website: www.linmfg.com

LouKa Tactical Training LLC

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

Madison Bicycle Shop

Product: Complete Line of Bikes, Uniforms & Accessories
Phone: 973-377-6616
Website: www.madisonbicycleshop.com

Maklite

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

Marwi USA, Inc.

Product: Lighting Systems
Phone: 800-448-3876
Website: www.marwiusa.com

Maxit Designs

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

Maxxis Tires

Product: Tires & Tubes
Phone: 800-4MAXXIS/678-407-6728
Website: www.maxxis.com

Mocean

Product: Technical Bike Patrol Uniforms
Phone: 949-646-1701/877-662-3680
Website: www.mocean.net

Montague Bikes

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

Mountain Racing Products

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

National Bike Registry/Boomerangit

Product: Internet-based Property Registry
Phone: 510-614-2400 x 105
Website: www.boomerangit.com

National Institute for Occupational Safety & Health

Product: Reproductive Health Research
Phone: 513-533-8290

Niterider

Product: Police Bicycle Lighting
Phone: 858-268-9316
Website: www.niterider.com

NuGo Nutrition

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

Olympic Uniforms/J. Marcel

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

Openhouse Products

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

Paradigm Tactical Products

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

Patrol Bike Systems

Product: Complete line of police bikes & accessories
Phone: 800-208-2032/651-773-8763
Website: www.patrolbike.com

Patrol Cycle LLC

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

PolarPak

Product: Hydration backpacks & gel-cooled reservoirs
Phone: 208-426-9058 x 205
Website: www.polarpak.com

Police Bike Store

Product: Complete line of police bikes & accessories
Phone: 309-797-9028
Website: www.policebikestore.com

ProGold Lubricants

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

Promark Int'l Inc.

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

Public Safety Logos

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

R & B Fabrications

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

Rapid Response Bike

Product: High-tech Electric Assist Bike
Phone: 330-283-0062
Website: www.rrbike.com

Redman Training Gear

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

Rubel BikeMaps

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

Rudy Project

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

Safetec

Product: First Aid, Infection Control Products
Phone: 716-895-1822/800-456-7077
Website: www.safetec.com

Seven Star Sports

Product: Cycling Helmets, Multi-Sport Helmets, Protective Wear
Phone: 888-527-7827
Website: www.sevenstarsports.com

Sigma Sport

Product: Lighting Systems, Bike Computers, Heart Rate Monitors
Phone: 888-744-6277
Website: www.sigmasport.com

Signal Measurement Co.

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

Stone Cold Outdoor

Product: Bike Cooler Bag, Hardside Trunk
Phone: 816-531-0531
Website: www.stonecoldoutdoor.com

Superior Gear

Product: Chain Stain Away Pant Protector
Phone: 807-476-0485/888-519-2250
Website: www.chainstainaway.com

Swagman

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

Terry Precision Cycling

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

Timex Watch Corporation

Product: Watches
Phone: 203-346-5302
Website: www.timex.com

Trek Bicycle Corporation

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

Tri-anim Health Services, Inc.

Product: EMS Supplies & Equipment
Phone: 800-874-2646/818-362-6882
Website: www.Tri-anim.com

TuffRhino Safety Supply

Product: Safety Gear, Hi-Viz Apparel, Cooling Products
Phone: 866-922-4488
Website: www.tuffrhino.com

United Bicycle Supply

Product: Bicycle Tools and Parts
Phone: 541-482-1750
Website: www.unitedbicyclesupply.com

United Uniform

Product: Uniforms
Phone: 909-381-2682
Website: www.uumfg.com

Vision 2000 Leeds Ltd.

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

Volcanic Bicycles

Product: Custom Police Bicycles
Phone: 360-943-8613
Website: www.volcanicbikes.com

WTB

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

Zeal Optics

Product: Sunglasses, Gloves, etc.
Phone: 888-454-9325/435-259-6970
Website: www.zealoptics.com

Zensah

Product: Compression Garments
Phone: 877-614-5076
Website: www.zensah.com

Zogics LLC

Product: Portable Degreasing Hand Wipe with Natural Citrus Oil Extracts
Phone: 888-623-0088
Website: www.zogics.com

Zoic Clothing

Product: Cycling Apparel
Phone: 866-355-9642
Website: www.zoic.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. Many thanks to IPMBA members Jim Fish and Bob Hatcher for their assistance in ensuring that the listings have been updated for 2008. Pages 15-18.

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

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



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
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
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
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
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

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

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
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

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

CANE CREEK CYCLING

Product: Suspension Seatpost
Cost to Members: \$90
Contact Name: Lena Warren
Contact Info: 800-234-2725/lena@canecreek.com
Website: 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

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
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
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

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

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



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

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 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@liftstore.com
Website: www.liftstore.com

LIGHTCYCLES

Product: Bicycle Parts & Accessories
Cost to Members: 20-25% off Retail
Contact Name: Bob Light
Contact Info: 518-420-4666/lightjr@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.

Product Purchase Program



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

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 Winding
Contact Info: 800-736-5348/
dwinding@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.mrbike.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@patrocycle.com
Website: www.patrocycle.com,
www.patrolbike.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

Product: Sunglasses, Sport Eyewear, Helmets, Goggles
Cost to Members: 40% off Retail
Contact Name: Craig Mintzlauff
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.

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.



Product Purchase Program

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.

TERRY PRECISION CYCLING

Product: Bikes, Accessories, Seats, Apparel
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Contact Info: 800-289-8379 x 13/
ginny@terrybicycles.com
Website: www.terrybicycles.com
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Contact Name: Bill Paine
Contact Info: 215-335-9218/painews@aol.com
Website: www.timex.com

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Contact Name: Pete
Contact Info: 541-482-1750/ubs@bisp.net
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Contact Info: 01132 370293/alex@vision-2000.co.uk
Website: www.v2k.co.uk
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Cost to Members: Avg. 25% off MSRP
Contact Name: Eric Kackley
Contact Info: 360-943-8613/
eric@volcanicbikes.com
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Product: Tires, Saddles, Pedals, Wheel Parts
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Contact Name: Chris Schierholtz
Contact Info: 415-389-5040/cschierholtz@wtb.com
Website: www.wtb.com

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Product: Sport Eyewear & Goggles
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Contact Info: 800-784-4090/
melissa@zealoptics.com
Website: www.zealoptics.com
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Product: Cycling Apparel
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IPMBA proudly recognizes the following organizations for their continued support and assistance to IPMBA and the profession of public safety cycling. They have helped to ensure that we can continue our mission of providing education, training, and resources for public safety cyclists worldwide. To become a corporate member, contact Maureen at maureen@ipmba.org or 410-744-2400.

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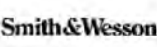
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IPMBA

Cops on Bikes Snare Seat Belt Scofflaws

(Continued from page 1)

The officer on the bike will ride up to the stopped car, ask for their driver's license and then direct them to the waiting officer.

... drivers may be talking on their cell phones, eating, or listening to the radio when the bike officer pulls up and spots them in the car without their

The officers have some of the tickets written out ahead of time and merely add in the offender's name, driver license number and other pertinent information.

Officer Tony Maisano, who developed the concept along with Krutell, said drivers may be talking on their cell phones, eating, or listening to the radio when the bike officer pulls up and spots them in the car without their seat belts fastened.

"They're coming in like a production line," Maisano said. "Obviously, there's no shortage of people not wearing their seat belts."

Maisano said the biggest excuse he hears from drivers is the seat belts are uncomfortable. "And they think it's their right not to wear it, but it is the law," he said.

A number of motorists grumbled at the infraction and the \$65 fine – but no points on their driving record – that their inattention cost them.

"I think this is a little ridiculous," said Ron Ramaut, 25, one of the drivers who were ticketed. "But I don't have my driver's license on me and they're not writing a ticket for that, so they did give me a break."

A 60-year-old woman complained because she was ticketed for having the seat belt fastened under her arm, which is the improper way to have it connected.

"I am p----- because I slid it down so I could bend over to reach something on the floor," said the woman who did not want to be identified. "I obey all the laws for all these years and this is the first time I've ever gotten a ticket."

But a St. Clair Shores man, who would not identify himself, said he was the one to blame, not the police. "I have no excuse. I should have worn it. I don't like it, but I can't blame them for something I should have done."

Clinton Township Police Chief Fred Posavetz said he can understand why drivers wouldn't be happy with the program. "The idea is to encourage voluntary compliance for the safety of the motoring public. Seat belts save lives, period," he said.

This article appeared in the August 2, 2007, edition of the Macomb Daily, Mount Clemens, Michigan.

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.

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

Hello again from the east side of 'The Pond'! I start writing this whilst recovering from the traditional overindulgence practiced during the Christmas Holiday.

As usual, I have done myself proud by piling on at least a couple of extra pounds of body fuel. All the more reason to get out there and ride!

Christmas saw me on the receiving end of a couple of cycling gifts, a nice new Torcx Spider work stand to make the maintenance of my own fleet easier, and a new set of SPD pedals for my 1990's steel framed rigid MTB, which I now use as a really foul weather commute/utility bike.

So, what's happening over here at the moment?

The response of some Police Forces to the death whilst on cycle patrol of PCSO Christopher Maclure has caused more than a few people to voice their concerns and dismay. These Forces have, in some cases, put a freeze on the use of Cycle Patrol, whilst in other cases, they have stopped 'inexperienced' cyclists from using their bikes. In response Mary Maczkowiak, chairman of the Alderley Edge parish council, said, "I found out in the summer that our PCSO wasn't using her bike and they were all issued with fantastic, top of the range bikes. Because one person has been knocked off and killed they withdrew them and they all have to go on cycling proficiency tests which is totally unbelievable. Health and safety is going absolutely mental in this country. When officers crash police cars do all other drivers have revised intensive tests?"

In September, Greater Manchester Police imposed a cycling ban after the death of PCSO Maclure. Sgt. Julie Rafferty, of Cheshire Police, said: "The safety of officers and staff is our first priority and we felt it was important to instil standards in cycling and that it was not enough just to have the basic cycling proficiency test from junior school. The training is a proper nationally-accredited programme and is a pass and fail course. It applies to

all officers who ride a bike. Some have already passed and have been given back their bikes. Those that have not are using public transport or cars in the meantime."

A tragic incident but, hopefully some good will come of this as Police, Ambulance and Fire Services accept the need for structured, role-specific training for their cyclists.

Fellow York 2005 Instructor Course graduate Kevin Rogerson of Northumbria Police has made the news. His team have been successfully using bike patrol for three years. As a result, his Force has extended the use of bikes to other parts of Kevin's area. His local paper, the *News Guardian*, writes:

Sgt. Bob Rushbrooke, of Whitley Bay neighbourhood team, believes the bikes have become a vital tool in current police tactics. "The idea is that it allows officers to cover more ground and get into areas that are probably only accessible by foot or bike", he said. "They also have a helmet-mounted camera which allows us to gather more evidence but more importantly it allows them to cover a much bigger area, with officers regularly doing 25 miles a shift and up to 4,000 miles a year. It

is making sure that when patrols are out there they can communicate with the public, they're seen and they are still accessible. One big thing we have found is that we can get to a job more quickly and quietly, often offenders don't know we have arrived and some give up running as they know an officer on a bike can catch them."

Before an officer can take to the streets on a bike, they have to complete a three-day training course which shows them how to ride over a variety of terrains, riding tactically in different situations and how to use the bike to make an arrest. Kevin is in charge of the training course

and has also helped introduce it to other parts of the country. He is often seen out and about on his bike and finds it can be a great ice breaker with young people. "Often the kids see the bike before the uniform and they ask all sorts of questions about the kit we use," he said. "It's a great way to break down barriers and build trust with them."

Central Scotland Fire and Rescue Community Safety Officers are being equipped with bikes for a six-month trial as the next Fire Service to put bike officers out on Arson Prevention patrols. The *Falkirk Herald* writes:

Community safety officers from Central Scotland Fire and Rescue Service will be going out on bicycles to areas where there is a problem with fires being deliberately started or malicious calls being made. Statistics

show young people are to blame for most cases of wilful fire-raising and senior management hope high visibility patrols by officers on mountain bikes will reduce the problem.

Firefighters will be able to talk to youngsters and highlight the dangers – loss of life, danger to property and risk to fire crews. The service is the first in Scotland to introduce the community project, which will run for six months before being reviewed, although it runs successfully down south.

This is obviously a growing area of use for Bike Patrol. Well done to all involved!

9:00 p.m. on Friday 4th January 2008 saw Bike Patrol hitting mainstream TV in the UK in the form of a feature-length comedy called – yep, you guessed it, *Bike Patrol*. The story is about a team of misfit officers whose

(Continued on page 22)

... hopefully some good will come of this as Police, Ambulance and Fire Services accept the need for structured, role-specific training for their cyclists.

(Continued from page 21)

bosses put them on a bike team, probably as a joke or to get them to quit. They are the target of scorn and ridicule from their colleagues but, in good comedy tradition, the team pulls together and the detractors end up laughing on the other side of their faces. This could be a double-edged sword for bike patrols countrywide. We will have to wait and see what the reaction is. I have not seen the programme yet, but have recorded it to catch up with later. I will let you know my views once watched. On a side note, Charlie Irvine reports that the actors were trained by IPMBA Instructor Mike Surgett.

As I write this article, I am approaching the start of my last week as a full time bike patrol officer. I soon start a new role as an Intelligence Officer (I know, a bit of an oxymoron, but I will say it before someone else does!). My new job will involve getting out and about in plain clothes so, rest assured, bikes will still play a part, though not as often. To offset the lack of bike patrol mileage, my daily commute has gone from a nine mile return trip to at least 20 miles, depending on what route I use. There is always a bright side!

we do it and to have met so many dedicated individuals of a like mind. I intend to keep up to date with everything that goes on in the bike patrol world and maintain my links with IPMBA. If you can put up with me, I will stay on as the UK Newshound.

Good luck, ride safe, and have a happy 2008!

Ride safe,
Matt Langridge

I feel privileged to have been involved in doing the work we do in the way that

Member News

The Three Musketeers, Part I:
First Impression!

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

It is already nearly a year ago that the “Three Musketeers” (as we were called!) from the south of the Netherlands had the opportunity to come to you in the US. We had a great time in Baton Rouge, Louisiana, in April 2007. I promised Maureen to send her (and you all) a message. So here it is, a little late, but perhaps it will be first of maybe many to come! As I write this, 2008 is already knocking at the door, so here we have to speed up to get everything finished for 2007. At the training centre, we work with about 15 police trainers to train about 1800 armed police officers. Together with Wout and Corne, I also train our ‘bikers’, at this time about 100 certified bikers. The results of the work they do is really great, so we can surely say that what we started in 2002 is a tremendous success!



Photo courtesy Sjef Brouwers.

During our stay in the US, we were able to learn a lot from the Survival Tactics and Riding Skills (STARS) course. We were also very glad that we could show and explain (and maybe teach) you our way of training and selecting officers for this really great job. We think that the most important rule during the training sessions is: “Learning by Doing”, so that is what we did in our workshops, *Dutch Arrest Tactics* and *Dutch Bicycle Handling Skills*.

The Netherlands is a real bicycle country; everyone has at least one bike, or two, or five, like I do! But when you want to teach someone you selected, you start at the

beginning. We call our programme the BMS course (Basic Course Mountain Bike Surveillance). And the beginning of everything is? Your first impression! Very important, because you only have one chance to make that first impression. So it better be good! A clean and correct uniform, polished shoes and a clean bike. But this is what we see a lot: an officer who stands still leaning over his bike, talking to a ‘client’. Wrong, wrong, wrong! “You look like a pancake”, Corne would say! How can you react to anything that happens from that position? You cannot! So please dismount every time you stop. And please dismount at the left side, so that all the sharp elements of the bike are at the side of your ‘client’. And while you are talking, your left hand holds the steerer, the right hand holds the saddle. Now you look as a real professional! And when possible, form a V together, as shown in the photo.

Greetings from a really cold Netherlands, and ride safely!

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.



Photo courtesy Charlie Irvine.

Charlie Irvine, PCI #752/ EMSCI #143, of the Metropolitan Police Department in London reports a close encounter with a motor vehicle.

“We were on patrol when the cctv operator saw a vehicle that had been dealing. Three of us went to the location, at a set of traffic lights. We cycled through the traffic and caught up with him. I went to the front of the car and ordered him to stop. The other two then pulled open the driver and passenger doors and dived in!! The driver was so surprised he let his foot off of the brake and the car shot forward, knocking me off my bike and then running over it.”

Charlie was fortunate to escape without injury, although his bike sustained a bit of damage.

Wiltshire Search and Rescue

by Adrian Edwards and Sean Caine
Wiltshire Search and Rescue (UK)

The advice and support we had received during the Public Safety Cycling seminar in London was still fresh in our minds. The plans were beginning to take shape and the opinions of the sceptics were slowly beginning to change. It had taken many months of research and work to convince people that searching on mountain bikes was both effective and viable. All that was needed now was the chance to demonstrate to the sceptics that the police would agree to use the bike team on a search.

We did not have to wait too long. The call was received one Saturday morning to assist Wiltshire Police in the search for a despondent male. The initial brief indicated that the missing person had been reported missing on a previous occasion and had been located near an area known as Savernake Forest. The SAR team was deployed in two areas: the foot team to Clouts Wood and the bike team to Savernake Forest.

The bike team then deployed to the designated area where the size of the task became apparent. How do you effectively search 4500 acres of mixed woodland with just one bike team? Clearly the team were to face a baptism of fire.

It was decided to divide the forest into four sectors, each of which had many paths and tracks running through it. Each sector was to have the tracks searched by the team carrying out a “hasty route and path” search. This involves riding the tracks whilst searching inwards a distance of five meters. Where vision was restricted by foliage, the team would dismount and search on foot those areas they identified as in need of more detailed examination.

The team checked their bikes, loaded their kit, listened to their briefing and began to search.

The bike team deployed with minimum numbers, but were still able to fulfil the normal team tasks: Team Leader/Radio Operator, Navigator/Medic. The task was to search the extremities of the search areas. We were able to “route and path” the route out to our areas and feed back a rough indication of what the ground was like to the control and foot search teams.

Because the Savernake Forest is predominately comprised of manmade woods, we had good fields of view into about 40 metres off the tracks, enhanced by standing up on the pedals. The riders’ skills enabled us to ride across the sectors by riding cross country down the forest runs; however, this blocked our angle bar-mounted GPS coverage. Other problems encountered were communication coverage; because of the distance covered and the density of the forest, we had to revert to mobile phones.

One point of interest to control and the police was a house with a series of outbuildings. On arrival we could de-brief that the house had been unoccupied for some time. We dismounted from the bikes and reverted to a normal foot patrol. Although we did not enter the building, we arranged to mark the entries though the wood and escort the police in to do a follow-up search if necessary. This opened our eyes to a potential new and growing ability of the bike team – route-marking and short-distance vehicle escorting.

The second search area presented us with a totally different set of challenges.

The task was to ride the perimeter of a search area which included both roads and tracks. The initial road was single track climbing steadily over a vertical gain of about 30 meters. Despite the fact that the first search had been a hard ride lasting more than four hours, the one team member who took part in both areas maintained a good pace throughout.

The climb was ridden at quite a steady pace with the team maintaining a good formation. When we came to the track, however, we encountered whole new set of problems. The first part was relatively easy going, but then the track became a very narrow, steep-sided gully, which meant we would have to be very careful both how we rode it and how effectively we searched. The decision was taken that one rider would ride the gully and the others would ride either side at the top of the banking.

This proved to be both the most effective and the safest as part way down, one rider was forced to dismount and walk his bike over a particularly hazardous series of obstacles. The remainder of the sector comprised narrow tracks with overhanging branches and ground level

debris. The team were forced to dismount on several occasions to search dense undergrowth but these efforts all proved fruitless.

Upon returning to the ICP the bike team debriefed to the Search Controller and took a well earned break before tackling the next task, which was to search a series of paths to the north of a public park leading to a motorway bridge. The team quickly set about their search with a renewed sense of hope in finding the missing person.

This time the paths were wide with few obstacles to avoid. It took about fifteen minutes to ride the paths, and upon reaching the motorway bridge, the team decided to conduct a dismounted search around the bridge to check for any signs of track. None were found. The team then returned to the ICP, dismounting on several occasions to check dense areas of undergrowth.

Back at the ICP all the searchers were debriefed by the Search Controller and the decision to abandon the search for the day was taken by the Police Search Advisor.

So it was that Wiltshire Search and Rescue team had deployed its bike team for the first time in support of Wiltshire Constabulary. All members of Wiltshire Search and Rescue are unpaid volunteers who give their time freely to assist in the search for missing persons.

Adrian and Sean are both members of Wiltshire Search and Rescue, a lowland search team in England. The team is a registered charity in the UK and more information can be found at www.wilsar.org.uk. Adrian can be reached at an.am@btopenworld.com and Sean can be reached at sean_caine@hotmail.com.



Wiltshire SAR bike team conducting a route and path search in the Savernake Forest.

Photo courtesy Adrian Edwards.

by Gerard Robinson, EMSCI #177
London Ambulance Service (UK)

The 4th of October 2004 saw a breakthrough for the London Ambulance Service and Heathrow Airport. A trial was commenced in Heathrow's Terminal 4 that day, lasting for six months (so we thought!). Here we are three years later, and still going from strength to strength.

Our bikes now cover the entire airport: Terminals 1, 2, 3, and 4; all the interconnecting terminal roads and underpasses, England's busiest coach and bus station, Underground Stations at Terminal 4, Central, and Hatton Cross; the Hilton Hotel adjacent to Terminal 4, all terminal car parks, Heathrow's express commuter service from London Paddington to Heathrow interconnecting with Terminal 4, and all offices and retail units. We serve the staff of Heathrow, approximately 77,000 workers, and, of course, the passengers, which number in excess of 68,000,000 per year.

The strength has gone from two riders in Terminal 4 – Gerard Robinson and Mick Hampson riding four days on and four days off – to a permanent fixture contracted to British Airports Authority (BAA), with 18 trained riders.

March 2008 sees the opening of Heathrow's Terminal 5. This will be the largest terminal building of the whole airport, due to the sheer size and its location in comparison to the other four terminal buildings. We have started to recruit and train an additional six riders who begin patrolling and responding to calls in early 2008.

One Team One Airport will be really taking off!



Photo courtesy Gerard Robinson.



2008 Conference Updates

Kryptonite to Sponsor: *Tackling Bike Theft Workshop*

The crime of bike theft is on the rise, and you can help fight it by attending the 18th Annual IPMBA Conference, April 24-26, 2008, in Indianapolis, Indiana.

Internationally respected bicycle lock manufacturer **Kryptonite** will sponsor the *Tackling Bike Theft* workshop, which will be conducted by Constables Elizabeth Bouchard and Steve Forbes of

the University of Guelph (Ontario) Police Department. This workshop will provide key information about bike theft as well as both enforcement and community-based strategies and initiatives – including education programs, loaner locks, bait bikes, and GPS – to help bring bike theft under control. A Kryptonite representative will demonstrate proper lock-up techniques utilizing various types of Kryptonite locks.

For more information about the IPMBA Conference, visit <http://www.ipmba.org/conferences.htm>. For more information about Kryptonite Locks, visit www.kryptonitelock.com or call 800-SAY LOCK (729-5625).

Workshop Cancellation:

Dignitary Protection Operations on Bicycles

The workshop *Dignitary Protection Operations on Bicycles*, scheduled for Thursday, April 24, at 0915-1030, and Friday, April 25, at 1345-1500, has been cancelled. If you have registered for this workshop, please contact the IPMBA office at 410-744-2400 or events@ipmba.org to change your schedule. IPMBA sincerely regrets the inconvenience.

Workshop Description:

Developing a Course of Fire for Police Cyclists

This workshop is being offered on Thursday, April 24, 2008, from 1400-1645. The description was omitted from the IPMBA Conference registration packet mailed to all IPMBA members, but the workshop is included on the registration form. It is also included in the PDF (available on the website) and the online registration system.

The purpose of this workshop is to assist IPMBA Police Cyclist Instructors in developing a bike-specific course of fire that can be incorporated into the Police Cyclist Course or offered as in-service training. Topics include: equipment, safety considerations, and range management. Participants will gain an understanding of how physiological factors can affect performance when stress and possible use of deadly force are combined. Each sequence to be discussed is designed to counter specific issues relating to patrol tactics. Upon completing this workshop, participants will be equipped to work with a firearms instructor to design a safe and effective course of fire for police cyclists. Presented by Adam Bernhardt, PCI and firearms instructor, New South Wales Police, Australia.

Toledo Police ‘Biker Boys’ on a Roll

by Laren Weber, Toledo Blade Staff Writer
Toledo, Ohio

Toledo police Chief Mike Navarre admitted he was reluctant at first to put officers on bicycles for nighttime patrols in crime-ridden areas of the city. He was concerned about their safety and unsure how effective the patrols would be.

Now, the chief is worried the eight-member unit he’s come to rely on will have to park its bikes and patrol the city in vehicles to help deal with a decline in uniformed officers caused by an impending budget crisis.

“It’s a very difficult dilemma to face as chief of police because I can’t forget calls to service and response time, because that’s my No. 1 priority,” he said. “I have to make sure I have enough resources dedicated to that task.”

A projected \$10 million deficit in the city’s general fund this year prevented the city from hiring a new police class. And if the current uniformed roster of 675 drops below 650, the chief said mountain bike officers likely would return to patrolling the streets in vehicles to help respond to 911 calls. Chief Navarre said a possibility remains that a police class will be hired in the latter half of 2008.

The U.S. Department of Justice reports 45 percent of the nation’s police departments use bicycles as part of their enforcement, according to the International Police Mountain Bike Association.

Toledo’s first bike patrol was a community-oriented effort begun with two officers in 1993. The group assembled in 2002 is the department’s first unit dedicated primarily to bicycle patrols.

The Dayton Police Department started a bicycle unit in 1988 and Cincinnati police have used bicycles since 1995.

While the bike officers said they understand struggles within the department to address the decrease in officers, they can go places - such as vacant lots and small alleys - that patrol vehicles can’t easily maneuver through. Often times, the bike officers are unseen and unheard as they patrol dimly-lit streets.

On Aug. 21, officers were patrolling near Batavia and Fulton streets about 9:40 p.m. when they saw two masked men approach two females. Police said George Jones, 31, of 615 Cherry Street grabbed one woman and began pushing her head against a car and then searched through her pockets. The other man, Julius Cheers, 29, of 918 Michigan Ave., is accused of forcing another woman down in the yard at gunpoint and yelling at her to give him everything she had. The bike unit approached the men without them noticing and ordered them to drop their weapons. Both suspects attempted to run from the officers but were arrested.

“They never saw us coming,” said Officer Mike Schroeder, who has been with the unit for about a year. “We interrupt and surprise people constantly.”

Jones and Mr. Cheers were each charged with two counts of aggravated robbery and are being held in the Lucas County jail awaiting their trial at the end of this month in Lucas County Common Pleas Court.

“The only people that are putting in for this unit are people that want to work.”

Because of the physical demands of the job, Chief Navarre said it’s not easy to be selected.

“This is considered an elite group of officers,” he said. The officers ride the whole shift, with an occasional break to grab a snack or drink of water. They ride in all elements, except thunderstorms, and patrol in vehicles when the ground is snow-covered.

“You know what you’re getting [yourself] into,” said Officer Kevin Dumas, who has been riding with the unit since its inception. “The only people that are putting in for this unit are people that want to work.”

Known on the street as the “biker boys,” officers said there is a significant difference in the amount of drug activity in the neighborhoods they patrol. Officer Dumas said when the bike unit first began patrolling in October, 2002, they could raid the same drug house four or five times a night and make arrests every time. Things have changed. “There’s definitely a decrease [in crime] wherever we go,” Officer Dumas said. “We know we’re affecting them.”

This article appeared in the September 7, 2007, edition of the Toledo Blade.

BICYCLE BUSTS
Toledo Police Department mountain bike officers have made thousands of arrests since the unit was formed in October, 2002. But the future of the unit is threatened by a decline in uniformed officers caused by the city's budget crisis.

Year	People arrested	Felony arrests*	Misdemeanor arrests*
2002	120	178	1,802
2003	1,447	631	4,818
2004	1,194	531	3,404
2005	1,344	492	4,384
2006	1,838	303	4,967
2007	1,882	381	4,598
2008	7,441	1,070	22,155

* Base 2004 totals (60) in row and within values

THE BLADE

The unit’s seven officers and one command officer target neighborhoods from 7 p.m. to 3 a.m. in the central city that are known to have high drug and gang activity. Since its inception five years ago this month, officers on the mountain bike unit have arrested 7,441 people, taken 75 guns off the street, and confiscated \$365,501 in cocaine, marijuana, and cash.

“They’re able to do things that no other unit in the police department can do because of the fact that they are on bicycles,” the chief said. “It offers a tremendous tactical advantage.”

In May, a labor-management committee assessing the decline in uniformed officers recommended the chief disband the mountain bike unit next year. It will remain intact through next year but “could be in jeopardy” in 2009, Chief Navarre said.

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IPMBA Member Hit by Teen Driving Limo

On Thursday, December 13, 2007, IPMBA member Brian Bobick of the Metropolitan Police Department in Washington, DC, was hit by a teenager driving a stolen limousine. According to an article in the *Washington Post*, Bobick and his partner, Michael Architzel, were on bike patrol when the teen aimed the vehicle at Architzel and revved the engine. In a heroic act, Bobick pushed his partner out of harm's way and was himself struck by the limousine. He suffered multiple facial fractures, including his nose, jaw and every other bone in his face. His mountain bike was broken in half. Brian was in the hospital for several weeks, some of that time in an induced coma, but fortunately, a CAT scan revealed no brain damage. As of January 14, 2008, he was recovering at home and scheduled for reconstructive facial surgery in March. The teenager was arrested the next day and reportedly told the detective that his intent was to kill Architzel. At the time of his arrest, former D.C. Attorney General Linda Singer said she would seek the court's permission to try the youth as an adult on a charge of assault with intent to murder while armed with a deadly weapon. As of January 3, he was still charged as a juvenile, but Chief Cathy Lanier expected interim Attorney General Peter Nickles to continue to pursue adult charges. IPMBA member Sgt. Mike Wear of the MPD reports that Brian is in good spirits and greatly appreciates the many cards and letters of support he has received from IPMBA members around the world.



IPMBA Board Openings Announcement

Three seats on the IPMBA Board of Directors will be up for election/re-election at the 2008 IPMBA Conference in Indianapolis, Indiana. This is the official notice for those who may be interested in serving on the IPMBA Board.

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

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

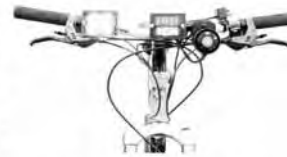
- a. Submitting a letter of interest to the Executive Director after the official notice and no later than 45 days prior to the first day of the Annual IPMBA Conference (last day to submit letter and resume will be **March 5, 2008**).
- b. A resume or C.V. must accompany the letter of interest. If a resume or C.V. is not submitted, the candidate's name will be deleted from the list of potential candidates.

If you are interested in serving on the IPMBA Board, you may submit your letter of interest and resume to the Executive Director at any time before **March 5, 2008**. Please email your letter of interest and resume to maureen@ipmba.org. You will be expected to address the board during its pre-conference meeting on Tuesday, April 15, 2008.

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Real Training for Real Life

by Dr. Michael Stroberger CPO, CSS, CPP

One of the most fundamental facts of our industry is that training is critical to success. In some cases, training specifics are mandated by law; in others, common sense must prevail. In all cases, some basic theories must be taken into account, if the process is to be effective, efficient and thorough.

In the initial stages of development, a training facilitator should identify any mandated aspect of the training program, based on prevailing law. In addition to this, a familiarity with the industry standards, formalized or otherwise, should also be pursued vigorously. Regardless of the specific legal requirements and industry standards, some underlying threads must be present.

MAINTAIN INTEREST

Nothing undermines a training program more quickly than lack of attention. In order to maintain this attention, the chief security executive or facilitator should consider many aspects of the process.

- Are the trainees required to pass a certain examination at the end?
- Are they aware of this?
- How long are the trainees asked to sit in lectures, in each session?
- What is the average level of education and previous training of the trainees?
- What is the average age and employment history of the trainees?

Once these types of questions have been considered, the facilitator must then ask: What types of visual aids and methods of delivery are best suited to the trainees, based on the above considerations? Training must be catered to the audience, if it is to be received well, and retained! Depending on the specific mix, some forms of delivery can greatly increase the attention span, providing the ability to move into more detailed topics.

DEMONSTRATE APPLICATION TO DUTIES

A trainee who is shown a technique, after being told that they are to perform this technique on a daily/hourly/constant basis, is far more likely to memorize and retain the details of that technique. This serves to anchor the theory in daily routine, and further maintains their interest in the topic. Keep the examples realistic, and use BRIEF accounts of proper, actual application, if available. Tell them the "WHY" of each technique, rather than just the "HOW."

MAINTAIN REALISM

The worst possible thing in the training environment is to quote examples, or set expectations, which are unrealistic. This can be a liability issue, an effectiveness issue and a credibility issue. At some point, most thorough and well designed programs will move outside of the traditional classroom setting. Once this occurs, be it foot patrol simulations, the range, the practice mat or OTJ at the location in question, the most essential aspect of the training becomes realism. The trainee must be exposed not only to the "HOW" and "WHY" of the topic, they must experience these in the real world. As an example, if training in defensive tactics, after the initial instruction, the trainee should encounter a reasonable level of force, and a dynamic opponent. The classic "Stand-still-while-I-choke-you" routine fails to teach the trainee how to handle the less-than-ideal attacker. Unfortunately, that is exactly what they are most likely to encounter.

DOCUMENTATION IS CRITICAL

So, you've designed a program which meets the legal requirements, exceeds the industry standards, kept them on the edge of their seats in the classroom, cleverly fed them the background concepts behind their duties, and then shocked them with an alarming level of realism in the final stages of training. Now what? Well, as they say in many fields "If it's not in writing, it did not happen." Make sure that you have been documenting every step of the program, and each individual's progress. The proof of training is almost as valuable, in some cases more valuable, than the training itself. Don't let all of your efforts go to waste! A well designed program is a joy to work with, from both sides of the training process. Keep this in mind, and you'll train more thoroughly, with better retention and fulfill your obligations to your employer(s), fellow employees and trainees.

This article appeared in the January 2007 issue of Security Magazine, www.securitymagazine.com.

The proof of training is almost as valuable, in some cases more valuable, than the training itself.

Complete Guide Contributors Addendum

IPMBA would like to recognize Eddy Croissant, Tampa Police Department, and Steve Denny, Franklin Fire Department, for their contributions to the *Complete Guide to Public Safety Cycling*. Their names were omitted from the list of contributors that appears in the book, and IPMBA sincerely regrets the error.

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