Hurricanes Hit Hard

by Maureen Becker
Executive Director

The last issue of IPMBA News contained an article entitled, “Hurricane Season is Busy One for Bike Cops.” Written by Gary Raulerson of the Pasco County Sheriffs Office, it described the ways in which bike officers assisted the Florida communities affected by Hurricanes Charley, Frances, and Ivan in 2004. That article proved to be a bit too prophetic, as just a few weeks later, Hurricane Katrina devastated the Gulf Coast, wreaking havoc on Louisiana and Mississippi and sending a shock through the nation. Many IPMBA members contacted the office, wondering if there was anything that they – and their bikes – could do.

Unfortunately, there was not much that IPMBA could do, other than to ask its members to contribute to the relief efforts, such as one of the funds established to assist police, EMS, firefighters, and other emergency workers whose lives were disrupted by the storm – among them some of our own members. Even bikes were impractical, first due to the high water, downed power lines, and general unrest, and then due to debris, sheetrock dust, and in the words of IPMBA member Karl Fasold, “general disregard for the rules of the road.” This was still the case as this newsletter went to press.

Updates from the IPMBA members who have been in contact with us continue to be posted at http://www.ipmba.org/update-050831-hurricane-katrina.htm. Anyone with news of IPMBA members in Mississippi and Louisiana: please email information to info@ipmba.org. If a demand should arise for bikes, bike personnel, and/or bike training, IPMBA members will be notified as quickly as possible. We are also compiling a database of bike personnel who are willing and able to respond if IPMBA receives an official request for such information. If you are interested in being placed on the list, please send your name, department name, city, state, email address, and telephone number to Jim Bowell at jbowell@woh.rr.com.

Hurricane Katrina has certainly done her part to further strain the financial resources of agencies not just in the Gulf area, but around the country, making this issue of IPMBA News all the more relevant. It may become necessary for many bike units to become self-sustaining. On the bright side, however, Campus Safety magazine has just compiled a list of “Ten Creative Ways to Deal with Budget Cuts.” Number 1? Manage gas usage by utilizing the bicycle patrol more.

Guidance to Athletes

Preventing Hyponatremia and Dehydration

Ed’s Note: In light of the tragic death of DC Metropolitan Police Department Officer James McBride, IPMBA encourages all members, especially instructors, to enhance their knowledge, understanding, and recognition of heat-related illnesses, including dehydration and hyponatremia. The following article is taken from the website of the American College of Sports Medicine (www.acsm.org). More detailed information appears at http://www.acsm.org/publications/pdf/HeatIllnessConsensusStmt.pdf and has been posted on the Resource page at www.ipmba.org. Also, the 2006 IPMBA Conference program includes a workshop on heat-related illnesses, which will be presented by Michael Hughes, RN, CCPM, of Williamson Medical Center in Franklin, Tenn.

Newly Published Roundtable Statement on Hydration and Physical Activity Reinforces Importance of Managing Both Hyponatremia and Dehydration

A new report, which appears in the June 2005 issue of Current Sports Medicine Reports, addresses key issues and reviews research findings on the topics of hyponatremia and dehydration for endurance athletes - a subject that has generated significant media attention this year. The published report, ACSM Roundtable Series: Hydration and Physical Activity, is based on findings from an international panel of hydration experts who conducted an evidence-based analysis on numerous past published studies.

Based on the findings of this report as well as previously published statements, ACSM is issuing the following guidelines to the endurance community.

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Welcome, fellow members, to another issue of IPMBA News. This issue focuses on a very important and sometimes difficult aspect of a bike patrol: funding. For many of us in public safety cycling, developing additional sources of funding is essential to our continued operations. Most departments and agencies have very limited resources. Often, the acquisition of a grant or donation from the community is a must to keep the agency’s cycling team stocked with the necessary equipment and supplies. However, many members have difficulty with this. Most of us do not know how to apply for a grant. Many of us do not know where to find information on grants. Other questions that plague us include: How do you pitch a proposal for a donation to a local business or community group? Will your agency allow you to seek outside funding opportunities? Can you sell items to fund your bike patrol?

This issue of IPMBA News can help answer some of those questions. Included in this issue are real-world success stories about various public safety cycling teams who successfully found additional funding for their operations. I’m certain you will find the information enclosed in this issue to be informative and very useful.

Speaking of funding, it is never too early to start making plans and submitting requests to attend the 2006 IPMBA conference, which will be held in Dayton, Ohio. You will not want to miss this one. I look forward to seeing you there.

As always, be safe.

Monte L. May
President, IPMBA

IPMBA Cycling Jerseys and Socks Now Available

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

Hey! Be an IPMBA Instructor!

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

Call 410-744-2400 or email info@ipmba.org to obtain an instructor application packet. In the simplest of terms, to become an Instructor, you must meet the criteria outlined in the packet, apply to IPMBA headquarters, be approved, then register for and attend one of the Instructor Courses that will be offered in 2006. Check out www.ipmba.org for information on the upcoming instructor courses.

President’s Column

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Getting the Goods

Resources for law enforcement equipment aren't limited to federal grants
by Melanie Hamilton
Police Magazine

Many of the equipment deemed essential for law enforcement today didn’t exist until recently, so it costs a lot more money just to run a police department at what is now considered the bare minimum.

Gone are the days of simple two-way radios and revolvers. Now each officer must carry a multitude of less-lethal weapons in addition to a gun and probably a PDA. Constant necessary upgrades to computers at police stations and in cars require more hardware and software and more money to acquire them. And unfortunately, as we all know, money doesn’t grow on trees.

While grants are useful, they aren’t the only means by which to acquire funding for equipment.

Clearing Houses
Equipment that no one else wants might not seem like a desirable commodity. But businesses and the military often find themselves with surplus products that might as well be used by law enforcement agencies that need them and are willing to use them.

The National Association for the Exchange of Industrial Resources (NAEIR) is a nonprofit organization that collects donated items from corporations with surplus goods and distributes them to schools and government agencies for a small annual membership fee, which covers administrative and distribution costs.

A fee of $595 provides a law enforcement agency with five 200-page catalogs to select items from throughout the year as well as additional chances to order goods. The products are free, but if you can’t pick them up at the main distribution center in Galesburg, Ill., you’ll have to cover shipping and handling. Details are available at www.naeir.org.

Although it’s not brand new, Department of Defense excess military property is available through a federal dispersal program. Law enforcement agencies can bid on used military equipment on a first-come, first-served basis.

Some restrictions apply, but the basic requirements include agreeing to use the equipment only for law enforcement purposes, to begin using the equipment within one year of receipt, and to continue using it for at least one year.

Sheriff Brent Oleson of the Juneau County (Wis.) Sheriff’s Department has found this service extremely useful.

“When a period of years we’ve gotten five boats, two Humvees, a vehicle for park patrol, and a seven-year-old military ambulance...

Upgrades to computers at police stations and in cars require more money to acquire them. And unfortunately, as we all know, money doesn’t grow on trees.

Riding through FoundationLand

How a good story can lead to a great grant
by Greg Cantori
Executive Director
Marion I. & Henry J. Knott Foundation

The time has come. You’ve done special fundraising events. Made appeals to the community. Applied for public funding from the state and local governments. You’ve tried just about everything, and you’ve realized that you need to find a source of money for your program that doesn’t fit any neat funding niche. It looks like you are ready to traverse “FoundationLand.”

What is a Foundation?
Foundations are institutions whose sole purpose is to find and fund programs that are innovative, effective, and might prove to be a model for others someday. A foundation may be the only organization willing to take a chance and make a grant to a program like yours. Seems daunting? Well, it can be if you try to do it all at once. Like mounting a curb, if you break the effort into logical steps, you’ll be over the first hurdle and better prepared for the next one.

So what exactly is a foundation? Foundations are nonprofit corporations or trusts focused on making grants to unrelated organizations, institutions or individuals for scientific, educational, cultural, religious, or other charitable purposes.

It’s been said that when you’ve seen one foundation, you’ve seen just one foundation! Despite their individuality, let’s look at them anyway.

There are four basic types of foundations:
Family Foundations tend to be governed by the original donor and/or their family. Most are unstaffed, with family members volunteering their time to review requests for funding and conducting site visits. Larger and more established family foundations (those with $10 million or more in assets) generally have some staff and clearer guidelines in how to approach them and make an application. Independent Foundations may have been created by someone with great wealth but the family may have lost interest and control over the years, leaving the operations to mostly unrelated trustees, many with expertise in areas such as health care, education or human services. Community Foundations are hybrids in that they solicit funding as well as make grants. If you can find a donor or program officer who takes an interest in your patrol program, they might designate a yearly grant to your program. If you don’t have your nonprofit IRS 501(c)3 status, a community foundation may be willing to take your

(Continued on page 6)
Getting the Goods, Cont.

(Continued from page 5)
that we’re converting into a tactical vehicle. It has only 14,000 miles on it. Everything we’ve acquired from them has been in excellent condition.”

An agency can become a part of this program by writing a letter to the state coordinator requesting that the agency be accepted for participation in the 1033 program. The state coordinator then prepares a data sheet for the requesting agency, has it signed by the chief or sheriff of the department, and then sends it on to the U.S. Department of Defense Law Enforcement Support Office (LESO). Program information is available online at www.nlectc.org/equipment/1033.html.

Fundraising and Donations

Accepting money or equipment from community members and local businesses may seem like a simple and obvious solution to budgetary problems that make equipment scarce. But many law enforcement agencies shy away from these practices.

“Frankly, local fundraising, in and of itself, is probably of minimal value,” says Chief James Montgomery of the Bellevue (Wash.) Police Department. “If it’s for a very unique, targeted purpose, it meets that purpose. But as far as an overall communitywide or organizational benefit, it’s pretty minimal.”

Chief Craig Steckler of the Fremont (Calif.) Police Department agrees that it’s too difficult to raise enough money through fundraising for large departments’ needs using fund-raising efforts alone.

“I need $5 million a year to get back to delivering a decent amount of police services. You can’t fundraise $5 million a year,” says Steckler.

But even if Fremont PD were to use fundraising to help buy equipment, the amount that could be raised probably wouldn’t go very far because of the sheer number of police officers on staff.

“It’s a little more difficult to do fundraising at a larger department. I mean, what are you fundraising for? A laptop for a car? I’ve got 65 cars to equip, which would mean funding 65 laptops.”

However, the Bellevue Police Department has had success in using fundraisers to supplement other resources for smaller needs such as the DARE program. An annual event at a local bowling alley helps to fund the department’s anti-drug program in schools. Community members came up with the idea, and they organize the event in conjunction with Officer Bob Oliver, the department’s single DARE officer.

Garden Grove (Calif.) Police Department Chief Joseph Polisar warns of the political and ethical minefield of soliciting donations.

“It’s very difficult for a chief of police, no matter where you are, to approach people in his community with his hat in his hand seeking donations. It’s something chiefs should not have to do or be expected to do,” says Polisar.

But some chiefs have found that if people in the community come to them about donating goods or services, they don’t have to turn them away.

Chief William Harvey of the Lebanon (Pa.) Police Department recently benefited from a local body shop that offered to refurbish some specialized vehicles for the department’s emergency unit. The company only asked that the cost of materials be covered. It donated all of its labor.

“I don’t want to go gladhanding,” Harvey says, “but when you have people make an offer like that it’s hard to refuse.”

And the relationship that develops between a law enforcement agency and a local business can help community members feel good about themselves and the community as a whole.

Dep. John Grennon of the Suffolk County (Ind.) Sheriff’s Department has also found that local businesses can be a great source of funding. “I chaired the public safety AED task force for Massachusetts for a number of years, and big companies are happy to buy these units for public safety,” he says.

Harvey has also heard of local businesses having donated automatic external defibrillators, although he hasn’t yet been approached by an interested donor.

Corporate Donations

Baltimore’s Inner Harbor Police Department was lucky enough to receive gloves from Gorgonz Performance Workwear. Because the company’s headquarters is located on the Inner Harbor Police beat, employees saw officers riding by on their bicycles and thought they might be able to benefit from the Gorgonz law enforcement line.

Paige Kimos, in charge of Gorgonz public relations, approached the department about testing the company’s new gloves and appearing in photos for company literature.

“There was no real problem getting it approved,” says Inner Harbor PD Sgt. Henry Wagstaff. “There was no money involved and we were simply testing the company’s products.”

Wagstaff notes that because his is a small department, the cash value of the gloves is not as significant as it would be for a larger agency. But they are appreciated and useful nonetheless. The primarily bicycle patrol might not have been as receptive to the idea of a corporate donation if the items offered had been motorcycle helmets, or some other item not specifically suited to the department’s needs.

Evaluating Usefulness

Before deciding which equipment and services to request or accept, it’s a good idea to make sure your department and surrounding agencies will actually benefit from them.

Sheriff Brent Oleson of the Juneau (Wis.) County Sheriff’s Department recently received money to replace analog radios that had broken. He didn’t see a need for upgrading to digital radios because every other agency in his area is still using analog systems.

However, it can also be useful to consider accepting items that might not immediately fit your department’s needs in their current form if they can be repurposed.

The Lebanon Police Department’s new emergency vehicles were originally ambulances donated by a local manufacturer. The vehicles, now outfitted with law enforcement equipment and transformed with donated body shop work, are ready for police duty.

When deciding how to fund and acquire equipment for any law enforcement agency, administrators agree it’s worth the effort to pursue as many realistic avenues as possible.

Successful Grant-Writing: An Overview

How to obtain funding

Successful grant-writing involves solid advance planning and preparation. It takes time to coordinate your planning and research, organize, write and package your proposal, submit your proposal to the funder, and follow-up.

Organize your proposal, pay attention to detail and specifications, use concise, persuasive writing, and request reasonable funding. Clearly understand the grantmaker’s guidelines before you write your proposal. Make sure the grantmaker’s goals and objectives match your grant-seeking purposes. Preparation is vital to the grant-writing process. Solid planning and research will simplify the writing stage. A well-written proposal follows the basic steps outlined below.

1. Prove that you have a significant need or problem in your proposal.
2. Deliver an answer to the need, or solution to the problem, based on experience, ability, logic, and imagination throughout your proposal. Make sure your proposal describes a program/project for change.
3. Reflect planning, research and vision throughout your proposal.
4. Research grantmakers, including funding purposes and priorities, and applicant eligibility.
5. Determine whether the grantmakers’ goals and objectives match your grant-seeking purposes.
6. Target your proposal to grantmakers appropriate to your field and project, but do not limit your funding request to one source.
7. Contact the grantmaker, before you write your proposal, to be sure you clearly understand the grantmaker’s guidelines.
8. Present your proposal in the appropriate and complete format, and include all required attachments.
9. State your organization’s needs and objectives clearly and concisely. Write well. Do not waste words. Use active rather than passive verbs. Use proper grammar and correct spelling. Be clear, factual, supportable, and professional. A well-written proposal is a key factor in the grantmaker’s decision-making process.
10. Be clear about why you are seeking a grant, what you plan to do with the money, and why you are a good fit with the grantmaker’s priorities. Prepare an interesting, persuasive and unique proposal.
11. Always cover the following important criteria: project purpose, feasibility, community need, funds needed, applicant accountability and competence.
12. Answer these questions: Who are you? How do you qualify? What do you want? What problem will you address and how? Who will benefit and how? What specific objectives will you accomplish and how? How will you measure your results? How does your funding request comply with the grantmaker’s purpose, goals and objectives?
13. Demonstrate project logic and outcome, impact of funds, and community support. Be specific about broad goals, measurable objectives, and quantified outcomes.
14. Always follow the exact specifications of the grantmakers in their applications, Requests for Proposals (RFPs) and guidelines.
15. Follow-up with the grantmaker about the status, evaluation, and outcome of your proposal, after it is submitted. Request feedback about your proposal’s strengths and weaknesses.

Source: Non-Profit Guides (http://www.npguides.org/)
FUNDING

Corporate Foundations are legally separate from their parent company and make grants from a pool of money that is set aside annually, often depending on how well the company did the previous year. You can sometimes get a grant from a corporate foundation and a direct donation from the company itself. It is even better if they have an employee matching program. See if your state also offers tax incentives such as tax credits to corporate donors.

Step 1: Getting Ready

Before you call or visit a foundation, ask yourself, “am I really ready?” Have you identified the vision, strengths and weaknesses of your program? A compelling, clear vision will get not only foundations to buy in, but your own colleagues and other supporters as well.

Assess your Needs versus your Wants – make a table with those headings and list what you and your staff agree are essential items and what would be nice to have.

Try to answer the following questions:

- What is inadequate? What is not working because you don’t have the resources (human or otherwise)?
- What are the facts about bike patrols? Can you show data about how effective your program is? Do you keep process stats such as numbers of calls for assistance, arrests, lives saved, ambulance runs cancelled, community meeting attendance? How about harder-to-measure but also significant? How many, how often, cancelled, community meeting attendance? What percentage of certain types of crimes, or arrests, lives saved, ambulance runs? How do these facts many times over. Knowing them makes you an authority.
- What is not working in your program? Do you keep process stats such as numbers of calls for assistance, arrests, lives saved, ambulance runs cancelled, community meeting attendance? How about harder-to-measure but also significant? What percentage of certain types of crimes, or arrests, lives saved, ambulance runs cancelled, community meeting attendance?
- What will your project briefly, including major activities, desired objectives. As with your organizational description, this will be described in greater detail if you are invited to submit a full proposal.

Step 2: Writing the Proposal

You’ll need to prepare a letter of inquiry or introduction. This is a one or two page letter that includes:

An introduction as the executive summary for the letter and includes the amount of money needed or requested, a description of the project, the qualifications of staff, and a timetable. Your organization’s description should be concise and focus on the ability of your program to meet the stated need. Provide a very brief history and description of your current program while demonstrating a direct connection between what is currently being done and what you will accomplish with the requested funding. You will flesh this section out in greater detail if you are invited to submit a full proposal. Your statement of need is an essential element of the letter and must convince the reader that there is an important need that can be met by your project. The statement of need includes: a description of the target population and geographical area, appropriate statistical data in abbreviated form, and several concrete examples.

Your proposed solution will describe the project briefly, including major activities, names and titles of key project staff, and your desired objectives. As with your organizational description, this will be described in greater detail if you are invited to submit a full proposal.

Other funding sources are being approached for support of this project should be listed in a brief sentence or paragraph. Funders like to know others are looking at supporting your project as well.

A summary simply restates your intentions. This letter may be your only formal contact with a funder and like any first impression, needs to be well-written and have a professional appearance.

If a foundation finds your letter interesting, it will usually ask for a full proposal and provide an outline to follow. Be sure to follow their set procedure, as deviating from it might disqualify you as a candidate.

Your proposal should educate them and persuade them to fund you. What seems obvious to you is very likely muddy to them. And please remember your proposal may also eventually serve as your “contract,” so don’t promise more than you can deliver! Before you dive into either the letter or proposal, sort out your ideas.

- Outline your proposal – what you will say and in which order.
- Avoid jargon at all costs! Funders get frustrated if they don’t understand. Have someone outside of your division, preferably someone who isn’t even a bike officer or medic, proofread it.
- Make your case compelling but not preachy or overstated.
- “KISS” it – keep it simple and straightforward. Funders don’t expect you to be a professional grant writer. They just want to clearly understand what you need.
- Go generic – once you’ve completed all this hard work, don’t waste it. Your proposal will be easy to modify for additional common grant formats and customizing.
- Make sure you don’t neglect telling a great story! Without it, your proposal will be dry and much less compelling.

There are three parts to making a good case for funding: 1) State the Facts, 2) Put them into Context, and 3) Tell your Story.
Riding through FoundationLand

(Continued from page 8)

There is usually someone already on your staff who is a good storyteller. What makes good stories compelling? They all have a:

1. **Protagonist:** Someone or some group with whom we can identify and sympathize.
2. **Hook:** A situation or goal that is interesting and worthwhile.
3. **Conflict:** The situation has a dilemma or problem that besegs for a solution.
4. **Details:** Brief but relevant points that set the stage.
5. **Emotional impact:** We won’t care unless we can “feel” the situation ourselves.
6. **Clear moral:** The outcome makes sense and helps us understand where the reader might fit in.

Why do stories work so well? Stories are an ancient way to help others remember key points. Stories are also very engaging, preventing boredom. Think of the hundreds of grant requests foundations must read and hear about every year. If you tell a story to make your point, your request will be the one they remember. Stories will also force you to weave all the pieces together. In making a case for funding bike patrols, by default, you have one of the most interesting and compelling stories a funder has likely heard all year!

Are there pitfalls to storytelling? Of course there are. We’ve all been held hostage to the over talkative story teller! Stories can also reduce your credibility if they appear too far-fetched, are not backed up with facts, or are not directly relevant to your request. Stories can also be used:

* **Internally**, with your own staff to create a history of your program. To build credibility, don’t just talk about all the great things that were accomplished, but also what went wrong. Everyone appreciates and remembers hard luck stories and the honesty behind them.

* **Meetings, media, and events,** to make a case for support and to convey a consistent, compelling message to all your supporters.

* **Advocacy,** to tell your legislators a bike patrol story that they can use in future speeches.

**Step 3: Stay in Touch**

Once you’ve submitted your proposal, don’t just wait around. Send a thank you note even if you are denied a grant. And expect rejection. You can always ask what to do better next time.

Continue to build upon your relationships with your foundations.

- Call to discuss any organizational changes and new program initiatives not only to update them, but to get their feedback, deepening their commitment to your patrol’s efforts.
- Ensure grant reports are on time and contain useful information that can be shared with the public and the foundation’s board members and staff.
- Send relevant progress reports, news or statistics.

Ask for help in applying to other foundations, including national ones.

- A foundation usually does not want to be looked at as only a source of money. Your funder may be very willing to discuss and even review your proposal beforehand and may also discuss it with other funders.
- Once funded, ask for a letter of support. A demonstration of local foundation support can have a big impact on not only other foundations, but on other types of donors as well.

Now that you’ve just learned to ride through FoundationLand, you’re sure to do it with confidence. But remember: like any bike skill, applying for funding takes practice!

**Resources:**

- **The Foundation Center** (http://fdncenter.org/) offers foundation directories and other resources. It has a free Foundation Finder Guide and a free news digest that will list grant opportunities by category. It also features a web-based proposal writing short course.

- **The Grantmanship Center** (http://www.tgci.com/funding/states.asp) – In addition to training seminars they have a simple listing of many foundations, by state.

- **Grantelec** (www.grantelec.com) has a free seven-day trial to research foundation and other grant opportunities.

- **GrantStation** (www.grantstation.com) is an interactive website that allows grantseekers to identify potential funding sources for their programs or projects, and mentors you through the grantseeking process. It offers access (for a fee) to a searchable database of grantmakers who are actively accepting proposals from a variety of organizations, federal grant deadlines updated daily, and links to the funding agencies in your state.

**GuideStar** (www.guidestar.org) – In addition to a comprehensive database with the financial and backgrounds of nearly all nonprofits and foundations, GuideStar offers the fee-based Grant Explorer feature.

**The Council on Foundations** (http://www.cof.or) is a foundation membership association that lists over 2000 members by giving area, including crime.

**Regional Association of Grantmakers** (http://www.givingforum.org/ralocator.html) – Regional associations are a great first stop for learning about your local foundations.

**Non-Profit Guides** (http://www.npguides.org/) offers free web-based grant-writing tools for non-profit organizations, charitable, educational, public organizations, and other community-minded groups.

**State Bicycle and Pedestrian Coordinators** (http://www.bikewalk.org/contacts_links/state_bikeped_coord.htm) – If you haven’t already done so, contact your state coordinator. They are often a wonderful resource for not only funding but also other ways to support your patrol program.

Greg Cantori is the Executive Director of the Marion I. & Henry J. Knot Foundation, which provides over $2.5 million in annual grants throughout Maryland. Years ago, as a bike mechanic, Greg used to provide free repairs and maintenance to the local patrol fleet. He now regularly commutes 44 miles roundtrip to the Foundation by bicycle. He also serves on the board of directors for One Less Car, Maryland’s cycling advocacy organization. He can be reached at gcantori@knottfoundation.org.
Hopatcong Police Start Bike Patrol

Donations from business community fund bike operations

By Jamie Goldenbaum
Herald Staff Writer
Hopatcong, New Jersey
July 27, 2004

Officers in Hopatcong’s new bike patrol say they have already seen the positive effects of the unit for police and the community.

Officer Jerry Mancuso recently responded to a wooded trail near Squire Field, where he came upon about six to 10 juveniles hanging out.

“As I was riding up, they thought I was one of their friends. They kept saying, ‘Hey Bobby, we’re over here,'” Mancuso explained.

The officer rode his patrol bike right up to the group — it was dark outside — and stopped next to the youths. They didn’t realize he was a police officer until he switched on the bike’s light and announced himself. The kids got off with a warning and were told to vacate the area, but the experience showed how patrol bikes provide easier access to remote locations.

Hopatcong’s four-officer bike patrol unit took to the streets July 16, Chief John Swanson said. Five local businesses donated $2,000 to help purchase two bikes and their equipment. Four borough officers attended a training course, which was no easy feat to complete, said Patrolman Michael O’Shea, a member of the patrol that also includes Mancuso, Patrolman Matthew Bohn and Patrolman Dave Kraus.

“The training was intense,” O’Shea said. One lesson had the officers at the top of a large flight of stairs, all of which were uneven. The officers had to take the bumpy ride to the bottom.

They rode 20-30 miles daily during the week-long training course, Bohn said. The four officers easily adapted to their new patrol. Mountain biking is not a new sport to the officers, and some enjoy off-road biking in their spare time, O’Shea said.

“It’s part of community policing,” said Mancuso. “(People) stop us a lot and quite a few people say they feel safer in the parks and fields.”

Local businessman Rich Hoer, owner of Lakeside Construction, was convinced a bike patrol would be an asset to the borough after speaking with Patrolman Dave Schultz, who is the department’s school resource officer at the borough middle school. Hoer donated $1,000 to purchase one patrol bike for local police and four additional local business owners each donated $250 to fund a second police special Giants patrol mountain bike. The bicycle is designed for use by police officers and equipped with a siren and a pack that contains medical supplies.

Bill Sutphen, owner of Hopatcong Hardware and a 35-year borough fireman, said it was worth spending the money for the bicycle to increase public safety, increase the relationship between police and local children and educate local youths on bicycle and helmet laws.

There will be at least one police officer on bike patrol duty seven days a week. The officers wear bicycle shirts, shorts, helmets and sneakers and carry guns.

The Hopatcong Police Department is the second county police department to develop a bike patrol, but is the only local force with an active bike patrol unit.

Newton started a bicycle patrol in 1993, but manpower constrictions and funding issues dwindled the unit down to four idle bicycles.

Newton Police Chief John Tomasula, a member of the bike patrol as a detective, said the unit was met with positive feedback. However about two years after the unit was launched, it slowly discontinued as the department became busy and officers were pulled from bike patrol to address emergency responses and fill in for officers out due to injuries.

At the time Newton started its patrol, there was no academy for bike patrol training on the East Coast, Tomasula said, so he shadowed Atlantic City officers for two weeks to learn more about establishing a program.

“It’s one of those programs that works out well when the funding is there,” Tomasula said. “You can cover about five times the area you can on foot with a bike.”

Although Newton police applied for grant money a couple of years ago to reinstate its bike patrol unit, Tomasula said Homeland Security issues and needs became the priority and the department’s grant request was denied.

“It’s a luxury we can’t afford right now,” he said.

With four bicycles sitting idle at the Newton police station, the department was able to lend Hopatcong police a bike for its officers to complete the training course.

Swanson said the Mount Olive Police Department in Morris County also loaned his department a bike for training purposes.

Bohn said Hopatcong’s bike patrol will allow the officers to monitor local schools, where Bohn said he has responded to reports of vandalism that cost the borough thousands of dollars.

O’Shea said officers will be able to more quickly traverse crowds at community gatherings like “Concert in the Park” and movie showings in the gazebo at Modick Park. And, the officers say, the bikes are a big hit with local children who crowd around to look at them and ask questions.

“They really kind of warm up to you after that,” Bohn said.

The officers say getting to know the children may encourage them to seek an officer later on if they do not know where to turn or want to make a report.

Whether the unit will be expanded in the future is not certain. “We’ll start small and see what happens,” Swanson said, specifying he is interested in exploring the training for additional officers in his department.

Besides donations made by Hoer and Sutphen, funds were also given to start up the unit by DPS Pumps on Maxim Drive, SignArt Graphics on Sparta-Stanhope Road and 3-in-1 Deli on Hopatchung Road.
Grant Gives Deputies Pedal Power

by Jody Lawrence-Turner, Staff writer
Spokesman-Review, Spokane WA
Saturday, July 22, 2005

Take a sheriff’s deputy out of his patrol car, put him on a mountain bike, and something changes.

“It makes us the most approachable, and it’s when we’re the stealthiest,” Deputy Andy Buell said about the two-fold advantage of bike patrol.

Buell is one of four Spokane County Sheriff’s Office deputies this summer who are patrolling the Edgecliff area in Spokane Valley on bicycle. The area stretches from Havana Street to Argonne Road and Broadway Avenue to 16th Avenue. The grant-funded patrols have helped the community, which is struggling with poverty and crime.

On Wednesday night, Buell rolled into the Rose Haven Mobile Home Park. “How’s it going?” Buell asked a man.

The man replied at length about drug activity near his home and then chatted with the deputy about a new job venture. Buell thanked the man and continued on, mentally filing the information for later reference.

Buell said, for the most part, Edgecliff residents welcome a law enforcement presence and are open with him.

The bike patrols in Edgecliff are funded by a Weed and Seed grant from the U.S. Department of Justice. This is the second year the area has received the grant of about $225,000, which is used for various programs; about $17,000 of it went toward the bike patrols for personnel hours and equipment. It’s also the second year for the patrols.

The goal “is to weed out crime and seed in good programs,” said Rick Scott, site coordinator for the grant and director of Edgecliff Sheriff’s Community Oriented Policing Effort (SCOPE).

“Bike patrol puts everyone one-on-one,” Scott said. Grant money purchased four new bikes this year. Two of them are reserved for SCOPE volunteers who want to patrol the area.

Deputies regularly patrol the Centennial Trail on bikes during the summer months, but dedicating a group of them to a specific community for an extended period of time is rare.

As Buell rode through the Rose Haven Mobile Home Park, he was subtle as he checked out residents’ activities. Those he observed didn’t seem to notice.

Residents approached him frequently to express concerns about illegal activity they had seen, except for one woman, who popped her head out of a mobile home door to see who was talking to her children.

Children’s eyes lit up when they saw an authority figure riding a bike by their home.

“Who are you?” a girl called out.

“I’m a sheriff’s deputy,” Buell replied. He stopped, and four children rushed up to greet him. The kids were wearing helmets and told the deputy it was because they had been riding their bikes. They were each rewarded with a coupon for a free ice cream cone at McDonald’s.

The experience might have been the children’s first with law enforcement. Buell was glad it was a positive one.

If Buell had gone to the same area in a patrol car, he said the experience would likely have been different. The car creates a barrier that being on a bike doesn’t.

“People see a guy on a bike in shorts, and it’s, oh, you’re just a guy,” Buell said of how he’s received. Also, driving a car down an alley or in a mobile home park is obtrusive. Someone drives through the same area on a bicycle, and people barely notice.

There are disadvantages, Buell said. He can’t chase traffic violators on a bike, and he can’t transport those he arrests, but “the advantages of being on bike patrol outweigh the disadvantages.”

Buell and other deputies who do bike patrol in Edgecliff usually spend the daylight hours gathering information about illegal activity and taking note of what looks out of the ordinary. The deputy said that’s where deputies who regularly patrol the area are invaluable. They know every car, people’s names and what’s normal at a home and what’s not.

At nightfall, the deputies go into stealth mode, often returning to areas where residents have pointed out concerns. On Buells first night earlier this month, residents’ tips led to two drug arrests.

“Riding through the streets at night is amazing,” Buell said. “It’s so quiet, but you hear what you need to hear.”

Without the daylight vision, other senses become more acute, he said. You hear the yells of a possible domestic fight. The smell of illicit drugs seems to stand out.

People committing the crimes might be watching for a patrol car, but they aren’t looking for deputies on bikes.
Golfers, Runners and Cyclists, Oh My...

Runners Pitch in to Provide Bikes for TC Police

FROM STAFF REPORTS
Traverse City Record Eagle (MI)
August 3, 2005

TRAVERSE CITY - Officials from the Traverse City Track Club and Bayside Marathon have pitched in to give the Traverse City police new pedal power.

The department received a $600 grant to go toward two new Jamis SX mountain bikes — each costing $650 — with police packages to be used for patrols in places police cars can’t go.

City police matched the grant for the two bikes.

“These are going to be a very effective tool for us and we are very thankful that these generous people have done this for us,” said Capt. Steve Morgan.

Bike Club Donations Make a Difference

by Howard Meyerson
The Grand Rapids Press (MI)
February 18, 2005

The old saying of “What goes around comes around” seems somehow fitting when I think about the Rapid Wheelmen bicycle club.

Not in the negative sense that the phrase is often used, which is to suggest that we get punished for our wrongs. But rather good often begets more good.

The club, which was formed in 1970 and has more than 300 area families as members, is about to donate nearly $9,000 to Mothers Against Drunk Driving and area police departments.

That’s what the group raised during their annual Colorburst Ride last October — a fund-raiser for charity which drew 700 riders, a far cry from the 75 that rode in 1983 when the event was first held.

The ride, which has become a West Michigan tradition, was started by a club member, the late Craig Campbell, as a memorial to Donna Rysakamp. She was a 28-year-old member who was killed by a drunk driver while riding.

Campbell killed in 1987

Campbell was then killed by a driver in 1987 while riding his motorcycle over the Colorburst route. The ride has since become a memorial for both.

“So far we’ve donated $50,000 to MADD and another $7,000 to other purposes,” said Caroline Terlecki, 58, the club president and a nurse anesthetist for Spectrum Health.

This is the club’s biggest pot ever, according to Terlecki. Mothers Against Drunk Driving will receive $5,221. Area police departments, who have submitted requests to the club, will be receiving grants totaling $3,721.

“We’re getting mesh vests for our volunteer bike patrol,” said Sgt. Steve Dabkowski, the officer in charge of Community Services for the Kent County Sheriff.

The department is getting a $409 grant from the Rapid Wheelmen.

The airy vests are to replace the old non-breathable lime-green vests that the county has been providing.

They are being worn by area riders who have have volunteered for the bike patrols on the White Pine and Kent trails.

Dabkowski took a hint from volunteer riders who let him know that the old vests were hot and uncomfortable in the summer.

(Continued on page 13)
College Police to Begin Using Bikes

by Mike Cruz, Staff Writer
Daily Record, Victorville CA
Wednesday, October 13, 2004

VICTORVILLE — Police officers at Victor Valley Community College will become more visible to students and reduce vehicle emissions by using mountain bikes to respond to service calls.

VVC’s Police Department received two mountain bikes for regular patrols through a grant from the Mojave Desert Air Quality Management District.

Campus police officers will begin using the new bikes in about two weeks, after they attend certification training. Chief Jack Thomas said.

“It’s a big part of campus community-oriented policing,” Thomas said.

“It makes it safer for students.”

Compared to riding in cars, officers on bicycles can patrol closer to campus buildings, along walkways and inner campus areas where students congregate, Thomas said.

In turn, students see the officers more often, get to know them and are more comfortable reporting any problems they see, he said.

The bikes come at a good time for VVC’s 10,000-student campus, as classes resumed last month after the summer break.

In September, officers responded to 452 calls for service. There were 305 calls for service in August, and 228 calls in July, Thomas said.

Campus officers are able to patrol parking areas more quietly with the bikes, which they hope will help them cut the number of auto burglaries.

But the bikes also serve another purpose: to help clean up the air.

Air quality officials said the bikes help reduce emissions and are part of a grant from the agency’s Clean Air Patrol Program. Vehicles tend to emit the most emissions when they’re idling, something law enforcement vehicles do a lot when officers are investigating a scene or making traffic stops, said MDAQMD spokeswoman Violette Roberts.

Bikes will also cut down on the department’s fuel consumption, which Thomas estimates could save between $600 to $700 a month.

Donations Makes a Difference
(Continued from page 12)

“We didn’t have any money,” said Dabkowski, so we worked it out (with the Rapid Wheelmen).

Dabkowski is nothing but complimentary about the growing cadre of volunteer riders who put time into patrolling the trails. Their presence, he says, is making a significant difference.

“We started having problems three years ago, mostly with people exposing themselves. We had only five to seven volunteers the very first year. Now we have 80 sign up and 65 to 75 will go out and patrol. We couldn’t put 65 cops on the trail. These riders are our eyes and ears.

“Since they’ve started patrolling, riding or roller blading, we have had zero incidents on these trails. It’s them, not us, who are out there being friendly. We think it’s a big deterrent and it’s free.”

The Kent County Sheriff is one of five law-enforcement agencies getting money from the riding club. The Grand Rapids Police Department will get $858 to help pay for maintenance on 35 eight-year-old mountain bikes used by its bike-patrol officers. The Sparta Police Department will get $408 for bike maintenance and Rockford’s will get $818 to expand their bike patrol.

The largest of the club’s law-enforcement grants ($1,227) will go to the Lowell Police Department so it can buy another mountain bike and expand its bike patrol.

“Budgets are really tight for all agencies and we were looking for money to buy a bike, a uniform and to provide some training,” said Lowell community policing officer Steve Bukala.

Mountain bikes, he said, are used to patrol the North Country Trail which now goes through the area. They are used to patrol area lake trails, apartment complexes, special events and even downtown on the Fourth of July.

Riding bikes, he says, is good way to get next to people.

“It’s the basic idea behind community policing,” said Bukala. “You are out of the car and are more approachable. A citizen who wouldn’t approach you in a car will come up to you on a bike and say: ‘I want to talk to you about something.’

“We don’t have a budget for a bike patrol per se. We wouldn’t be able to do this without them.”

Corvallis Police Lieutenant Dave Henslee said, “Experience has shown that citizens are more likely to approach a bike patrol officer than an officer in a patrol car.” That closer contact will enhance our education efforts while building trust and partnerships with people in our community.”

Mountain bikes have proven to be effective in a number of different environments. In urban areas, bicycles provide more mobility where traffic and crowds can be an issue. In other areas they are effective working in parks, campus areas, parking lots, residential and business areas, athletic and civic events, and specialized details. “Their mobility on any surface makes them more effective in an area that is difficult to access in a motor vehicle,” Lieutenant Henslee said.

Potentially high risk and special events will be targeted because of known alcohol-related problems. According to Oregon State Police records, Thursday nights through Sunday mornings are peak times for alcohol-related violations such as Minor in Possession and DUII. Seasonal events such as Halloween, St. Patrick’s Day, sports events, and special event weekends on campus bring an increase in alcohol-related violations and problems.

In addition, community members and business owners feel the impact of alcohol use. Lt. Henslee indicates that a large percentage of the crime occurring in downtown Corvallis is associated with alcohol use. Broken windows and destroyed and damaged landscaping is a problem. In addition public urination, noise and litter are issues. Not only does this behavior cost business owners and taxpayers, there is a price to people in terms of health risk and aggravation.

Joan Wessell, Executive Director of the Downtown Corvallis Association stated that her organization is pleased with Benton County Health Department’s successful grant. Ms. Wessell is confident that the bicycle patrol team will prove to be an excellent resource to help alleviate alcohol-related property damage and be of great benefit to Downtown and the Corvallis community.

The funding will not increase the amount of patrol services provided by the Corvallis Police Department; however, it will allow the Oregon State Police to increase its patrol presence and to work closer with Corvallis police during high risk events. “Our hope is that these police bike patrols will reduce crime, improve community livability, and be something the local community is proud to have around,” said Lieutenant Henslee.
Welcome to the IPMBA Product Purchase Program! Since its humble beginnings in 1997 with just four members, the Product Purchase Program has grown to include nearly 70 fine companies.

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

We are excited to announce that this issue contains three brand-new listings and the return of an old favorite. Two of the new listings are related – Montague and Andusa, the US manufacturer and UK distributor, respectively, of the Paratrooper folding bicycle. Montague US will include folding pedals and a kickstand at no extra charge, while Andusa is offering UK customers close to £100 off list price. Fuji rejoins the team with discounts too numerous to list. OpenHouse Products has taken 15% off its many panniers, cycle bags, and Lyteline High-Viz products, and Ironman Gloves can be had for more than 50% off!

Take out your credit card and IPMBA membership card and get ready to save!

**ABS SPORTS**

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

**ALERTE SYSTEMS INT’L**

**Product:** "Trail-Blazer" Bike Light Kit  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 10% off 1-10 units; 15% off 11-20 units  
**Form of Payment:** DC, MC, V  
**Ordering Options:** Phone, Fax, Email, Website, Mail  
**Contact Name:** Jerry Watley  
**Phone:** 800-728-1536/Fax: 800-635-1536  
**Website:** www.alerettesystems.com  
**Email:** jerry@alerettesystems.com

**ANDUSA & CO., LLC**

**Product:** Montague Paratrooper Folding Bike  
**Regular Cost:** $550 + Delivery  
**Cost to Members:** $475 + Delivery  
**Form of Payment:** AX, C, MC, V  
**Ordering Options:** Phone, Fax, Email  
**Contact Name:** Chulah Weerasinghe  
**Phone:** ++(0)2082819826/Fax: ++(0)2082410999  
**Website:** www.montaguenbikes.co.uk  
**Email:** sales@montaguenbikes.co.uk  
**Notes:** Available to UK forces. Supply valid IPMBA membership number with order.

**ASLET: AMERICAN SOCIETY FOR LAW ENFORCEMENT TRAINING**

**Product:** ASLET Membership  
**Regular Cost:** $50  
**Cost to Members:** $40  
**Form of Payment:** AX, C, CH, DC, MC, PO, V  
**Ordering Options:** Fax, Mail, Website  
**Contact Name:** Nancy Moser  
**Phone:** 301-668-9466/Fax: 301-668-9482  
**Website:** www.aslet.org  
**Email:** info@aslet.org  
**Notes:** Submit copy of IPMBA membership card with ASLET membership application or renewal notice.

**BIKE WORLD**

**Product:** Bicycles and bike accessories  
**Regular Cost:** Competitive Internet Sale Prices  
**Cost to Members:** Wholesale + 35%  
**Form of Payment:** AX, V, MC, D  
**Ordering Options:** Phone, Fax, Website, Mail  
**Contact Name:** Mike Beatty  
**Phone:** 800-928-5558 / 210-828-5558  
**Fax:** 210-828-3299  
**Website:** www.bikeworld.com  
**Email:** bikepatrol@bikeworld.com  
**Notes:** Contact Mike Beatty at 1-800-928-5558

**BRAKEWEAR**

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

**BROFORM.COM PRO-PURCHASE MARKETPLACE**

**Product:** Outdoor-Bike-Action Sports Gear  
**Regular Cost:** Promotional Pricing for Industry Insiders/Pros  
**Cost to Members:** Promotional Prices on Gear; Free Membership  
**Form of Payment:**  
**Ordering Options:**  
**Contact Name:** Kyle Parsons  
**Phone:** 877-420-2766/Fax: 604-608-9279  
**Website:** www.broform.com  
**Email:** kyle@broform.com  
**Notes:** Email full name, department name, email address, IPMBA membership number & expiration date to BroForm contact.

**BUDRAKE INT’L, LLC**

**Product:** Automatic Brake System Modulator  
**Regular Cost:** $49.95 full kit; $29.95 modulator only.  
**Cost to Members:** 40% off MSRP  
**Form of Payment:** C, CH  
**Ordering Options:** Phone, Email, Website, Mail  
**Contact Name:** Bud Nilsson  
**Phone:** 209-712-6980/Fax: 604-608-9279  
**Website:** www.budbrake.com  
**Email:** bud@budbrake.com

**BUSHWHACKER USA**

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

**CANE CREEK CYCLING COMPONENTS**

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

**CHRISTINI TECHNOLOGIES**

**Product:** All Wheel Drive Mountain Bikes  
**Regular Cost:** $3100-$54500+  
**Cost to Members:** $1800+; quantity discounts  
**Form of Payment:** AX, CH, DC, MC, V  
**Ordering Options:** Phone, Fax, Email, Website, Mail  
**Contact Name:** Justin Kline  
**Phone:** 215-351-9895/Fax: 215-351-9896  
**Website:** www.christini.com  
**Email:** sales@christini.com

**CYCLE SIREN**

**Product:** Cyclesiren Trooper, Patrol & EMS mini-sirens  
**Regular Cost:** Visit www.cyclesiren.com.  
**Cost to Members:** 10% off Retail  
**Form of Payment:** MC, PO, V  
**Ordering Options:** Phone, Fax, Email, Mail  
**Contact Name:** Greg Bohning  
**Phone:** 714-628-8935/Fax: 714-628-8935  
**Website:** www.cyclesiren.com
Contact Name: Bertie Anderson
Phone: 760-468-1800
Email: bertiea@hotmail.com
Notes: Include IPMBA membership number & expire date with order.

DO WRAP PERFORMANCE

Contact Name: Ashley Foster
Phone: 843-259-8368/Fax: 803-216-9938
Email: cyclopa@cyclesg.com
Notes: Online orders: type IPMBA in coupon code to receive discount. Custom orders available.

DYNAMIC BICYCLES

Contact Name: Sam Matthews
Phone: 800-868-2620/Fax: 800-216-9938
Website: www.danalco.com
Email: sam@danalco.com

Dynamite Bicycles
Product: Chainless Police Bikes
Regular Cost: Contact for Product List
Cost to Members: 20% off Retail
Form of Payment: CK, MC, V
Ordering Options: Phone, Fax, Email, Website
Contact Name: Ashley Foster
Phone: 843-259-8368/Fax: 803-216-9938
Email: cyclopa@cyclesg.com
Notes: Online orders: type IPMBA in coupon code to receive discount. Custom orders available.

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

Electric Transportation Solutions
Product: Bikes & Accessories for LE and EMS
Regular Cost: See website for product list.
Cost to Members: Contact for special pricing on all items.
Form of Payment: AX, C, CH, MC, PO, V
Ordering Options: Phone, Fax, Email, Website
Contact Name: Seth Leitman
Phone: 914-844-4809/Fax: 914-667-1405
Website: www.electrictransport.net
Email: sales@electrictransport.net
Notes: Have IPMBA membership card handy. A portion of all proceeds will be donated to IPMBA.

ELHN BADGE & EMBLEM DESIGN
Product: Custom Police Badges, Emblems, Pins, Coins
Regular Cost: Varies
Cost to Members: 10% off
Form of Payment: CH, DC
Ordering Options: Phone, Email, Mail
Contact Name: Enzo Nandori
Phone: 203-364-8644/Fax: 860-693-9381
Website: www.elhnbadges.com
Email: elhnbadgesdesign@aol.com
Notes: Call or email design/quantity for price quote.

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

EV TECH
Product: Bikes & Accessories for LE and EMS
Regular Cost: See website for product list.
Cost to Members: Contact for special pricing on all items.
Form of Payment: AX, C, CH, DC, MC, V
Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: Doug Canfield
Phone: 972-851-9990/Fax: 972-851-9993
Website: www.texaselectricbikes.com
Email: dcanfield@evtech.us
Notes: Have IPMBA membership card handy. A portion of all proceeds will be donated to IPMBA.

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

FUJI AMERICA
Product: Bikes & Accessories
Regular Cost: Contact for Product List
Cost to Members: Call for Special Prices on Selected Models
Form of Payment: C, CH, MC, PO, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Steve Harad
Phone: 215-824-3854 x1111/Fax: 215-824-1051
Website: www.fujibikes.com
Email: sharad@fujibikes.com

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

IMBA: International Mountain Bicycling Association
Product: IMBA Membership
Regular Cost: $25 Basic; $45 Supporting
Cost to Members: $10 Basic; $18 Supporting
Form of Payment: C, CH, DC, MC, V
### Product Purchase Program

**Ordering Options:** Fax, Mail

**Contact Name:** Scott Gordon
**Phone:** 888-442-IMBA/303-545-9011 x 106
**Fax:** 303-545-9026
**Website:** www.imba.com

**Email:** info@imba.com

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

### Iossō Products

**Product:** Cleaners & Lubes for Guns & Bikes

**Regular Cost:** Contact for Product List

**Cost to Members:** 20% off Retail

**Form of Payment:** C, CH, MC, PO, V

**Ordering Options:** Phone, Fax, Email, Website, Mail

**Contact Name:** Marianne Iossō
**Phone:** 888-747-4332/Fax: 847-437-8478
**Website:** www.iosso.com
**Email:** info@iosso.com

### Lane Sunglasses

**Product:** Protective Eyewear & Goggles

**Regular Cost:** Contact for Product List

**Cost to Members:** 30% off Retail

**Form of Payment:** CH, DC, MC, V

**Ordering Options:** Phone, Fax, Email, Website, Mail

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

### Lift & Storage Systems, Inc.

**Product:** Automatic Bike Lift Storage Systems

**Regular Cost:** $4,295 (30 bikes); $6,590 (60 bikes)

**Cost to Members:** $3,820 (30 bikes); $5,090 (60 bikes)

**Form of Payment:** CH, DC, MC, PO, VI

**Ordering Options:** Phone, Fax, Email, Website, Mail

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

### LightCycles

**Product:** Bicycle Parts & Accessories

**Regular Cost:** Contact for Product List

**Cost to Members:** 20-25% off Retail

**Form of Payment:** C, DC, CH, PO, USPS Money Order

**Ordering Options:** Phone, Email, Mail

**Contact Name:** Bob Light
**Phone:** 518-420-4666
**Email:** lighttrj@plattsburgh.edu

Notes: Email for details/availability/shipping charges.

### LouKa Tactical Training LLC

**Product:** Video: Firearms & Training Issues

**Regular Cost:** $25, incl. shipping

**Cost to Members:** $23, incl. shipping

**Form of Payment:** CH, DC, PO

**Ordering Options:** Phone, Email, Mail

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

### MakLite

**Product:** Illuminated Safety Light Products

**Regular Cost:** $10.95 (9’ Strips With Velcro)

**Cost to Members:** $7.00

### MARWI USA, Inc.

**Product:** Lighting Systems

**Regular Cost:** $99-$399

**Cost to Members:** Contact for Discount

**Form of Payment:** COD, MC, V

**Ordering Options:** Phone, Fax, Email, Mail

**Contact Name:** Rosita Chen
**Phone:** 626-401-1335/Fax: 626-401-1339
**Website:** www.marwiusa.com
**Email:** rositadi@marwiusa.com

### Maxit Designs

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

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

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

**Form of Payment:** DC, MC, V

**Ordering Options:** Phone, Fax, Email

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

Notes: 35% off other in-stock items. Visit website for information and call for availability. Include IPMBA membership number handly.

### MAXXIS Tires

**Product:** Bike Tires & Tubes

**Regular Cost:** Contact for Product List

**Cost to Members:** 50% off Retail (Pro-form)

**Form of Payment:** AX, D, DC, MC, V

**Ordering Options:** Email, Fax, Phone

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

### MOCEAN

**Product:** Bike Patrol Uniforms

**Regular Cost:** Contact for Product List

**Cost to Members:** 25% off Retail

**Form of Payment:** AX, C, DC, CH, DC, PO, V

**Ordering Options:** Fax, Website

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

### MONTAGUE BIKES

**Product:** Paratrooper Tactical Folding Mountain Bike

**Regular Cost:** $645

**Cost to Members:** Free Folding Pedals & Kickstand with Purchase

**Form of Payment:** D, V, MC

**Ordering Options:** Phone

**Contact Name:** Joe Solomon
**Phone:** 800-736-5348/Fax: 617-491-7207
**Website:** www.montagueusa.com
**Email:** bicycle@montagueusa.com

### NuGO

**Nutrition**

**Product:** Nutrition/Energy Bars

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

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

**Form of Payment:** AX, C, CH, MC, V

**Ordering Options:** Phone, Fax, Email, Website, Mail

**Contact Name:** Keith Rohrlick
**Phone:** 412-781-4115/Fax: 412-781-4120
**Website:** www.nugonutrition.com
**Email:** krohrlick@nugonutrition.com

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

### Olympic Uniforms/J. Marcel

**Product:** Bike Patrol Uniforms

**Regular Cost:** Contact for Product List

**Cost to Members:** 10% off Retail Prices

**Form of Payment:** AX, C, CH, D, DC, MC, PO, V

**Ordering Options:** Phone, Fax, Email, Mail

**Contact Name:** Julie Cruise/Rachel Peterson
**Phone:** 888-772-9222/Fax: 206-772-1521
**Website:** www.olyuniforms.com
**Email:** reps@olyuniforms.com

### OPENHOUSE PRODUCTS

**Product:** Panniers, Cycle Bags, Lyceline High-Viz Products

**Regular Cost:** $10 - $500

**Cost to Members:** 15% off Retail Prices

**Form of Payment:** CH, DC, MC, PO, V

**Ordering Options:** Phone, Fax, Email, Website, Mail

**Contact Name:** Bruce Burns
**Phone:** +44 (0) 1422 824666
**Fax:** +44 (0) 1422 824666
**Website:** www.openhouseproducts.com
**Email:** bruce@openhouseproducts.com

Notes: Provide IPMBA membership number when ordering.

### Paradigm Tactical Products

**Product:** FRISKER PRO Hand Worn Metal Detector

**Regular Cost:** $179.95 + S&H

**Cost to Members:** $150 + S&H

**Form of Payment:** CH, DC, D, MC, PO, V

**Ordering Options:** Phone, Fax, Email, Website, Mail

**Contact Name:** James F. Marr
**Phone:** 978-352-6633/Fax: 978-352-7799
**Website:** www.frisker.com
**Email:** jmarri@paradigmtactical.com

### Patrol Cycle LLC

**Product:** Patrol Cycle Shoe

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

**Cost to Members:** $67.95

**Form of Payment:** CH, DC, MC, PO, V

**Ordering Options:** Phone, Fax, Email, Website, Mail

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

### Polar Design, Inc.

**Product:** Hydration Backpacks & Gel-Cooled Reservoirs

**Regular Cost:** PolarPak 1.0 $42.95 w/o gel; $52.95 w/gel

**Cost to Members:** PolarPak 1.0 $18.30 w/o gel; $28.30 w/gel
Redman Training Gear
Product: Defensive Tactics Training Gear
Regular Cost: Contact for Product List
Cost to Members: 10% off Retail
Form of Payment: AX, DC, MC, PO, V
Ordering Options: Phone, Fax, Email
Contact Name: Jeff Skilern
Phone: 208-426-9058/Fax: 208-424-8687
Website: www.polarpak.com
Email: jeff@polarpak.com
Notes: Special offer is not available online.

ProGold Lubricants
Product: ProLink Chain Lube, ProGold Lubes, EPX
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Form of Payment: C, CH, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: Doug or Van
Phone: 800-421-5823/Fax: 404-766-3977
Website: www.progoldmfr.com
Email: progoldmfr@aol.com

Promark Int’l Inc.
Product: Full Line Law Enforcement Equipment
Regular Cost: Contact for Product List
Cost to Members: 40% off Most Products
Form of Payment: CH, MC, V
Ordering Options: Phone, Fax
Contact Name: Kenneth Bartcher
Phone: 800-645-4443/516-795-6543
Fax: 516-795-4259
Website: www.publicsafetymall.com
Email: promarkint@aol.com

Public Safety Logos
Product: Badges/Badge Cases/Jewelry/Patches/Etc.
Regular Cost: $40-$115
Cost to Members: 10% off + drop ship free on $150 or more
Form of Payment: AX, C, CH, DC, MC, V
Ordering Options: Fax, Email, Website, Mail
Contact Name: Michael Carrizales
Phone: 281-251-0707 / 800-276-0706
Fax: 281-251-4786
Website: www.publicsafetymall.com
Email: sales@publicsafetymall.com
Notes: Code 20PMBA04 and IPMBA membership number must accompany order.

Pyi Inc. Spokes Wear
Product: The Glove
Regular Cost: $30
Cost to Members: $15
Form of Payment: C, DC, MC, V
Ordering Options: Phone, Fax, Email
Contact Name: Fred Hutchison
Phone: 425-355-3669/800-523-7558
Fax: 425-355-3661
Website: www.spokeswear.com
Email: info@spokeswear.com

R&B Fabrications
Product: Panniers & Safety Vests
Regular Cost: Contact for Product List
Cost to Members: 15% off Retail
Form of Payment: DC, MC, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Tina Lime
Phone: 419-594-2743/800-553-1911
Fax: 419-594-2250/800-742-5345
Website: www.rbfab.com
Email: info@rbfab.com

Rudie Project
Product: Sunglasses, Sport Eyewear, Helmets, Goggles
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Form of Payment: MC, V
Ordering Options: Website
Contact Name: Christi Watts
Phone: 888-860-7597/303-333-9191
Fax: 303-333-9292
Website: www.rudyprojectusa.com
Email: christie@rudyprojectusa.com
Notes: At www.rudyprojectusa.com, click on OTHER INFO, then BATMAN. Click “IPMBA Members Click Here”. Enter passcode: jopiluce.

Signal Measurement Co.
Product: GPS & Communication Mounts
Regular Cost: Contact for Product List
Cost to Members: 30% off Retail
Form of Payment: C, D, DC, MC, PO, V
Ordering Options: Phone, Fax
Contact Name: Ronnie Dowell
Phone: 800-527-1079/Fax: 281-356-0099
Website: www.smcorp.com
Email: rdowell@smcorp.com

Sportsworks
Product: Hitch-mounted Bike Racks
Regular Cost: $325-$555
Cost to Members: 20% Discount
Form of Payment: C, DC, MC, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Julie Gregg or Customer Service
Phone: 425-483-7000 / 888-661-0555
Fax: 425-488-9001
Website: www.bicycleracks.com
Email: julie@sportworks.com

Superior Gear
Product: Chain Stay Away Pant Protector
Cost to Members: 10% off Retail Price
Form of Payment: AX, CH, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: Frank Pollari
Phone: 807-476-0485/888-519-2250
Fax: 807-473-4597
Website: www.superior-gear.com
Email: sales@superior-gear.com

Swagman
Product: Bicycle Carriers (Roof/Hitch/Trunk)
Regular Cost: Contact for Product List
Cost to Members: 15% off Retail
Form of Payment: MC, V
Ordering Options: Phone, Email
Contact Name: Jim or Don
Phone: 800-469-7924/Fax: 800-469-7893
Website: www.swagman.net
Email: info@swagman.com
Notes: All Shipments Made from Orrville, WA

Terry Precision Cycling
Product: Bikes, Accessories, Seats, Apparel
Regular Cost: Contact for Product List
Cost to Members: Terry Apparel — wholesale; see notes for more.
Form of Payment: C, CH, DC, MC, V
Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: Ginny Weisel
Phone: 800-289-8379 x 13/Fax: 315-986-2104
Website: www.terrybicycles.com
Email: ginni@terrybicycles.com
Notes: 10% off wholesale on Terry saddles. Contact Ginny via email for pro deal order form.

The Masked Merchant
Product: S&W Bikes, Lightman Safety Strobes, Accessories
Regular Cost: Contact for Product List
Cost to Members: 10% off Regular Prices
Form of Payment: C, CH, D, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: Mark Leonard
Phone: 501-517-5338/Fax: 501-653-2969
Website: www.themaskedmerchant.com
Email: themaskedmerchant@sbcglobal.net
Notes: When ordering online, use coupon code IPMBA 10 for 10% discount.

Tracy Leigh Enterprises
Product: Electric Police Bike
Regular Cost: $2500 & $1900
Cost to Members: $1999 & $1600
Form of Payment: AX, C, CH, D, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: Robert Grippio
Phone: 570-992-9989 / 877-570-6963
Fax: 570-992-5026
Website: www.allwebscooters.com
Email: gand@epix.net

United Bicycle Supply
Product: Bicycle Tools and Parts
Regular Cost: Wholesale Pricing
Cost to Members: Wholesale Pricing to Departments
Form of Payment: AX, C, D, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Pete
Phone: 541-482-1750/Fax: 541-482-1132
Notes: Call to establish an account for your department to be eligible for wholesale pricing on all products.

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

AX = American Express ~ C = Cash ~ CH = Personal Check
DC = Department Check ~ D = Discover ~ MC = MasterCard

VISION 2000 LEEDS LTD.

Product: Mobile Surveillance Systems for Push Bikes
Regular Cost: £1500 + VAT
Cost to Members: 10% discount
Form of Payment: C, CH, DC, PO
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: Alex Hayes
Phone: 01132 370293/Fax: 0113 2370294
Website: www.v2k.co.uk
Email: alex@vision-2000.co.uk
Notes: Email contact details and IPMBA membership number.

WTB

Product: Tires, Saddles, Headsets, Pedals, Wheel Parts
Regular Cost: Contact for Product List
Cost to Members: Wholesale Prices
Form of Payment: COD, MC, V
Ordering Options: Phone, Fax
Contact Name: Chris Schierholtz
Phone: 415-389-5040/Fax: 415-389-5044
Website: www.wtb.com
Email: cschierholtz@wtb.com

ZEO OPTICS

Product: Sport Eyewear & Goggles
Regular Cost: $79.99 - $200
Cost to Members: 50% off suggested retail.
Form of Payment: AZ, CH, DC, MC, PO, V
Ordering Options: Fax, Email, Web, Mail
Contact Name: Penelope Butterfield
Phone: 435-259-6970/Fax:
Website: www.zealoptics.com
Email: penelope@zealoptics.com
Notes: Online, please enter coupon code “IPMBA50” at check-out.

ZENS AH

Product: Tactical Shirts & Shorts
Regular Cost: Shirts $39.95/Shorts $34.95
Cost to Members: 30% off Regular Cost
Form of Payment: AX, CH, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: Ryan Oliver
Phone: 305-885-8646/Fax: 305-675-0221
Website: www.zensah.com
Email: tactical@zensah.com
Notes: When ordering online, type “IPMBA30”.

ZOIC CLOTHING / ZOOT SPORTS

Product: Cycling Apparel
Regular Cost: Retail
Cost to Members: 30% off Retail
Form of Payment: AX, V, MC, CH, DC
Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: Brandt Furgerson or Wendy Misner
Phone: 800-241-9327 / 760-477-2298
Website: www.zoic.com or www.zootsports.com
Email: brandt@zootsports.com or wendy@zootsports.com

IRONMAN CYCLING GLOVES

Product: Ironman Gloves & Police Gloves
Regular Cost: $25-$45
Cost to Members: $11.75-$19.50 plus shipping
Form of Payment: CH, MC, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Bill Paine
Phone: 215-335-9218/Fax: 215-708-1096
Website: www.ironmancycling.com
Email: painews@aol.com
Notes: Order directly through Bill Paine.

VISION 2000 LEEDS LTD.

Product: Mobile Surveillance Systems for Push Bikes
Regular Cost: £1500 + VAT
Cost to Members: 10% discount
Form of Payment: C, CH, DC, PO
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: Alex Hayes
Phone: 01132 370293/Fax: 0113 2370294
Website: www.v2k.co.uk
Email: alex@vision-2000.co.uk
Notes: Email contact details and IPMBA membership number.

WTB

Product: Tires, Saddles, Headsets, Pedals, Wheel Parts
Regular Cost: Contact for Product List
Cost to Members: Wholesale Prices
Form of Payment: COD, MC, V
Ordering Options: Phone, Fax
Contact Name: Chris Schierholtz
Phone: 415-389-5040/Fax: 415-389-5044
Website: www.wtb.com
Email: cschierholtz@wtb.com

ZEO OPTICS

Product: Sport Eyewear & Goggles
Regular Cost: $79.99 - $200
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Form of Payment: AZ, CH, DC, MC, PO, V
Ordering Options: Fax, Email, Web, Mail
Contact Name: Penelope Butterfield
Phone: 435-259-6970/Fax:
Website: www.zealoptics.com
Email: penelope@zealoptics.com
Notes: Online, please enter coupon code “IPMBA50” at check-out.

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Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: Ryan Oliver
Phone: 305-885-8646/Fax: 305-675-0221
Website: www.zensah.com
Email: tactical@zensah.com
Notes: When ordering online, type “IPMBA30”.

ZOIC CLOTHING / ZOOT SPORTS

Product: Cycling Apparel
Regular Cost: Retail
Cost to Members: 30% off Retail
Form of Payment: AX, V, MC, CH, DC
Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: Brandt Furgerson or Wendy Misner
Phone: 800-241-9327 / 760-477-2298
Website: www.zoic.com or www.zootsports.com
Email: brandt@zootsports.com or wendy@zootsports.com

IRONMAN CYCLING GLOVES

Product: Ironman Gloves & Police Gloves
Regular Cost: $25-$45
Cost to Members: $11.75-$19.50 plus shipping
Form of Payment: CH, MC, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Bill Paine
Phone: 215-335-9218/Fax: 215-708-1096
Website: www.ironmancycling.com
Email: painews@aol.com
Notes: Order directly through Bill Paine.

SUPPORT OUR CORPORATE MEMBERS

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

Access Bicycle Patrol Supply, LLC
Bill Cochrane
602-278-5506
abps@cox.net
www.accessbicyclepatrolsupply.com

Alerte Systems International
Jerry Watley
800-728-1536
Jerry@alertesystems.com
www.alertesystems.com

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

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

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

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

Trek Bicycle Corporation
Stefan Downing
800-313-8735 x 4911
police@trekbike.com
www.trekbikes.com

Wavecrest Laboratories
Heather O’Donnell
703-435-7102
sales@tidalforce.com
www.tidalforce.com

Access Bicycle Patrol Supply, LLC
Bill Cochrane
602-278-5506
abps@cox.net
www.accessbicyclepatrolsupply.com

Alerte Systems International
Jerry Watley
800-728-1536
Jerry@alertesystems.com
www.alertesystems.com

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

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

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

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

Trek Bicycle Corporation
Stefan Downing
800-313-8735 x 4911
police@trekbike.com
www.trekbikes.com

Wavecrest Laboratories
Heather O’Donnell
703-435-7102
sales@tidalforce.com
www.tidalforce.com

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

No express or implied endorsements are being made by IPMBA for any product, service, program, or organization.
**Blue Angels and BERT**

The Bethesda-Chevy Chase Rescue Squad’s Bicycle Emergency Response Team (BERT) provided rapid medical support to the annual Joint Service Open House and Air Show, May 20-22, 2005, at Andrews Air Force Base in Camp Springs, Maryland. The event, which features the Blue Angels, drew more than 100,000 spectators and several VIPs. BERT provided eight riders for the event, who dealt with an array of minor injuries. In past years, BERT riders have treated patients complaining of chest pains, head injuries caused by a fall, and dehydration.

Submitted by Steve Friedman.
Steve can be reached at sf918@aol.com.

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**CORRECTION**

In the article “Watt’s it all About?, which appeared in the Summer 2005 issue of IPMBA News, IPMBA clarified the minimum lighting requirement for public safety cycling to reflect new lighting technologies. In that article, IPMBA stated, “Lumens, also known as candlepower, is basically the amount of light that falls on an area at a certain distance from the source.” This is not technically correct, as lumens and candlepower are not synonymous. The sentence should read, “Lumens are basically the amount of light that falls on an area at a certain distance from the source.” IPMBA thanks Art Germann of Alerte Systems International for the clarification.

In other news about Alerte Systems, founders Gary Cason and Walt Hayward have announced their retirement after 20 years in business. The company has been sold and relocated. Their new contact information is as follows: Alerte Systems International/901 West 10th Street/PO Box 586/Cassville MO  65625. Phone: 800-728-1536/Fax: 800-635-1536.

IPMBA thanks Alerte for its past support and looks forward to working with the new owner, Jerry Watley.

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**Member News**

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**Tour du Port — A Baltimore Tradition**

On October 18, 2005, IPMBA instructor Jim Iacarino (below, right) of the Howard County (MD) Police Department conducted a brief demonstration of police cycling skills for the Tour du Port. The annual Tour du Port takes more than 1000 riders on a two-wheel tour of Baltimore’s Inner Harbor area and surrounding neighborhoods. With the help of Mass Transit Administration bike officer Marcus Jenkins (above, left), Iacarino demonstrated some of the techniques that used to approach and interact with suspects. The onlookers enjoyed the presentation and the opportunity to ask questions about police cycling. The ride organizers for One Less Car, Maryland’s bicycling advocacy organization, have already invited Jim back for next year’s ride. If you would like to volunteer to help with the demonstration in 2006, please contact Maureen@ipmba.org.

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R&B Fabrications of Oakwood, Ohio, has become IPMBA’s latest corporate member. R&B has been supplying fire and EMS professionals for more than 30 years. What started out as a hobby for owner Ron Eakins has developed into a thriving business that supplies bags, cases, packs, medical kits, and accessories. Their EMS bike bags were developed with the assistance of IPMBA board member Jim Bowell of the Troy Fire Department. R&B offers 15% off to IPMBA members. Contact Tina Lime at info@rbfab.com or 800-553-1911, and visit www.rbfab.com for more information.

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**BIKE PATROL SIREN**

- CycleSiren Features:
  - Sound modes are Wall, Yell and Horn (Whistle sound available).
  - Powered by a 9-volt Ni-MH RC battery that fits into the Police rack or side gear pack.
  - For Police & EMS Bike Patrol.

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

Please visit our Web site: www.cyclesiren.com
Or telephone us at 714-628-8935.
Biking Bad Guys in Spokane County

Ed’s Note: IPMBA Instructor Andy Buell and partner Richard Johnson use their bikes to battle drugs in their community – to great success! Andy can be reached at abuell@spokanesheriff.org.

by Cpl. Dave Reagan, PIO
Spokane Sheriffs Office, Spokane, Washington

Bike Boys Bag Drug Suspect

Bicycles have their advantages, stealth being just one of them.

Deputies Andy Buell and Richard Johnson were patrolling the area of 5300 E. Sprague about 9:20 p.m. Wednesday when they circled around behind a closed business and surprised two people inside a parked car.

As he approached the car, Johnson announced his presence and saw a male passenger quickly moving something around inside the vehicle and throw a second item up onto the dash.

The officers asked what the couple was doing behind the closed business and the passenger said they were dumpster diving. The man identified himself as Justin J. Wilson, 24, and said he might have a couple of outstanding warrants.

He was correct. Johnson arrested Wilson on his two misdemeanor warrants charging him with City Theft.

In a subsequent search, the officers found a drug kit that was the item tossed by Wilson onto the dash. Inside was a small quantity of black tar heroin, several syringes and a burnt spoon.

The officers released the female driver and had Officer Mike McNees book Wilson into the Spokane County Jail on the two warrants and a felony count of Possession of Controlled Substance, Heroin.

Spokane Man Nabbed With Meth

Spokane Valley Police arrested a 33-year-old Spokane man Wednesday night after they caught him in possession of methamphetamine during a contact at 200 S. Park Road.

Shawn A. Barton initially lied to Officers Richard Johnson and Andy Buell about his identity, but was detained when they figured out his name.

During their investigation, Johnson noticed Barton digging in his pocket for something. The suspect was moving furtively so the officers wouldn’t notice. Johnson handcuffed Barton and then asked the suspect what he had been doing. The man admitted he had been trying to hide a drug baggie.

The officer checked Barton’s pockets and found two small baggies of methamphetamine. He also discovered a set of drug scales inside the suspect’s car, as well as a cellular phone that rang constantly.

Johnson arrested Barton on a felony count of Possession of Methamphetamine and booked him into the Spokane County Jail.

Congratulations to IPMBA Board Member Chris Davala of the Maryland State Police on his recent promotion to corporal.

Although he was not sure what effect this promotion would have on his involvement with cycling, he is pleased to report that he has been asked to prepare a proposal for establishing a bike unit at his new barrack in Salisbury, Maryland.

Member Notes...

Many thanks to IPMBA Board Members Monte May (Kansas City Police Dept.) and Kurt Feavel (University of Wisconsin @ Madison Police). Monte and Kurt represented IPMBA at the International Association of College Law Enforcement Administrators (IACLEA) conference in Kansas City. IPMBA has participated in this conference for the past several years because police bikes are among the best ways to patrol in an academic setting. The 2006 conference will be held June 24-27, 2006, in Orlando, Florida. If you are in the area and would like to volunteer – especially if you are a campus officer – please contact Maureen at Maureen@ipmba.org.
Second Annual Bike Patrol Day in the Netherlands

by Tommy Hamelink, PCI #865
Politie Haaglanden, The Netherlands

On 15 September 2005, more than 200 police bikers took part in the second bike patrol day in the Netherlands, hosted by the police force Hollands-Midden.

Five years ago, the Hollands-Midden police force became one of the first police departments in the Netherlands to use mountain bike surveillance. Today, almost all the Forces in the Netherlands have police constables on mountain bikes.

With help of their colleagues, organizers Willem Rus and Alex Blonk, both bikers of the first hour, did a lot of work to make the bike day perfect.

Around the area of the Leidse cycling club Zwift, the bikers of Hollands-Midden made an interesting and challenging program.

There were workshops concerning procedures, bicycle skills and bicycle maintenance.

The historical inner city of Leiden was visited on a ride. This visit included a test of “guts” on the notorious steps of the Citadel.

The bike polo workshop produced a lot of hilarity for the participants. This playful game demands much of the riding skills of the participants.

The workshop “bikers at public order actions” was a spin-off of the public order training Turhan (Too Long) and I learned in the 2005 STARS course in Scottsdale, Arizona.

A short introduction was given in the use and possibilities of the mountain bike surveillance at large public events and demonstrations.

During the lunch there was a spectacular demonstration of bicycle control by Dutch champion trail chipping Patrick Smit. It is incredible what Patrick Smit does with his bicycle.

That bikers are sportive types was proven when, after the lunch, it started to rain. The off-the-road trail was made very slippery by the constant rain. Determined to make a fast time, some of the police bikers found out just how slippery and made some unwanted slides.

Of course was there enough space on the day for comparing experiences.

One component of the Bike Day (bikedag) is the distribution of a trophy to the year’s “Ambassador of Mountain Bike Surveillance.” For the second year, the trophy was presented to a woman – Hanneke Brouwer. Five years ago, as the Chief-deputy in Hollands-Midden, Brouwer learned about the possibilities of police bike patrol during a visit to Philadelphia. Upon her return, she provided the first mountain bike surveillance for the inner city of Leiden. Thanks to all the colleagues for making this bike day a great success.

This year you were not there? In 2006, the bikers of van Politie Force Flevoland hope to continue the tradition of the Bike Day. Could it be the first Bike Patrol Day NL on the bottom of the sea??

Tommy was certified as an IPMBA Instructor at the first Instructor Course held outside the US, conducted in York, England, in June 2005. He can be reached at info@bikepatrol.nl. Visit his website, www.bikepatrol.nl, for more information and photos from the bike day, as well as news about the 2006 Bike Patrol Study Day.

Almost Arizona!

by Nigel Tottie, PCI #775/EMSCI #142
North Yorkshire Police, UK

Unlike last year’s brilliant Texas experience, this year I was unable to go to the IPMBA Conference in Scottsdale, AZ, although it seems fairly clear that those who did attend had a great time, to say the least!

Instead of attending the conference I did probably the next best thing – between the 20th and 27th April I went to the Sierra Espuna in South-Eastern Spain for a week’s mountain biking with a colleague, Ian, who is a keen mountain biker.

The Sierra Espuna is a National Park in Murcia Province which has, according to Trailsource.com, a climate and terrain similar to that of Arizona – it is dry, rocky and semi-desert in places – not a bit like the UK conditions I am used to riding in, which usually feature at least three inches of mud and heavy rain!

The trip started off well, with a 20-mile circuit visiting the Pozos de Nieve, snow caves which locals used to pack with snow in winter to be cut into blocks for use in the local village of Totana in the summer. These are still preserved as an impressive piece of local history, but mind you, at 1500 metres’ altitude, reaching them took a fair amount of breathless climbing in the heat!

The next two days involved visits to other locations within the province – the mountains surrounding the City of Murcia itself at El Valle, and the village of Yechar, which borders the Sierra de Ricote. Both of these visits were characterised by yet more enormous climbs, and several bouts of head-scratching as we repeatedly got lost – the consequence of having guidebooks but no maps!

Sunday the 24th saw the best day yet as we hooked up with a local rider, Simon, from the town of Alhama, which sits at the foot of the Yechar, where we repeated the visit.

(Continued on page 26)
1st Annual Police Bike Challenge
Alvin, Texas

by Brandy Crain
Alvin Convention & Visitors Bureau

On June 11, 2005, bike patrol officers from around Texas competed in the First Annual Police Bike Patrol Challenge. The officers had three chances to get the best time on a custom-made bike course. This year we had a small group, but next year we hope to draw in more officers. While the officers were competing, spectators were able to visit with some health & fitness booths.

The top three finishers were:
Officer Jon Thompson, Grand Prairie Police; Officer Chris Force, PCI #668, Galveston Police; and Robert Smith, NASA Bike Patrol Unit.

On Sunday, June 12, 2005, some of the officers rode in the 12th annual Tour de Braz bike ride and assisted riders on the course. All officers who came to the bike ride in uniform rode for free.

The Second Annual Alvin Police Bike Challenge will be held on June 10, 2006. For more information, call Brandy Craig at 281-585-3359, email alvincvb@alvintexas.org or visit www.alvintexas.org.

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IPMBA Instructor Chris Oles of Park City, Utah, has a job that would make him the envy of bike cops all over the world. During the annual Tour de Georgia, he serves as a member of Lance Armstrong’s security team. This plum assignment was the result of Chris’ involvement in bike racing and his friendship with Tour de Georgia Tec-Director Chuck Hodge. Chris worked security for the entire race, along with three other officers and the local police. His main responsibility was to get Lance from the team bus to the start line and from the finish line back to the team bus. Chris reports that the week was problem-free, the crowds were great, and the racing unbelievable.

Chris can be reached at coles@parkcity.org.


Guidance to Athletes, cont.

Hyponatremia is a dangerous condition that occurs when an athlete consumes too much fluid (either water or other fluids), diluting the body’s sodium levels. Despite heightened media attention to this issue this year, the international ACSM panel concluded that exertional hyponatremia is relatively rare and appears to occur most often in slow-paced athletes (running events lasting longer than four hours or triathlons lasting longer than 9-13 hours). The incidence of symptomatic hyponatremia during endurance exercise events such as the marathon and triathlon is generally low (probably less than one in 1,000 finishers).

The panel also concluded that especially during hot-weather training, dehydration occurs more frequently and has severe consequences, increasing the risk of heat exhaustion and heat stroke during and immediately after activity. Fluid deficits in athletes can affect physical and mental performance, increase cardiovascular strain and decrease heat tolerance.

“While hyponatremia has gotten more attention lately, far more athletes are affected by dehydration,” said W. Larry Kenney, Ph.D., FACSM, past president of ACSM and co-chair of the ACSM Roundtable. “However, there are dangers associated with both extremes of behavior – severe under-drinking and severe over-drinking. Not drinking at all is not a safe option for preventing hyponatremia. The key is ‘drinking intelligently, not drinking maximally’,” he added.

Drink to Match Fluid Loss and On a Schedule

The experts concluded that appropriate fluid intake (before, during and after exercise) is important to help regulate body temperature and replace fluids lost in sweat. Since fluid and electrolyte needs are widely variable based on the athlete’s genetics and environmental conditions, athletes should know their body’s hourly sweat rate (weight lost during exercise per hour + fluid consumed during exercise per hour = hourly sweat rate) and aim to replace the total amount lost during that time.

According to the previously published ACSM Exercise and Fluid Replacement Position Stand, athletes are encouraged to drink early and at regular intervals rather than rapid fluid replacement. It is noted that perception of thirst, an imperfect index of the magnitude of fluid deficit, cannot be used to provide complete restoration of water lost by sweating. As such, individuals participating in prolonged intense exercise must rely on strategies such as monitoring body weight loss and ingesting volumes of fluid during exercise at a rate equal to that lost from sweating, to ensure complete fluid replacement. Drinking over a set period of time is more effective for complete rehydration as rapid replacement of fluid stimulates increased urine production, reducing body water retention. If athletes are not sweating heavily (such as slow runners) and are not thirsty then their fluid replacement needs are probably modest.

Consume Salty Foods and Beverages

According to the published roundtable report, research shows foods and beverages with sodium help promote fluid retention and stimulate fluid intake. The report also notes that athletes performing prolonged exercise should ingest snacks or fluids containing sodium to help offset the loss of salt in sweat, in an effort to prevent hyponatremia.

Police Officer James McBride
Metropolitan Police Department
District of Columbia
Age: 25
Tour of Duty: 2 yr
Badge Number: Not available
End of Watch: Wednesday, August 10, 2005

Cause of Death: Duty related illness.
Date of Incident: Wednesday, August 10, 2005. Officer McBride died as a result of dehydration (over-hydration as the result of drinking too much water) while participating in a strenuous bicycle patrol training course. During a 12-mile training ride on the second day of the course, Officer McBride drank as much as three gallons of water. When the ride completer Officer McBride complained about feeling ill. Thinking that he was dehydrated, he sat out the next portion of training.
Paramedics were summoned to the academy after another officer became injured. One of the paramedics noticed that Officer McBride was vomiting and convulsing and he was transported to Washington Hospital Center where he died.
Officer McBride had served with the Metropolitan Police Department for two years. He had been awarded the 1st District’s Rookie of the Year the previous year.

Agency Contact Information: Metropolitan Police Department, 300 Indiana Avenue, NW, Washington, DC 20001. Phone: (202) 727-4383
Source: Officer Down Memorial Page

Police Officer Brian Steven Gregg
Newtown Borough Police Department
Pennsylvania
Age: 46
Tour of Duty: 1 yr
Badge Number: 5103
End of Watch: Thurs., September 29, 2005

Cause of Death: Gunfire
Weapon Used: Officer’s handgun
Suspect Info: charged with capital murder
Date of Incident: September 29, 2005. Officer Brian Gregg was shot and killed after a prisoner was able to gain possession of his partner’s service weapon at St. Mary’s Medical Center.
Officer Gregg and his partner were guarding a suspect who had been arrested earlier in the evening for drunk driving and had been taken to the hospital to undergo blood and urine tests. While in the emergency room, the prisoner began to struggle with Officer Gregg and a second officer. He gained control of the second officer’s service weapon and opened fire, striking Officer Gregg in the chest. The prisoner also shot the second officer in the chest, and wounded a hospital technician. The prisoner then walked up to Officer Gregg who was on the ground, and shot him in the head, killing him.
The prisoner fled the emergency room and was located approximately one hour later hiding in a car in the hospital’s parking garage. He was taken into custody and charged with one count of capital murder and two counts of attempted murder.
Officer Gregg had just started as a full time officer after serving as a part time officer with the 4-person department for 1 year. He attended an IPMBA Police Cyclist Course taught by John F. Washington, in March 2004.

As usual, there’s quite a bit to write about in this edition of IPMBA News – things in the UK have been moving steadily along with Forces continuing to move further into the cycle patrol culture, realising at last that bikes give the perfect balance between mobility and public contact.

One thing which is worthy of mention is the increase in IPMBA training courses since the successful UK IPMBA Instructor course in June this year. The instructors from all of the forces are in full flow, with some of the new instructors – like South Yorkshire’s Darren Nugent and James Mumbry – already booked solidly for the next few months with courses full of students eager to get into cycle patrols. Dave Brook from West Yorkshire conducted a class almost immediately; Paul “Peps” Peplow from Hampshire has already taught two courses, Matt Langridge and Mark Jenkins from Thames Valley taught in November, and Kevin Rogerson from Northumbria reports that he has a class scheduled for this fall. This is good news for the UK and IPMBA, as it means not only that we are getting more and more bike cops out on patrol, but that the IPMBA message is being spread to more and more of our colleagues across the country.

Courses also continue to run regularly in York, with a recently completed course involving six of our officers, plus around 10 EMS cyclists. West Yorkshire Ambulance Service, one of the biggest Metropolitan Services in the UK, is set to train eight of its staff, in addition to the five already IPMBA trained, following the extremely successful pilot of ambulance response bikes working in the City Centre of Leeds – it seems that the EMS bike patrols are growing almost as fast as the police units!

**Preaching to the Converted?**

As is the case in the USA, there are several different training agencies who deliver cycle patrol training to Police Forces in the UK. I was recently contacted by one of those Forces – Merseyside, who are looking to change their current training package and have asked for IPMBA to deliver their cycle training.

Officers from Merseyside attended the IPMBA Course in York and look to start delivering IPMBA training to its officers shortly. Again this is encouraging as it shows not only that IPMBA are recognised as delivering good quality cycle patrol training, but that our training is considered the be THE BEST cycle patrol training available in the UK. Needless to say, we’ll be doing all that we can to encourage Merseyside – another large metropolitan force – to take on IPMBA training as its standard from now on!

West Mercia is looking seriously at adopting IPMBA training as well, after having sent representatives to the York seminar for several years running and sending cycle officer John Westlake through the November 2004 course here in York. Finally, Charlie Irvine reports that he will be conducting several courses for the British Transport Police and Norfolk in the coming weeks.

**IPMBA and the UK Cycle Show**

The UK’s biggest cycle show was held at London’s Excel Centre over 13-16 October, and of course IPMBA was there. Sgt Charlie Irvine, arguably the Metropolitan Police’s finest bike officer, promoted IPMBA to trade and public alike at this event, which is the main UK event for all those wishing to see what next year’s bikes will be wearing. Charlie has been promoting IPMBA in London and the UK for the last couple of years, and is one of its longest-serving UK members and instructors. Charlie was joined by Matt Langridge and Mark Jenkins, both newly certified instructors, from the Thames Valley Force, as well as Tom Lynch and Keith Plummer from LAS. They gave demonstrations of Police/EMS working together on the streets of London by using a scenario of a collapse. The police would arrive and assess the situation, then call for EMS. They would turn up and treat the casualty whilst the police “kept London moving”. They also delivered the “Cycle Safely” talk at various intervals throughout the show. The Cycle Show is another example of how officers on bike are presented to the world – we wish the officers all the best.

**Good news … the IPMBA message is being spread to more and more of our colleagues across the country**

This follows not too long after an incident reported by Matt Langridge involving a suspect grabbing a bike officer’s helmet. See page 29 for more information. This may seem like a rash of injuries to bike officers, but is simply another reflection of growth in the use of cycle patrol.

**Ton Up!**

One last thing – for the first time since its creation, IPMBA’s UK membership has topped the 100 mark! As of the end of October, UK IPMBA membership stands at 103 members, thanks in no small part to Cycle-Force UK (distributors of Smith & Wesson, Moecean, and Patrol Cycle shoes), which purchases an IPMBA membership for each new owner of a Smith & Wesson bike.

This is something of a landmark for us and reflects the esteem in which IPMBA and its products are held by a growing number of UK forces and officers. I hope that this growth can continue apace. 103 is a membership that we could only have dreamed of two years ago. The current number of members goes to show what perseverance and determination can achieve within a relatively short period of time – next stop: 1000 UK members!

On a final note, the annual emergency services cycling seminar will be held 15-16 July 2006 at a new venue in Southampton – details coming soon!

All the best,

Nigel Tottie
Swift Response to Terror Bombings Recognized

London Ambulance Service commended by Prime Minister Blair

Britain’s Prime Minister Tony Blair, left, and his wife, Cherie, second left, meets paramedics at the headquarters of the London Ambulance Services (LAS), Friday, 8 July 2005, as he thanked members of all the rescue and public services who helped after the bomb explosions in London. Pictured with Tony Blair are Cycle Response Unit member Paul Davies and Motorcycle Response Unit riders Matt White and Larry Perkin. Also present were Tom Lynch, Claire Tinker, and Keith Plummer.

IPMBA is proud of all the cycle officers and paramedics who responded to the bombings. IPMBA instructor James Aveling of the City of London was one of the first onto the tube itself at Aldgate. He assisted in evacuating the passengers and carrying out stretchers. He was joined by fellow instructor Mark Cockram and other members of the City bicycle squad. Meanwhile, Charlie Irvine of the Metropolitan Police was helping keep order at the Royal London Hospital.

The real recognition, however, belongs to the members of the London Ambulance Service. IPMBA members Tom Lynch, Paul Davies, Simone Macadam, Pat Andrews, Keith Plummer, Lee Emmett and Claire Tinker (on the helicopter that day) were among the many ambulance personnel who provided aid and comfort to the injured. According to Charlie Irvine, they went “through the mill” that day, dealing with some terrible situations.

IPMBA is honored that Simone Macadam and Claire Tinker have agreed to share their experiences during the workshop LAS Response to the London Terror Bombings at the 16th Annual IPMBA Conference in Dayton. Don’t miss this rare opportunity to learn about the incident itself and how the London Emergency Liaison Panel’s Major Incident Procedure Manual helped ensure that the response went smoothly.

London Ambulance Service Heathrow Unit Update

by Gerard Robinson
London Ambulance Service

As of August 2005, the London Ambulance Service’s Heathrow Unit has continued to meet with much success. After the trial which was so unbelievably successful in Terminal 4, reported in the Spring 2005 issue of IPMBA News, it was suggested by one of our managers that to be completely fair, we should reposition the trial to the other terminals in the airport. This went ahead from the 13th of June and has enabled us as a cycle response unit to cover all three terminals in what we call the Central Terminal Area.

This was met with as much enthusiasm as in Terminal 4 in October 2004, when the original trial began. In the month of June alone, the cycle response unit responded to in excess of 90 calls. During this time, one of our cyclists, Mick Hampson, was first on scene to two cardiac arrests, which have both been successful. That brings a total of three successful responses to cardiac arrests since October 2004.

We are now looking to return to Terminal 4 on a semi-permanent basis whilst ongoing negotiations take place between the London Ambulance Service, and British Airport Authorities.

We hope to be a permanent feature at Heathrow in all Terminals by this time next year.

Gerard is a member of the Heathrow Cycle Response Unit. He can be reached at Gerard.Robinson@lond-amb.nhs.uk.

Almost Arizona

(Continued from page 22)

of the Sierra. Simon took us on a 24-mile loop of his favourite singletrack (the park itself has over 200km of dry, rocky and sinuous singletrack – heaven!) including a climb of the locally renowned “Mil Curvas” (1000 Curves). This 6-mile track actually has only 85 curves, but “Ochenta y Cinco Curvas” doesn’t roll off the tongue quite as easily! The ride was breathtaking and was the best singletrack I have ever ridden, with technical climbs, swooping, rocky descents, fast loops of technical forest paths and SUN!

Such was the lure of the tracks in the park that we returned for our last day, completing a 30-mile loop which allowed us to ride two of the best tracks we had found – the Umbria de Pena track, a 6-mile drop from the top of the park to the visitor’s centre above Alhama, encompassing rocky, technical drop-offs with fast-winding singletrack – and at the end, a descent of Mil Curvas, equally technical, but without the sweat and effort of climbing!

In all we had a superb week. We rode every day, covering a total of 164 miles by the end of the trip. The weather was superb, and Ian was good company. What stood out for me, though, was the high quality of the rides together with the relative tranquillity of the area – apart from the Sunday, when we saw quite a few riders and walkers about, the Park was very quiet and we had the tracks all to ourselves.

Whilst many of you in the States will have access to such superb riding conditions, here in the UK dry rides are a rarity, and dry rides of such quality are unheard of!

If any IPMBA News readers are considering a trip to Spain, I would encourage you to try the delights of the Sierra Espuna – it is a fairly small park away from the beaten track, but well worth the effort of a visit. I guarantee you’ll come back with the biggest grin you’ve ever worn. Not Arizona, but surely the next best thing!

Nigel can be reached at nigel.tottie@ntlworld.com.
More Miles Doesn't Mean Better Training

by Kirby Beck, PCI #002T
Coon Rapids (MN) Police Department (retired)

I
structor candidates have to wonder why we talk about Maslow’s Hierarchy of Needs in the IPMBA Instructor course. Some of you may remember it from your college psychology or sociology classes. Quite simply, Maslow’s principles apply to IPMBA Cycling classes. IPMBA trains adult learners who are civilian police officers, medics and security personnel. We do not train Marines or Army Rangers.

Expectations are different and so is the training philosophy. Using a torture ride as a “right of passage” or a “bonding drill” should be saved for an in-service exercise if you really think it’s necessary; riding fast and far as a way to impress students with how good you are is tasteless, tacky and unprofessional.

The most basic level of Maslow’s Hierarchy looks at physiological needs like food, water, and shelter. If students aren’t sufficiently hydrated, lack adequate nutritional stores, or have improper clothing for the weather, their ability to learn is going to suffer. They may not be able to perform the skills, and likely will not even assimilate information into their knowledge base.

The next level in the Hierarchy dictates that students need to feel both comfortable and safe. Most of the students coming into my basic IPMBA Cyclist classes have not been serious cyclists. Many do not have the conditioning to ride a bicycle for miles and hours on end. Some haven’t even ridden a bicycle for more than a few blocks since they got their driver’s license! Some individual departments have established fitness requirements to even get into the training course. That is to be commended and emulated. But even then, putting in miles instead of developing and honing public safety and traffic skills, may not be the best use of limited training time.

How does this all relate to Maslow? We occasionally hear about IPMBA Instructors who take basic students on long rides that last an entire afternoon and cover 20 to 30 miles – or more. What does it accomplish? For many of the students, this distance is just too far. Their students have complained about going too far after only a 12-15 mile ride that was mostly flat and not very fast! If the reason for the ride is to expose them to riding in traffic, you can accomplish that by riding in concentrated areas where traffic is complicated and requires proper riding and lane use techniques.

If students come into your class with sub-par fitness, I can guarantee you that you won’t get them in shape in a single week. Not if you are trying to teach them how to function as a public safety cyclist. Once they possess the basic skills, and have realized that they need to get in better shape, students can improve their conditioning on their own time.

Let’s look at some facts. Most experienced urban bike officers, who are expected to do police work, don’t ride 30 miles in an entire shift, let alone ride in one stretch. The majority of their riding is done slowly so they can better police their area. Realistically, what is the farthest a bike officer will ride to an emergency or call in progress? A mile or two is the farthest most will ride to a hot call. Any farther than that and it won’t be hot anymore, or, there will be car-bound officers on scene already.

So, how far is too far when it comes to a group ride for class? IPMBA Instructors teaching a basic course should keep their group rides to less than 6-10 miles at a time. Instructors who are serious “roaddies” may want to read that – and the above (Continued on page 28)
Congratulations to the following individuals for successfully completing the IPMBA Instructor Course! Two were held recently, one in Washington D.C., July 18-22 and one in El Paso, Texas, August 8-12.

Washington DC Graduates: Carmon Bair, Wright State University Police Dept., Dayton OH; Mark Balazik, GWU Police Dept., Washington DC; Jeff Braden, George Washington Univ. Police Dept., Washington DC; Brian Burke, Bristol Police Dept., Bristol RI; Adam Clifford, Bristol Police Dept., Bristol RI; Todd Clingenpeel, Roanoke Police Dept., Roanoke VA; Michael Glaubach, George Washington Univ. Police Dept., Washington DC; David Heffer, George Washington Univ. Police Dept., Washington DC; Craig Medley, Annapolis Police Dept., Annapolis MD; James Pierce, Miami Dade County School Police, Miami FL; Robert Williams, SUNY @ Purchase Police Dept., Purchase NY; Francis Williams, George Washington Univ. Police Dept., Washington DC.

I PMBA is proud to announce that the U.S. Border Patrol has selected IPMBA as its training provider. PCITs Tom Woods and Kirby Beck certified 14 border patrol agents at an Instructor Course held in El Paso, August 8-12, 2005. These instructors will be responsible for preparing their fellow agents to use their bicycles effectively as part of protecting the U.S. Border. All agents in the class are responsible for patrolling sections of the US-Mexico border, where they encounter unforgiving terrain and challenging riding conditions.


Special thanks to Naipo Robertson of UTEP Police (front & center), who, according to Tom and Kirby, help make this one of the best IC’s yet!

More Miles Doesn’t Mean Better Training
(Continued from page 27)

paragraph – again. To you, 6-10 miles may seem like merely a good start, but we are not training roadies! The pace should be set by the slowest rider in the group. Painfully slow is better than just plain painful! If a student is too unfit to be there and is holding back the rest of the students, address it privately after class, and negotiate with them about dropping out of the training.

If your area is particularly hilly, you may wish to make the route shorter and offer more rest breaks. It is always a good idea to give riders a break somewhere in the middle to make sure they hydrate, rest their infrequently used muscles, use a rest room and to get the blood flow back into their buttocks. If you go much farther, or forget to give them a break, the students’ learning process will suffer too.

If you are one of those Instructors who believe that riding great distances is important, you may wish to view it from a different perspective. Students who hurt aren’t having fun, nor are they learning anything. They may in fact become distracted, and as a result, become more dangerous. Pain and discomfort trumps learning. All that may be accomplished is to make students think badly of you, your class and IPMBA.

Kirby is a founding member of IPMBA, one of the authors of the Complete Guide to Police Cycling, and a former member of the Board of Directors. Since retiring, he has begun a bicycling consulting business, offering his service as an expert witness and educator. He can be reached at kirbyp42@aol.com.
First Security Cyclist Course held in Canada

Steve Forbes, PCI# 743, became the first IPMBA Instructor to conduct a Security Cyclist Course in Canada. The class was held July 16-19, 2005, at the Chinook Centre in Calgary, Alberta, one of the largest shopping malls in Western Canada. Steve reports that the students enjoyed the experience and did very well. The security officers will patrol the parking lots, loading docks, and other areas difficult to reach by automobile. Director of Security Jody Reid also attended the course.

Steve, an officer with the University of Guelph in Ontario, is one of only two IPMBA Instructors in Canada. In addition to training police and security cyclists, he is actively involved in civilian cycling education. He can be reached at sforbes@sec.uoguelph.ca.
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Top 10 Reasons Why Dayton is One of America’s Most Bicycle Friendly Communities:

<table>
<thead>
<tr>
<th>Number</th>
<th>Reason</th>
</tr>
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<tbody>
<tr>
<td>1.</td>
<td>A network of nearly 150 miles of paved bicycle paths, linking nearly every town in the Greater Dayton Area.</td>
</tr>
<tr>
<td>2.</td>
<td>BikeMiami Valley, a nonprofit bicycle advocacy group formed by Horace “Huffy” Huffman, Jr. in 1965 to promote and enable safe bicycling in the Miami Valley, is one of only a handful of multi-jurisdictional bicycle advocacy groups in the nation.</td>
</tr>
<tr>
<td>3.</td>
<td>Since the late 1800s, Dayton has been the home of the Davis Sewing Machine Company, predecessor of the Huffman Manufacturing Company, now Huffman Bicycle Company, one of the largest bicycle companies in the world.</td>
</tr>
<tr>
<td>4.</td>
<td>The Bicycle Friendly Manual, a bikeway development guide for landscape architects, engineers, planners, businesses, developers, bicycle advocates, and elected officials, was contracted by the Greene County Park District, with funding provided by several area organizations, including the city of Xenia and the village of Yellow Springs, and Bike Miami Valley.</td>
</tr>
<tr>
<td>5.</td>
<td>The Dayton Cycling Club, also founded by “Huffy” Huffman, will celebrate its 45th anniversary in 2006. Membership of this touring/riding/racing group is about 700, and includes co-founder Clair Duckham, a 95-year-old avid cyclist who still rides 35 miles round-trip on his modern Campagnolo-equipped Bianchi every Sunday for breakfast.</td>
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<td>6.</td>
<td>The Ohio Bicycle Federation (yes, also founded by “Huffy” Huffman, in 1980), based in Dayton, is the only advocacy organization representing Ohio’s bicyclists at the state level.</td>
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<td>7.</td>
<td>Public service organizations: Five Rivers MetroParks owns, operates, and maintains nearly 50 miles of bikeways, using bicycle officers to keep trails safe and teach safety courses; the Miami Conservancy District, formed in 1915 to build dams and conserve Dayton’s river corridor, also owns, operates, and maintains nearly 30 miles of bikeways; and Greene County Park District, which leads the way in effective bike trail planning, development and maintenance with more than 50 miles of paved bike trails, including 12-15 active Trail Sentinels (volunteer safety assistants).</td>
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<td>9.</td>
<td>Dayton is where the world’s most famous aviators, Wilbur and Orville Wright, were bicycle manufacturers extraordinaire before their historic flight in 1903. The Van Cleve and St. Clair models were coveted throughout the Midwest. Many of the mechanical, moving parts on the first airplane were actually spare bicycle parts the brothers had on hand.</td>
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<td>10.</td>
<td>Most of Dayton’s 1,300 public RTA buses are equipped with bicycle racks, courtesy of Bike Miami Valley’s efforts in 1996.</td>
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