Reprise: Putting the “I” in “IPMBA”

By Maureen Becker
Executive Director

The theme of the Fall 2001 issue of IPMBA News was “putting the ‘I’ in “IPMBA.” In that issue, several IPMBA instructors shared stories about their experiences teaching overseas in places like St. Croix, Belgium, and the Netherlands.

In this issue, we once again focus on the international nature of public safety cycling and the ever-increasing presence of IPMBA overseas. During the 2002 IPMBA Conference in Ogden, Utah, we certified two instructors from Great Britain and one from Switzerland. Little did we know that by conference time 2003, IPMBA would have been approached by the Metropolitan Police Department in London to not only participate in an informational seminar, but also to conduct two back-to-back Police Cyclist Courses. Little did we know that our international membership ranks would be swelled by the addition of 19 certified members from three different English police departments. And who could imagine that several of those officers would plan to attend the IPMBA Instructor Course in Charleston, West Virginia? Or that an Australian officer would be awarded a prestigious Churchill Fellowship to travel to the US to obtain IPMBA training and to study the implementation of bike patrol in the United States?

Bicycle Fleet Management

By T.J. Richardson, PCI #1397/EMSC#010
San Antonio PD (TX)
President, IPMBA

With the ever-increasing presence of bicycles in the public safety sector, fleet managers may have an all new set of logistical issues and concerns in how to manage this highly fluid asset. What kind of bicycles do you buy? What kind of maintenance is involved? How should they be stored, and what is the best way to keep track of inventory? Welcome to Bicycle Fleet 101.

PURCHASING

When an agency is about to embark on a bicycle program, the first, and one of the most important issues, will be what type of bicycle to purchase. This will depend mainly on the capacity in which the bicycle will be used. The most common and fastest growing need for bicycles is in the public safety sector: police, emergency medical services and security. In making equipment purchases, keep in mind that the people who are served by these public safety personnel will be directly affected by the performance of the officer and his or her bicycle. The very lives of the public and the officers themselves may depend on the durability of the equipment they ride. Needless to say, this is no place to pinch pennies. Expect to pay anywhere from $800 to $1,200 for a reasonably equipped public safety bicycle. If the bicycles are to be added (Continued on page 24)
Will the acronym IPMBA someday come to mean the “Intergalactic” Police Mountain Bike Association? Maybe so. I don’t speak Martian, but I hear there are some radical downhill trails on Mars.

As hundreds of public safety cyclists from all over the world prepare to gather in Charleston, West Virginia, to swap stories, train, ride, eat and enjoy each other’s fellowship, it makes me wonder if the group of men and women that started it all really saw this coming. Did they know just how big this was going to be? I am sure it was in their vision, but I am not sure they saw this coming. Will the acronym IPMBA someday come to mean the “Intergalactic” Police Mountain Bike Association? Maybe so. I don’t speak Martian, but I hear there are some radical downhill trails on Mars. Until then, we will gather in places like Charleston, WV, and of course, my favorite place, San Antonio, Texas, in May of 2004. See you there.

IPMBA is Everywhere!

So far this year, IPMBA has had a presence at ASLET, NCEMSF, EMS Today, and Bike Walk Virginia. IPMBA will continue to promote the profession of public safety cycling during these upcoming events:

Bicycle Education Leader’s Conference (BELC) ~ June 4-6, 2003, Portland (OR)
Presentation: The Role of Public Safety Cyclists in Bike Safety Education, by Pat Donovan, Puyallup FD (WA) and Jennifer Jolly, Longview PD (WA)

Police Security Expo NJ ~ June 24-25, 2003, Atlantic City (NJ)
Booth and Demonstration

International Association of College Law Enforcement Administrators (IACLEA)
June 28-July 1, 2003, San Diego (CA)
Booth

Police Security Expo Midwest ~ August 19-20, 2003, Rosemont (IL)
Booth and Demonstration

EMS Expo ~ September 23-25, 2003, Las Vegas (NV)
Booth and Presentations: Building an Effective EMS Bike Team by Pat Donovan, Puyallup Fire Department (WA) and Utilizing EMS Bike Teams for Special Events by Gene Williams, Cypress Creek EMS (TX)

This issue of IPMBA News is dedicated to the international public safety cycling scene. You will find articles by members from around the world, describing how bikes are working for them in their communities. The stories span the globe from Israel to Canada, from Netherlands to the U.K., and from police to EMS to private security. All share that spirit of doing things better from the saddle of a bike.

I am extremely honored to serve as IPMBA’s president. When I joined this organization as a new bicycle officer, I had a vision too, but I never envisioned myself as being on the Governing Board, and certainly not taking an active role in leading the organization into the future. My vision has kept pace with IPMBA’s growth. I see the path that is ahead of us, and the warmth of the sun above is matched by the spirit, power and drive of all of us who want to ride that path around the world.

We share more than a vision; we share a mission. That mission is to provide world-class training and resources to public safety cyclists around the globe. We will encounter obstacles as we ride that path – language barriers, cultural differences, riding on opposite sides of the street – but we will overcome them. As we continue to add members from different countries and cultures, we will expand the vast pool of knowledge and resources that makes us the place for public safety cyclists.

Will the acronym IPMBA someday come to mean the “Intergalactic” Police Mountain Bike Association? Maybe so. I don’t speak Martian, but I hear there are some radical downhill trails on Mars. Until then, we will gather in places like Charleston, WV, and of course, my favorite place, San Antonio, Texas, in May of 2004. See you there.

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Pedaling Around the Globe

IPMBA was founded with the vision that public safety cycling would be international in scope. All around the world, the public safety cycling movement has been advanced – sometimes against all odds – by enthusiastic and energetic police, security, and EMS personnel. The following stories have been submitted by our international members and friends. Enjoy. Pages 5 - 12.

The North Yorkshire Police: York Community Cycle Unit Pilot

By Nigel Tottie
North Yorkshire Police
York, England

Mention Police Cycle Patrols to most UK residents and they will conjure up images from 50 years ago of the old village “Bobby” riding his rickety sit-up-and-beg bike around the streets, wearing a long black cape and traditional police helmet. Nowhere is this more true than in York, in the North of England. A medieval city, York’s centre is still surrounded by its castle walls and the city is nothing if not traditional in its values and outlook. Policing in York reflects these values, with Bobbies in their black pointed helmets and coats still a familiar sight strolling around the city centre, to the delight of many American tourists. All of this changed, however, when York’s police moved firmly into the 21st century by reinventing the cycle patrol!

On the 15th July 2002, North Yorkshire Police launched an innovative high-profile uniformed cycle patrol project in York. The “North Yorkshire Police York Community Cycle Unit,” established to carry out uniformed cycle patrols in York, was a radical shift away from the traditional foot and vehicle based patrols on which North Yorkshire Police, and most other UK forces rely.

The Unit’s objectives were:

- To deliver high quality, high profile patrols;
- To raise the profile of North Yorkshire Police amongst the community;
- To reduce crime and the fear of crime; and
- To increase feelings of safety within the community.

As will be seen, the Unit easily achieved these objectives within a very short period of time.

The project was funded by local businesses who paid for the Unit’s cycles, clothing and equipment (£13,287.94 – about $20,400 – was raised); while salaries were funded by North Yorkshire Police.

Training and Equipment

To ensure their ability to patrol effectively on cycles, officers underwent training as Advanced Cycling Instructors with the City of York Council’s Cycle Training Department, and underwent a medical check by the North Yorkshire Police Occupational Health Unit.

Once deemed fit to patrol, the officers were equipped with good quality, cycle-specific uniforms to make patrolling in all weathers comfortable and safe. This proved to be one of the most important issues for the Unit and kept the officers healthy and motivated – function truly dictates form in cycle patrols. Normal uniform attire was found to be not only impractical but also unhealthy; for example, black uniform safety boots proved to be both structurally inadequate, falling apart within weeks with the constant cycling motion, and inadequately ventilated, causing Athlete’s Foot from the heat and moisture build-up on hot days. Once replaced with proper SPD compatible cycle boots, all of these problems disappeared – no more itchy toes!

Cycle design is at least as important as uniform design for police cyclists. Specially adapted Scott MTBs with front suspension forks and front disc brakes gave the handling and braking ability vital in urban areas, whilst high quality lights, blue lights and sirens also proved vital when responding to incidents in pedestrian areas. Visibility is of paramount importance to the police cyclist.

York bike patrol at York Minster Cathedral. Photo Courtesy Nigel Tottie.

(Continued on page 6)
I was not unusual for cycle officers, first on the scene of an incident, to make an arrest, wait for the van to collect their prisoner, and then cycle to the Custody Area and wait for the van to arrive some 5-10 minutes later!

The benefits of cycle patrols were best demonstrated by the Unit’s results in its first six months, in which officers:

- Arrested 102 offenders; attended 542 incidents; cycled 7071 miles; carried out 66 stop-searches; arrested 12 people as a result of property recovered from those searches; detected 70 crimes; carried out around 3465 hours of patrol; took no time off work due to sickness or ill-health; initiated a scheme in which 245 cyclists in York were dealt with for lighting offences; and saved North Yorkshire Police £1500 in fuel costs.

Research of these results showed that the cycle officers had an arrest rate 45% higher than that of their vehicle-based colleagues, a stop-search rate 164% higher and an arrest rate from stop-searches 71% higher – a direct result of the greater mobility, flexibility and increased speed of response enjoyed by cycle patrols!

On several occasions Unit officers successfully detained suspects after foot officers had been outrun, and several drug arrests were made by officers riding right up to offenders without being seen or heard, leaving them unable to dispose of evidence. As the officers did not meet the criminal stereotype of a police officer, both in their mode of transport and uniform, such arrests were surprisingly easy.

PUBLIC OPINION

In addition to the patrol benefits of the cycles, there was overwhelming support for the scheme from the public of York. Officers handed out questionnaires to members of the public during the first six weeks of the scheme to gauge public opinion. Of the 30 questionnaires handed out, 26 were returned, all of which were clearly supportive of the scheme and in favour of its continuation. Most noteworthy was that all of the respondents stated that the presence of the cycle patrols made them feel reassured and less likely to be a victim of crime. The unit also received several letters of appreciation, and has been the subject of media interest on both a regional and national level.

Undoubtedly the approachability of cycle patrols is the key to their success. It was not unusual for Cycle Unit officers in York to find difficulty in moving around the pedestrianised areas of the City Centre due to the number of people who wished to stop and speak, initially about cycles and cycle patrols, and then about more general policing and community issues – clear evidence that accessibility works.

CONCLUSION

The benefits of cycle patrols for effective policing are clear, both in terms of physical results and efficiency. These results are in part due to the positive effects cycle patrols have on officers themselves. In York, the motivation of the team remained high throughout the pilot – not only did the officers greatly enjoy what they were doing, they were also constantly reminded of public approval; the stream of appreciative members of the public wanting to stop and talk gave ample evidence of this.

Cycle patrols appear to hit all of the target areas for a police service trying to reassure its communities and reduce their fear of crime. They are perfectly suited to deal with the anti-social behaviour which impacts so many peoples’ lives, combining speed and mobility with stealth of approach. Even with high-visibility uniforms, officers found it all too easy to approach individuals and groups without detection. Combine these factors with the public reassurance which cycle patrols promote, and it is easy to see that cycles strike the perfect balance between accessibility and mobility in the urban environment, arguably to the benefit of all.

The York Community Cycle Unit is currently undergoing an expansion which will see the four officers used during the pilot increased to ten, providing 24 hour cycle cover seven days a week. This expansion should see even better results returned for North Yorkshire Police.

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Bikes Against Terror: The Israeli Experience

The Civil Guard, an all volunteer force, routinely face terrorist threats

By Michael Satlow
Jerusalem District Police Force (Israel)

For years, Israel was described as the opposite of the U.S. – its cities were safe, but its borders weren’t. The current intifada (“popular uprising”) has changed that. Now, while street crime is relatively low, terrorism has become a major concern. In 2002, 261 lives were lost in 227 terror attacks. Given the size of the population in comparison to that of the U.S., the loss of life is equal to four and a half 9/11 disasters.

The security situation has naturally had an impact on police work. Although there has been no appreciable increase in the police budget, an inordinate amount of time has to be devoted to security-related issues. These include stopping and checking suspicious individuals, assisting the bomb squad with suspected car and package bombs, and setting up roadblocks when intelligence has specific information regarding an imminent threat. In the past year, the police managed to foil 45 attacks and prevent the explosion of 236 bombs, but at a heavy price: twenty-one policemen were killed and 70 injured in terror attacks and preventive actions. All this has been in addition to the regular diet of street crime, break-ins, theft, family violence, court orders, etc.

In order to help cope with this situation, the police augment their forces with the Civil Guard. This is a para-police unit founded in 1974, in response to a series of bombings. It is a voluntary, fully deputized civilian organization which serves parallel to the police. There are both non-uniform and specialized uniform divisions which serve together with regular police officers in traffic, uniform patrol, youth, and bomb disposal.

As an eight year veteran of the Civil Guard (and a three year veteran of bike patrol), I have been going out regularly with a career police officer to patrol downtown Jerusalem. This is the most sensitive area of Jerusalem and has been the scene of the vast majority of the bombings. Our response time has been dramatically cut during peak traffic hours, and our close relationships with the store owners have provided a valuable source of information. As of now, there are four regular police bike patrol units and 29 Civil Guard units spread out in both urban and rural environments. At present I am helping to organize a Civil Guard bike unit for the southern part of the city and am pushing for the expansion of the police bike patrol in central Jerusalem. For anyone bored with writing traffic citations, please feel free to visit Israel. I can guarantee you an interesting ride.

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The Israel Police Force: Maale Adumim

There is no shortage of appreciation for these volunteers

By Eitan Horwitz
Israel Police Force

The Israel Police Force (IPF) has bike patrol units in various cities throughout Israel as special units within the larger context of an extensive nationwide volunteer police force that numbers 50,000 people. Unfortunately, due to budgetary constraints and the security threats that Israel faces, there are no regular officers in bike patrol units.

The bike patrol I am in serves the city of Maale Adumim, which numbers 30,000 residents. Maale Adumim has many park areas and extensive walkways that allow the residents to traverse almost any area of the city without crossing a street. We are a city in Israel that deals with many terrorism threats in addition to the normal problems with youth gangs, drugs, domestic violence, and other common crimes.

Our unit currently numbers 10 uniformed bikers. Although we are a volunteer corps, we have been provided with police training, served in motor patrols to acquire experience, and while on-duty we serve in the full range of police duties. Each of us serves at least 12 hours per month. The unit in Maale Adumim has been on the streets since October 2002 and has been involved in a range of activities: searches for suspected infiltration of terrorists, “minor” traffic policing, off-road patrols around the perimeter of the city to interdict infiltrators, maintaining contact with troubled youth to build relations and prevent disturbances, enforcing city ordinances, and providing backup and support to the regular motorized patrols.

We also function as a part of the emergency police plan for any war scenario relating to the problems in Iraq.

We provide a service to the citizens and to the local police for which everyone – from the mayor to the citizens – feels grateful. Our unit derives no small amount of satisfaction when we hear the regular officers express their appreciation for our help and when citizens stop us to let us know how they appreciate seeing a police presence in parks and walkways. We have even been asked to speak on various radio programs about the bike patrol.

We are out there and will continue to be. We are looking to expand our numbers. I am a lead officer in the bike patrol and I have taken regular patrol officers out on bike patrol so they can experience the difference and understand how the motor and bike patrols should work together. (And of course they love the biking, even though they are physically exhausted after just a few hours!)

I hope to be in attendance at the IPMBA Conference and to learn more about how to combat crime from the seat of bicycle.

Eitan can be reached at eitan@ehorwitz.com.

Photos courtesy Michael Satlow

IPMBA NEWS, VOL. 12, NO. 2
IPMBA Meets "The Met"
The oldest city police department in the world seeks IPMBA training

By Kirby Beck
Coon Rapids PD (MN)
Past President, IPMBA

England, “The Met” wanted to lead the way in standardized bike patrol training and policies for British police. Inspector Moore had been told that IPMBA was “the place to go” for experience, professionalism, and high-quality training; his research proved that was true. When asked if I would be able to travel to London for the purpose of training bike officers, I jumped at the chance. After all, the Metropolitan, founded by Sir Robert Peel in the 1820’s, is the oldest city police department in the world. Much of what we still do day-to-day was originally developed by the Met. I used to keep a copy of Peel’s Principles For Modern Policing in my COP office.

A government group for transportation alternatives in London, called Transport for London (TFL), was already working with the Metropolitan Police to address crime problems at transit stops. One of the tools they implemented was the Met’s first true mountain bike patrol. The bike patrol was used to provide saturation patrol in selected areas where robberies and other crimes were on the increase, affecting patrons’ sense of safety and threatening the use of transit and trains. TFL agreed to provide a grant to the Met for high-quality training and for expansion of the bike patrols. This grant enabled them to bring an IPMBA PCI to London to conduct the Police Cyclist Course. It will also enable them to send several Met officers to the IPMBA Conference in Charleston to continue their education. Inspector Moore invited personnel from three other departments to participate in the training – Hampshire, City of London, and North Yorkshire.

I was in London from February 2 – 14, 2003. I was lodged in a police house, converted into a dorm-type facility, right next to Peel Centre – the Metropolitan Police training facility – near Hendon in North London. The training center can accommodate several hundred students, and has three 13-story dormitories to house the recruits during their 18-week basic training. The entire Metropolitan Police is comprised of over 26,000 officers.

Most of my time was spent working or preparing for class, as I was scheduled to present at a conference and conduct two four-day PC Courses. I did have about two days and several evenings to enjoy the sights and history of London. This limited exposure and the warm hospitality has piqued my interest in another trip to England someday.

The conference took place on February 3 at the New Scotland Yard. It was a daylong national conference on police and medical bike patrols, and the first such meeting of that scope in the UK. There were police, medics and vendors from all around the country. I was pleasantly surprised that medics were already using bikes nearly as much as the police. London Ambulance Service operates a nearly full-time bike patrol in Central London. The coordinator, Tom Lynch, was at the conference and gave a presentation on the team and its success. Tom, a former BMX and mountain bike champion, is incredibly knowledgeable and motivated. It sounds like he is currently a member of IAMBU, but he has put together his own training program. I put a bug in his ear about IPMBA’s EMS programs.

I was asked to give a presentation on bike patrol uniforms and uniform policies found in the United States. It was during this presentation that I became aware of the differences in our culture—specifically, our slang. While discussing the purpose of a chamois and the type of underclothing to be used or avoided, I told the attendees that it was important to “take care of your fanny.” Moore winced noticeably and looked like he was about to have a stroke. We were, after all, in the bowels of the ultra-politically correct environment of Scotland Yard. Each email he had sent from Scotland Yard concluded with a half page of “PC” disclaimers and warnings. Anthony was apparently visualizing the final years of his career spent counting buttons in the Quarermaster’s warehouse. “You can’t say that word at Scotland Yard,” he told me. “Which word, fanny?” I asked him, and his face took on a purplish hue as he cringed again. By now the chuckles from the coppers in the room were quite evident, albeit muffled. “Okay,” I said, totally confused. Later, after the laughter died down, I was told that the word was slang for the front part of a female’s bottom.

Certainly it wasn’t the first time in my 50 years that I’d put my foot in my mouth, nor do I suspect will it be the last. I later learned that fanny packs are called something like “bum bags.” So next time you’re in England, be careful what you tell people you are wearing!

Another cultural difference I noticed was the ability of the average British person to cycle safely in traffic. The streets in the UK, like those in most of Europe, are incredibly narrow and crowded. With parked cars

(Continued on page 12)
Doin’ Calls by the Falls
Bike medics respond to over 200 calls in a single summer

By Michael A. Neumann
Niagara EMS, Ontario (Canada)

While I was growing up in Niagara Falls, Ontario (Canada), it was expected that I would someday work to serve my fellow humans. As a youngster, I worked for the Maid of the Mist Steamboat Company, introducing visitors to the mighty Falls in an “up close and personal” way. But I never thought I’d be back in Niagara Falls, working right beside one of nature’s wonders.

Today, I am a paramedic with Niagara Emergency Medical Services. Although I enjoyed working in the tourism industry, my childhood dream was to someday become a paramedic (just like Johnny & Roy). Now I’ve been one for 21 years.

Three years ago, Niagara EMS, with assistance from the Niagara Paramedic Association, developed a bike medic program. Initially, it was to be used only for special function duty, e.g., group events, marathons, bike races, etc. But two summers ago, we conducted a pilot project in which bike medics were assigned to patrol Victoria Park, Clifton Hill and Casino Niagara on weekends. These areas have a very high volume of vehicle and pedestrian traffic during summer months. As a result, ambulances were delayed getting to the scene of ill or injured people.

The most logical solution to the problem was to put medics on bikes. I had the privilege of being a part of the project from its inception. Our pilot project was such a huge success, that in summer 2002, the bike program became a permanent fixture.

We worked 12 hours a day (1000-2200 hrs), seven days per week. During that time, the Niagara EMS Bike Medics responded to 254 calls in the Park/Clifton Hill and Casino Niagara areas. We arrived at the scene before the ambulance 58% of the time. Not a bad track record. To get to some of those calls, we really had to bust our humps.

In addition to responding to medical calls, we took an active approach to bike safety and helmet use. I’m shocked at the number of people who still do not wear helmets. I find it especially disturbing when I see a family riding and the children are wearing helmets but the adults are not. Hopefully we can change that someday!

Our bikes have really developed over the past three years. At first, we had nice mountain bikes, donated by many sources. In 2002, we upgraded our mountain bikes and switched to disc brakes. What a difference that has made, especially during wet weather! Our bikes are outfitted with nice pannier bags in which we carry enough supplies to handle about two calls before restocking. We carry an AED (Automatic External Defibrillator), Oxygen, Symptom Relief Medications, i.e., Nitroglycerin, ASA, Ventolin, Epinephrine, Glucagon and Oral Glucose. In addition, we have first aid supplies and a glucometer. The bikes have a fair bit of weight, but that’s OK….I like to build on my legs!

I truly love being a bike medic. Being by the Falls, in the outdoors, meeting new people from all walks of life and from all around the world, and caring for our visitors and citizens has got to be the best duty ever! I highly recommend this approach to rapid on-scene medical care, especially in areas of high traffic volume.

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Rescue is Just Part of the Job...

That’s what IPMBA member and certified EMS cyclist Randy Garrett of Niagara EMS in Niagara Falls, Ontario, said. Late last summer, a 45-year old woman tried to commit suicide, and Randy helped save her life. She climbed over the retaining wall and entered the water, but got stuck in the brush about 100 metres from the brink of the Horseshoe Falls. Randy, along with another paramedic and two Niagara Parks Police summer students, jumped into action. They climbed over the 1.4 metre wall and went down to the riverbank. Linking their arms together, they formed a human chain and brought the woman back to safety.

This was just one of hundreds of calls to which the Niagara EMS bike medics responded during the summer of 2002, and is just one example of how the quick response time and easy accessibility of the bike medic can save lives. IPMBA commends Randy and his fellow rescuers!
Two o’clock in the morning. I’m freezing my butt off in the late September Canadian night, riding around in nothing but my very thin uniform shirt, a pair of non-regulation navy blue shorts, cycling gloves, helmet, and duty belt. But I’m the one who volunteered for this, the one who persistently badgered my supervisor in the security department of the Kellogg factory for the opportunity to prove the effectiveness of bike patrols. And despite the fact that the temperature is coming awfully close to dipping below freezing, nothing is going to stop me from completing the final hour of my shift…

That was in 1997. The factory at which I am employed as a Security Officer had been plagued by a two-month rash of car thefts and vehicle break-ins in the employee parking lots. Throughout August and September, we had been hit at least twice every week. Video surveillance had been unable to capture sufficient detail to assist in the investigations. An extra officer had been detailed to foot patrol of the parking areas during the evenings, but the sheer size of the area to be patrolled had rendered him ineffective. The thieves struck at one end of the block while he was patrolling at the other. It was at this point that I seized the opportunity to propose trying bicycle patrol as a more efficient option. My proposal was simple: I would bring in my personal bike and patrol the employee parking lots during the high-risk time slot – from 1900 until 0300 hours. My supervisor, under increasing pressure from our client to end these occurrences, finally agreed to a two-week trial run.

My experiment was not without setbacks. Twice I found myself patrolling in the cold fall rain, without benefit of proper rain gear. I was repeatedly put on report by my company’s mobile supervisors for being out of uniform. Shorts were not an approved option, and communications between my supervisor and our local office did not seem to be finding their way to the patrol supervisor level, so I eventually ended up patrolling in my standard uniform trousers. Several times I was very nearly run down by employees in the busy parking lots during shift change, and I suffered several flat tires due to broken glass and other debris. But at the end of the two weeks, a remarkable fact was revealed: not a single vehicle had been stolen or broken into! The bike patrol experiment was granted an extension.

I wish I could write that bike patrols continued to thrive in our Security department, but alas, that was not to be. About a week later, two suspects were apprehended by our city police service a couple of blocks from our plant, breaking into vehicles in the parking lot of another factory. Subsequent investigation tied them to several of the incidents at our site. With the threat gone, our client decided not to continue the extra security coverage, and I returned to my regular duties. But my theory had been proven. The speed with which I had been able to cover the widespread parking lots had been sufficient to deter any further incursions by the thieves. And deterrence is the primary goal of the private security officer. The superiority of bike patrols in the deterrent role was established, and would lead to further experimentation on our site in years to come…

Dale is a 15-year veteran of the private security industry. He can be reached at dale-kidd@rogers.com.

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Did You Know?

International factoids about IPMBA

- IPMBA has attracted members from Australia, Barbados, Belgium, Canada, Columbia, England, Finland, Germany, Gibraltar, Israel, North Marianas Islands, Puerto Rico, and Switzerland.
- IPMBA Instructors have conducted Police and/or EMS Cyclist Courses in Belgium, Brazil, Diego Garcia Island, Germany, Great Britain, Iceland, Jamaica, the Netherlands, Panama, the Philippines, the Republic of Georgia, Rwanda, St. Croix and the U.S. Virgin Islands.
- IPMBA conference attendees have hailed from Australia, Canada, Guam, Great Britain, Israel, North Marianas Islands, and Switzerland.
Mountain Bike Patrol in the Netherlands

The idea of utilizing mountain bikes v. normal bikes for patrol came from the United States

By Peter de Vogel
Zuid-Holland-Zuid Politie (The Netherlands)

The use of normal bikes was common for the Dutch police, but the use of mountain bikes on patrol came to us from the USA. After successful testing, several regions now use mountain bikes for patrol, and more regions are interested in using them. Mountain bikes are used mostly in community policing, especially in areas that have dense populations and are not car-friendly.

In the region Zuid-Holland-Zuid, where I work, mountain biking is used for community policing in the city of Dordrecht. We are more easily accessible to the citizens and quicker in responding to emergency calls. We are also involved with prevention of certain crimes, like drugs and shoplifting. We patrol the entertainment district in the evenings, when it is very crowded with cafe and theatre-goers. We also work as traffic control for festivals, markets and parades. Officers mostly work in pairs; however, solo patrol is also practiced.

After a successful testing period in our region, the management has decided the continuation of the use of mountain bikes for patrol. They even are considering expanding the team. The publicity has been enormous, and very favorable!

The mountain bike police are being trained in the use of mountain bike cycling skills, such as emergency braking and evasive maneuvers, stair-riding, and so on, to make the officers capable of using their bikes in a safe way. They are also being trained in arrest techniques, self-defense and the use of pepper spray and firearms.

A little story about a skillful arrest: two members of the team arrested a man in front of a lot of people by using an arresting technique. Amongst the public was an enthusiastic district attorney. He thought it was being acted. After being told it was a live arrest of a real suspect, he was even more enthusiastic about bike patrol.

Peter can be reached at peter.de.vogel@zuid-holland.politie.nl.

Greetings from the Hague!

Things are going very well for the police mountain bike patrols. Strange that it has taken so long; the Netherlands has more bikes than people — 14 million people with 17.5 million bikes. Every city has bike lanes and bicyclists are protected by special law. We even have bike highways going from city to city.

Above left are some photos from a demonstration we conducted during the annual police and fire brigade children's party. This year, 26 police cyclists from ten different departments competed — 25 from the Netherlands and one from Belgium.

- Submitted by Tommy Hamelink, The Hague PD (Netherlands). Tommy can be reached at tommy.hamelink@wanadoo.nl.
present, there is rarely room for a car to legally pass a cyclist. Cycling on footpaths (sidewalks) is strictly forbidden. Because of the heavy traffic and lack of safe cycling facilities, English schools are required to train children to bike in traffic. They seem to do a much better job than the American schools. These officers knew how to ride in traffic and were comfortable doing so. It was a good thing, given the roundabouts and left-side riding I encountered for the first time.

Despite their skills, the Police Cyclist Course still offered a challenge, and they honed their basic and slow speed handling skills, perfected safer ways to overcome obstacles, and learned how to use the bike as a complete law enforcement tool. Quite a contrast to the British bobbies of the past. They rode simple three speed-type bikes, often their own, as transportation around their beats. They wore their regular uniforms and did not use their bikes to chase people or respond to emergencies. The bikes were used more for public relations than to supplement foot patrol. This new generation of “Biking Bobbies” was learning to do far more than their predecessors ever would have imagined.

Almost every officer passed the Police Cyclist exams and obtained IPMBA Police Cyclist certification. Several good candidates indicated an interest in becoming IPMBA Instructors. I’m confident we will see them at future IPMBA conferences, starting with the 2003 IPMBA Conference in Charleston, West Virginia.

Kirby can be reached at Kirbyp42@aol.com.

IPMBA received a glowing thank-you letter from The Met, praising Kirby’s services.
ASLET and IMBA Join Product Purchase Program

IMBA is pleased to announce that the American Society for Law Enforcement Training (ASLET) and the International Mountain Bicycling Association (IMBA) have joined the Product Purchase Program (see pages 14-16). Both of these fine organizations will offer discounted membership to IPMBA members. IPMBA members may take advantage of the savings simply by submitting a copy of their current IPMBA membership card with the ASLET and IMBA membership applications.

ASLET is a tax-exempt non-profit, educational and professional association consisting of law enforcement trainers, educators, and administrators from across the broad spectrum of the law enforcement community. Members receive a subscription to the ASLET Trainer, access to a $10,000 Accidental Disability Income Protection Plan, discounts on various products and services, and more.

IMBA is a non-profit organization whose purpose is to create, enhance and preserve trail opportunities for mountain bikers worldwide. IMBA encourages low-impact riding, volunteer trailwork participation, cooperation among different trail user groups, and innovative trail management solutions. Membership dues support their efforts to maintain and increase trail access around the world. Members receive a subscription to IMBA Trail News, access to a variety of discounts, such as the Bikes Fly Free and Subaru VIP Partners programs, and much more. IMBA also coordinates the National Mountain Bike Patrol Program, which promotes and supports local mountain bike patrollers and groups that inform, assist and educate mountain bikers and other trail users.

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 for public safety cyclists worldwide.

<table>
<thead>
<tr>
<th>Company</th>
<th>Contact Information</th>
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<tbody>
<tr>
<td>Alertes Systems</td>
<td>Gary Cason</td>
</tr>
<tr>
<td></td>
<td>800-728-1536</td>
</tr>
<tr>
<td></td>
<td><a href="http://www.alertesystems.com">www.alertesystems.com</a></td>
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<tr>
<td>Patrol Cycles LLC</td>
<td>Murline Staley</td>
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<tr>
<td></td>
<td>713-472-0894</td>
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<tr>
<td>TIDALFORCE</td>
<td>Silvio Pappalardo</td>
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<tr>
<td></td>
<td>703-435-7102 x 179</td>
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<td></td>
<td><a href="http://www.tidalforce.com">www.tidalforce.com</a></td>
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<tr>
<td>Trek Bikes</td>
<td>Eric Hill</td>
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<tr>
<td></td>
<td>920-478-2191 x 2438</td>
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<td></td>
<td><a href="http://www.trekbikes.com">www.trekbikes.com</a></td>
</tr>
<tr>
<td></td>
<td><a href="mailto:Eric_hill@trekbike.com">Eric_hill@trekbike.com</a></td>
</tr>
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</table>

GAMEBIKE: Don’t Train....Play!

By John Medford
Denver PD (CO)
IPMBA Industry Relations Committee

Do you dread that first week of bike duty? You know, when you finally get to park the patrol car and jump back on the bike. Your legs may not be as strong as they were when the bike got parked for the winter or for some other reason. Working nights in Colorado, I don’t see much time on the bike, so I purchased a trainer in the hopes of keeping some of the form I built up through the summer. But I hated riding on the trainer. I tried parking it in front of the T.V., but the late-night infomercials and afternoon soap operas were not the greatest motivators to ride hard.

That all changed when I needed to contact CatEye on a warranty issue. While on their website, I saw an icon that said “GAMEBIKE! Play Don’t Train.” Who could resist that? I clicked on it and saw enough to make me ask the CatEye rep about it. The rep talked it up so much that I broke out the credit card.

The GAMEBIKE unit is the new training and gaming system designed by CatEye to work with the Sony Playstation or Playstation 2. The GAMEBIKE unit has several parts that attach to your bike and trainer, which turns them into the joystick for the Playstation. Included in the kit is a main unit, which is set under the front wheel and provides the steering input. A speed sensor for the rear wheel and a brake button that Velcros to your handlebar are also included. The game controller is the final piece; it resembles the standard controller that comes with a Playstation unit, except this one provides inputs for the main unit and other sensors. The controller mounts to the handlebar using the same mount as CatEye headlamp. The unit is easy to hook up to your bike when it is in the trainer, but if the weather grants an outdoor ride, all of the attachments come off in seconds.

The GAMEBIKE works with most Playstation driving games, so pick your game and turn on the Playstation. The rest is up to you.

GAMEBIKE picks up the speed at which you pedal and translates it into acceleration on the screen. You can make the ride as hard or as easy as you want through gear selection. The first time I used the GAMEBIKE, I had only planned on a 30 minute ride. I was pedaling along to Gran Turismo and began to notice that I was drenched in sweat. A quick glance at the clock revealed the reason. I had been riding hard for 40 minutes. The time just flew by. I had become so involved with the game I completely lost track of time. GAMEBIKE has made using my trainer fun, and when I teach that early-spring bike school, I will have many more miles under my belt than what our Colorado weather would normally allow.

The GAMEBIKE system can be purchased at any CatEye dealer or directly from the manufacturer at www.gamebike.com. The system retails for $150.00 but is well worth the expense.

GAMEBIKE will cause you to dust it off. It is fun to use, but if you have kids, watch out – you may never get a chance to use it!

John can be reached at collinsbicycles@aol.com.
Welcome to the Product Purchase Program! The IPMBA Product Purchase Program, or PPP, is one of the coolest benefits of IPMBA membership. Why is it the coolest? Because it saves you money!

The Product Purchase Program – IPMBA’s exclusive member discount program – was introduced as a benefit of membership in September of 1997. It had four members, one of whom, PYI Spokeswear, is still participating. By the end of 1997, the number of participants had increased to twelve, including Chiba Gloves, Bike Control, and Sportworks.

Today, the PPP features over 30 suppliers offering discounts to IPMBA members. Members who take advantage of these discounts can pay for their IPMBA memberships in just one purchase. Here are a few examples. Your IPMBA membership costs you $50 annually. Looking to increase the comfort of your ride? Save $55 on a suspension seatpost from Cane Creek Cycling Components. Need the perfect gift for your favorite female cyclist? Terry Precision Cycling offers wholesale pricing on all

Components. Need the perfect gift for your favorite female cyclist? Terry Precision Cycling offers wholesale pricing on all

annually. Looking to increase the comfort of your ride? Save $55 on a suspension seatpost from Cane Creek Cycling Components. Need the perfect gift for your favorite female cyclist? Terry Precision Cycling offers wholesale pricing on all

merchandise. Maintaining a bike fleet? Stock up on your choice of lubes with discounts from ProGold or Iosso Products. The list of discounts goes on and on...bike seats, suspension, patrol shoes, bikes, training, tubes, lubes, gloves, lights, uniforms...

So when you need bikes, equipment, clothing, or accessories for on- or off-duty use, check the Product Purchase Program first, and watch your IPMBA membership pay for itself. Have your IPMBA membership number and expiration date when you place your order.
**DANALCO**

**Product:** Sealskinz Waterproof Socks & Gloves  
**Regular Cost:** $29.95-$39.95 socks; $29.95 gloves  
**Cost to Members:** $15-$20 socks; $15 gloves  
**Form of Payment:** C, CH, DC, MC, PO, V  
**Ordering Options:** Phone, Fax, Email, Web, Mail  
**Contact Name:** Sam Matthews  
**Phone:** 800-868-2629  
**Fax:** 800-216-9938  
**Website:** www.danalco.com  
**Email:** sam@danalco.com  

**De Soto Sport**

**Product:** Triathlon Clothing  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 40% off Retail  
**Form of Payment:** AX, MC, V  
**Ordering Options:** Phone, Fax, Email, Web  
**Contact Name:** Emilio De Soto II  
**Phone:** 858-453-6672  
**Fax:** 858-453-6672  
**Website:** www.desotosport.com  
**Email:** contact@desotosport.com  

**Diadora**

**Product:** Bike Patrol Shoe  
**Regular Cost:** $90  
**Cost to Members:** $80  
**Form of Payment:** MC, V  
**Ordering Options:** Phone, Fax  
**Contact Name:** Nelson Frazier  
**Phone:** 800-FON-GITA x 319  
**Fax:** 704-588-4222  
**Website:** www.gitabike.com  
**Email:** info@gitabike.com  

**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, D  
**Ordering Options:** Phone, Fax, Email, Web  
**Contact Name:** Jason Tillinghast  
**Phone:** 970-241-3518/800-999-8277  
**Fax:** 970-241-3529  
**Website:** www.ekosport.com  
**Email:** jtillinghast@ekosport.com  

**Fiji America**

**Product:** Bikes & Accessories  
**Regular Cost:** Contact for Product List  
**Cost to Members:** Contact for Discount  
**Form of Payment:** C, CH, MC, PO, V  
**Ordering Options:** Phone, Fax, Email, Mail  
**Contact Name:** Kevin Moran  
**Phone:** 800-631-8474 / 201-337-1700  
**Fax:** 201-337-1762  
**Website:** www.fuji.bikes  
**Email:** info@fujibikes.com  

**Heckler & Koch**

**Product:** Officer Survival for the Mountain Bike Officer  
**Regular Cost:** $795  
**Cost to Members:** $745  
**Form of Payment:** CC, PO  
**Ordering Options:** Phone  
**Contact Name:** Pat Rios  
**Phone:** 703-406-2361  
**Website:** www.hecklerkoch-usa.com  
**Email:** prios@heckler-koch.com  

**Heedler & Koch**

**Product:** 2140 Pacific Blvd.  
**Regular Cost:** 2021  

**IMBA:** International Mountain Bicycling Association

**Product:** IMBA Membership  
**Regular Cost:** $20 Basic; $35 Supporting  
**Cost to Members:** $10 Basic; $18 Supporting  
**Form of Payment:** C, CH, DC, MC, V  
**Ordering Options:** Fax or Mail  
**Contact Name:** Pete Webber  
**Phone:** 888-442-IMBA/303-545-9011  
**Fax:** 303-545-9026  
**Website:** www.imba.com  
**Email:** info@imba.com  

**International Mountain Bicycling Association**

**Product:** P.O. Box 7578  
**Regular Cost:** Boulder, CO 80306  

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

**Iosso Products**

**Product:** Cleaners & Lubes for Guns & Bikes  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 20% off Retail  
**Form of Payment:** C, CH, MC, PO, V  
**Ordering Options:** Phone, Fax, Email, Web, Mail  
**Contact Name:** Marianne Iosso  
**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:** 30-60% off Retail  
**Form of Payment:** CH, DC, MC, V  
**Ordering Options:** Phone, Fax, Email, Web, Mail  
**Contact Name:** Neal Dykstra  
**Phone:** 800-542-7850  
**Fax:** 219-956-2112  
**Website:** www.lanesunglasses.com  
**Email:** eyewear@netnitco.net  

**Maxxis Tires**

**Product:** Bikes & Accessories  
**Regular Cost:** $29.95-$39.95 socks; $29.95 gloves  
**Cost to Members:** 25% off Retail  
**Form of Payment:** C, CH, DC, MC, PO, V  
**Ordering Options:** Phone, Fax  
**Contact Name:** Chance Regina  
**Phone:** 770-962-8229 x 124  
**Fax:** 770-962-7705  

**Notes:** Please include “Attn Kevin” in email subject line.  

**Maklite**

**Product:** Illuminated Safety Light Products  
**Regular Cost:** $10.95 (9" Strips With Velcro)  
**Cost to Members:** $7.00  
**Form of Payment:** AX, D, DC, MC, PO, V  
**Ordering Options:** Phone, Fax  
**Contact Name:** William Maki  
**Phone:** 800-888-5427 / 773-276-7500  
**Fax:** 773-276-3331  
**Website:** www.librasafety.com  
**Email:** libre.safety@prodigy.net  

**Marwi USA, Inc.**

**Product:** Lighting Systems  
**Regular Cost:** $999-$259  
**Cost to Members:** Contact for Discount  
**Form of Payment:** COD, MC, V  
**Ordering Options:** Phone, Fax, Email, Mail  
**Contact Name:** Kandi Phillippe-Watson  
**Phone:** 618-392-2000  
**Fax:** 618-392-2030  
**Website:** www.marwiusa.com  
**Email:** kandi.watson@marwiusa.com  

**Marwi USA, Inc.**  
**Product:** Bike & Accessories  
**Regular Cost:** 2021  

**Notes:** Please include “Attn Kevin” in email subject line.  

**Model Rectifier Corporation**

**Product:** Helmet Gear Cycle Visor  
**Regular Cost:** $14.98  
**Cost to Members:** $7.50  
**Form of Payment:** AX, CH, MC, PO, V  
**Ordering Options:** Phone, Fax  
**Contact Name:** Frank Ritota  
**Phone:** 732-225-2100  
**Fax:** 732-225-0091  
**Website:** www.modelrectifier.com  
**Email:** mrcsupport@modelrectifier.com  

**Abbreviations:**

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<tr>
<td>AX</td>
<td>American Express</td>
</tr>
<tr>
<td>C</td>
<td>Cash</td>
</tr>
<tr>
<td>CH</td>
<td>Personal Check</td>
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<td>MasterCard</td>
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<td>PO</td>
<td>Purchase Order</td>
</tr>
<tr>
<td>V</td>
<td>Visa</td>
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**Moean**

**Product:** Uniforms  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 25% off Retail  
**Form of Payment:** AX, CH, DC, MC, PO, V  
**Ordering Options:** Fax  
**Contact Name:** Bill Levitt  
**Phone:** 949-646-1701  
**Fax:** 949-646-1590  
**Website:** www.moean.net  
**Email:** moeanabl@aol.com  

**Moean**

**Product:** Uniforms  
**Regular Cost:** 2021  

**Notes:** Please include “Attn Kevin” in email subject line.  

**Model Rectifier Corporation**

**Product:** Helmet Gear Cycle Visor  
**Regular Cost:** $14.98  
**Cost to Members:** $7.50  
**Form of Payment:** AX, CH, MC, PO, V  
**Ordering Options:** Phone, Fax  
**Contact Name:** Frank Ritota  
**Phone:** 732-225-2100  
**Fax:** 732-225-0091  
**Website:** www.modelrectifier.com  
**Email:** mrcsupport@modelrectifier.com  

**Moean**

**Product:** Uniforms  
**Regular Cost:** 2021  

**Notes:** Please include “Attn Kevin” in email subject line.
### Product Purchase Program

**Continued from page 19**

#### PROGOLD PRODUCTS

**Product:** ProLink Chain Lube, ProGold Lubes  
**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, Web, Mail  
**Contact Name:** Doug or Van  
**Phone:** 800-421-5823  
**Fax:** 404-766-3977  
**Website:** www.progoldmnfr.com  
**Email:** progoldmnfr@aol.com  

**ProGold Products**  
4106 Stacks Rd.  
College Park, GA  30349

#### 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 Battcher  
**Phone:** 516-795-6543  
**Fax:** 516-795-4259  
**Website:** www.publicsafetymall.com  
**Email:** promo@promarkintusa.com  

**Promark Int’l Inc.**  
134 Merrick Road  
Amityville, NY  11701

#### 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  
**Fax:** 425-355-3661  
**Website:** www.spokeswear.com  
**Email:** info@spokeswear.com  

**PYI Inc. Spokes Wear**  
12532 Beverly Pk Rd.  
Lynnwood, WA  98037

#### R & B FABRICATIONS, INC.

**Product:** Panniers & Safety Vests  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 25% off Retail  
**Form of Payment:** DC, MC, V  
**Ordering Options:** Phone, Fax, Email, Mail  
**Contact Name:** Ron Eakins  
**Phone:** 419-594-2743/800-553-1911  
**Fax:** 419-594-2250/800-742-5345  
**Website:** www.rfbfab.com  
**Email:** rfbfab@bright.net  

**R & B Fabrications, Inc.**  
20128 Road 138  
Oakwood, OH  45873

### 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, Mail  
**Contact Name:** Bob Brothers/Dan Colston  
**Phone:** 800-865-7840  
**Fax:** 800-459-2598  
**Website:** www.redmangear.com  
**Email:** info@redmangear.com  

**Redman Training Gear**  
10045 102nd Terrace  
Sebastian, FL  32958

### Rudy Project

**Product:** Sunglasses, Sport Eyewear, Helmets, Accessories  
**Regular Cost:** Contact for Product List  
**Cost to Members:** 40% off Retail  
**Form of Payment:** MC, V  
**Ordering Options:** Email, Phone  
**Contact Name:** Matt Morrow  
**Phone:** 866-860-7597/303-333-9191  
**Fax:** 303-333-9292  
**Website:** www.rudyprojectusa.com  
**Email:** info@rudyprojectusa.com  

**Rudy Project**  
1338 High Street  
Denver, CO  80218

### Signal Measurement Co.

**Product:** GPS & Communication Mounts  
**Regular Cost:** $56.19  
**Cost to Members:** $33.71  
**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.smc-corp.com  
**Email:** ronnie@smc-corp.com  

**Signal Measurement Co.**  
12519 Wanda Ln.  
Magnolia, TX  77354

### SportWorks

**Product:** Hitch-mounted Bike Racks  
**Regular Cost:** $325-$565  
**Cost to Members:** $260-$452  
**Form of Payment:** C, DC, MC, V  
**Ordering Options:** Phone  
**Contact Name:** Julie Gregg  
**Phone:** 425-483-7000 / 886-661-0555  
**Fax:** 425 488 9001  
**Website:** www.bicycleracks.com  
**Email:** julie@swsw.com

**SportWorks**  
15540 Wood-Red Rd. NE  
#A-280  
Woodinville, WA  98072

### 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:** 800-469-7024  
**Fax:** 800-469-7893  
**Website:** www.swagman.com  
**Email:** jim@swagman.com  

**Swagman**  
300-1880 Government St.  
Penticton BC, V2A 7J1  CANADA

### Terry Precision Cycling

**Product:** Bikes, Accessories, Seats, Apparel  
**Regular Cost:** Contact for Product List  
**Cost to Members:** Wholesale Prices  
**Form of Payment:** C, CH, DC, D, MC, V  
**Ordering Options:** Phone, Fax, Email, Web, Mail  
**Contact Name:** Amy Austin  
**Phone:** 800-289-8379 x 46  
**Fax:** 315-996-2104  
**Website:** www.terrybicycles.com  
**Email:** amy@terrybicycles.com  

**Terry Precision Cycling**  
1657 East Park Dr.  
Macedon, NY  14502

### Tracy Leigh Enterprises

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

**Tracy Leigh Enterprises**  
P.O. Box 831  
Brodheadsville, PA  18322

### WTB

**Product:** Tires, Saddles, Headssets, 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:** Travis Haft  
**Phone:** 415-389-5049  
**Fax:** 415-389-5049  
**Website:** www.wtb.com  
**Email:** thafi@wtb.com

**WTB**  
475 Miller Ave.  
Mill Valley, CA  94941

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*The Product Purchase Program was updated January 2003. 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.*
How to Double the Size of Your Bike Patrol
Advice from a two-time chief

By Arnold Clevenger
Chief of Police, Dunkirk PD (IL)

From November 1989 until July 2000, I served our department as police chief, stepping down to be replaced by a friend of the mayor. Having assumed the role under such controversial circumstances, the new chief found it difficult to gain the support of the community or the city council.

One of his goals was to start a bike patrol. We had tried it on an informal basis, riding our personal bikes during Halloween. I was really excited about the idea, so I readily volunteered and set out to sell the idea to the reluctant members of the council. I explained the benefits of bikes, especially for night patrol, and how they would help the community. It worked.

For about $1500, we purchased a bike and a set of lights, and took an IPMBA Police Cyclist Course. Even before the training, I started riding around to get into shape, so that as soon as the training was complete, I would be ready to hit the streets.

Two years later, our bike unit has doubled in size. We have two bikes now...

security they felt from having a police officer who was so mobile. I was careful to give credit to those council members who were backing the bike patrol concept.

Our first festival found me everywhere! People were amazed at the way I seemed to appear out of nowhere. I proved the value of night bike patrol when I caught some kids stealing from booths after closing and was able to sneak up on a couple of fights before the combatants even knew I was there. On numerous calls, I arrived before the assigned cars – aren’t shortcuts great?

But I didn’t stop there. To further bolster community support and raise awareness, I organized a bike rodeo for the Optimist Club, and a “Bike-a-Thon” for St. Jude’s Hospital. I addressed the Lions Club, the Career Women, the Kiwanis, and several elementary school groups. I also did some helmet giveaways, and held some safety classes. And I made sure that I notified the press about everything we were doing. A little good publicity goes a long way...the more you educate the community, the easier it is to get more equipment.

Two years later, our bike unit has doubled in size. We have two bikes now, and we’re hoping to expand even more this year. The new officer, Andrea Weekly, rode to Washington, DC, with the Police Unity Tour.

Along the way, I’ve learned a few things that may be helpful in selling a new or expanded bike program to your administration and/or community...

1. Start by convincing as many political figures as possible that proactive enforcement reduces the need for reactive enforcement. You may find that the more recently elected ones are the most willing to listen.

2. Build similar support among local business leaders.

3. Keep initial costs as low as possible. You can expand the program as its popularity grows.

4. Choose officers who are well-liked, respected and excited about the program. They can help you accomplish #1 and #2.

5. Mention the bike program in other presentations to civic leaders.

6. Take your community supporters with you when you present the program to your local council. They’re usually eager to help. And they vote.

By the way, as of July 2001, I’m chief again. The former chief is now a schoolteacher in another state. I guess things happen for a reason. 🛑

Arnold can be reached at dunkirk1@earthlink.net.

IPMBA NEWS, VOL. 12, NO. 2
Get Your IPMBA Stuff Here!

IPMBA is pleased to announce that IPMBA logo merchandise is now available through Hidden Gold Gifts. Hidden Gold Gifts is owned and operated by Officer Chris Hodges of the Nashville Police Department. Chris has been a part of IPMBA since 1993, when he was certified as an IPMBA Police Cyclist. He was certified as an IPMBA Police Cyclist Instructor in 1997. Chris also organized the 7th Annual IPMBA Conference in Nashville. He is currently on horse patrol for the Nashville Police Department.

Hidden Gold Gifts prides itself on offering logo merchandise to public safety personnel at reasonable prices without sacrificing quality and selection. If you have any suggestions or requests for specific types of items, please contact Chris directly.

Order your IPMBA merchandise today!
Visit: www.hidden goldgifts.com/IPMBA (accessible from www.ipmba.org)
Email: hidden goldgifts@comcast.net
Call: Chris at 615-394-8552

Dear IPMBA Member:

It is my job as the IPMBA Treasurer to tell you about an unfortunate but necessary increase in the membership dues. Effective immediately, the annual IPMBA dues will increase to $50 a year.

Let me take a minute to tell you why this increase is necessary.

In 1995, when IPMBA was still part of the League of American Bicyclists, the dues were increased from $35 to $40. They stayed at $40 for 1995, 1996, 1997, 1998, 1999, 2000, 2001, and 2002 – nearly ten years. The Governing Board and the Executive Director worked very hard during these years to keep the dues steady. But now the cost of doing business has caught up with us. Increases in the cost of insurance, utilities, postage, printing, and various conference expenses have left us with very few choices.

We were faced with a critical decision: cut member services or increase member dues. After careful consideration and a lot of discussions about alternate funding sources (which we also intend to seek), we decided it was necessary to bring in an additional $10 per membership.

The increase will be phased in gradually. Starting immediately, new membership will be $50 a year. Current members will be allowed to renew at the $40 rate throughout 2003, and as January 1, 2004, both new memberships and renewals will be $50.

Given the way prices on everything have gone up over the past ten years, we expect that most everyone will see this increase as a necessary part of doing business. If you have any questions, comments or complaints about this or any other budget item, please contact me directly at treasurer@ipmba.org.

Thank you,
Mike Goetz
IPMBA Treasurer

P.S. Instructors — see page 26 to see how to obtain the new Membership & Certification Application.
IPMBA President Don Hudson has resigned from the Board of Directors of the International Police Mountain Bike Association. His term as President, which concludes in May, will be completed by Officer T.J. Richardson of the San Antonio Police Department, who was serving as Vice President. Secretary Kathleen Vonk will serve as Vice President. Hudson’s term on the board concludes in May 2005; a replacement director will be named following the general elections at the Annual Conference in Charleston, West Virginia.

Don’s decision to step down was related to a change in assignment, and he asked that this message be relayed to all IPMBA members:

Fellow IPMBA Members,

I joined IPMBA in 1994 because I truly wanted to be a part of something I thought was the best. At that time, I had no idea how great this organization is. Over the last nine years, I have had the privilege of working and training with some of the best in the world, and it truly saddens me to have to leave. I am leaving bikes all together, and don’t know if I will ever come back to them. My new assignment will not afford me the time to work for IPMBA, so although it breaks my heart to have to leave, I feel it is the best thing for the organization. I will remain a member and always pay my dues, but I won’t be seeing you any time soon. I just want to say thanks for everything over the years. I have learned so much from IPMBA. To the Board, I am truly sorry, but you guys have so much talent, and at this point I would only hold you back. It is time for me to move on to something different......if you should see a crusty old Harley dude out there on the road, pay a little respect, for it may be me...I love and miss you all...

Don Hudson

A letter to IPMBA Members...

To the IPMBA Family:

It was a surprise and a disappointment to lose Don Hudson from our Governing Board. With such little notice, I can only assume that a great opportunity presented itself and he had to make a hard decision and act with speed. I asked him what he would be doing now and he assured me that it was important, vital, and if he told me any more than that he would have to shoot me. I figured I would congratulate him and let it go at that.

With my position on the Board being Vice-President, in accordance with our by-laws, I move into the President’s position until the conference in May. At that time, the board will appoint the new officers of the Governing Board. I am honored to take this position, as I follow in the steps of those members for whom I hold great respect: Kirby Beck, Tom Woods, Don Hudson, Kathy Vonk and my spiritual bike patrol leader, Allan Howard. I owe it to them and to you, as the members and family of IPMBA, to maintain a high standard of leadership. I can assure you that in the months before what we hope will be one of our largest conferences, that I will work diligently to keep our organization moving at a strong pace. As members, instructors, and industry partners for this organization, I would like to ask for your assistance and input to that goal.

My e-mail is open and my pager is on. I believe in customer service to our members and supporters. That means expediting answers to your questions and providing the resources you need as soon as we can. Our entire board and staff share this belief.

Join us for the 13th Annual IPMBA Conference, May 22-24, 2003, in Charleston, West Virginia. I hope to see you there!

IPMBA. Doing it better, doing it first.
INVITATION TO RIDE

The Bicycle Ride Across Georgia (BRAG) invites bicycling police officers to join the BRAG Security Team on BRAG 2003, June 14 - 21, 2003. We need you to help us courteously enforce our BRAG Safety Pledge (wear your helmet, single file in traffic, etc.) on the ride. We also need you to assist at any accidents, help us watch out for unregistered locals roaming through camp, and help enforce our Quiet Time at 10 p.m. If you will be an active member of our BRAG Security Team, we will refund your BRAG registration fee after the ride. You do not need to wear your uniform on the ride; however, if you agree to wear it every day on the ride, we will waive the registration fee in advance. For more information, contact Deputy Darrell Odom of the Clayton County Georgia Sheriff's Dept. at Modo4459@aol.com, or call BRAG HQ at 770-921-6166.

Grants Available...

IPMBA members:

Bikes Belong has long been known for awarding grants up to $10,000 for the construction of new trails. According to the press release below, they have recently expanded the grant to include education initiatives aimed at getting more people on bikes more often. If your bike unit is involved in such educational initiatives, or perhaps supports a youth cycling club or Explorers bike unit, you may be eligible for funding. Contact Bikes Belong at www.bikesbelong.org, and let IPMBA know about your successes.

Bikes Belong Grant Criteria Updated to Include Education and Capacity Projects in Addition to Bicycle Facility Projects

Contact:

Rich Olken, Executive Director, Bikes Belong Coalition, (617) 734-2800
Tim Baldwin, Bikes Belong Grants Program Administrator, (617) 734-2800
(Brookline, MA, February 25, 2003) - In addition to funding bicycle facility projects, Bikes Belong Coalition has broadened the grants program to include education and capacity projects. Bikes Belong Coalition welcomes grant applications from organizations and agencies within the United States that are committed to putting more people on bicycles more often. Bikes Belong will accept applications from non-profit organizations and from public agencies and departments at the national, state, regional and local level. For more information on Bikes Belong grant opportunities, please visit http://www.bikesbelong.org and click on the subheading titled Grant Info and Application. Upcoming submission deadlines are May 16, August 15, and November 14, 2003.

XXX

Bikes Belong Coalition, the bicycle industry’s advocacy voice, was incorporated in 1998 with the mission of putting more people on bicycles more often by promoting bicycling and assisting local organizations, agencies and communities in developing bicycle facilities projects that will be funded by the Transportation Equity Act. Bikes Belong has awarded over $460,000 in facilities grants with a return of over $250 million in funding for bicycle facilities. Bikes Belong has funded over 679 miles and connected 3,185 miles of bike facilities projects - enough to cross the United States. For more information about Bikes Belong Coalition, visit http://www.bikesbelong.org.

December 18, 2002
Maureen Becker
IPMBA

Dear Maureen,

I would like to take this opportunity to thank you for publicizing the 2002 Bicycle Ride Across Georgia in your newsletter last year to police officers around the nation. Several police officers did participate in BRAG 2002. I would like to thank Mark Bradberry (Newnan GA), James Carroll (McDonough GA), Bob Dryden (Midland GA), James Ferguson (Loxnest Grove GA), Darrell Odom (Jonesboro GA), Caren Pollacca (Pompano Beach FL), Michael Sanders (Dallas GA), Rhonda Sanderson (Fernandina Beach FL), and Mike Tovey (Pensacola GA) for their participation. They were in uniform every day while riding, which helped provide a positive, safe environment for our cyclists. I hope they enjoyed riding with BRAG as much as we enjoyed having them. We certainly welcome their return to BRAG 2003 along with any other police officers who would like to participate. Once again thank you for your assistance in publicizing our event. Come ride with us! And, please, share the road with bicycles.

Sincerely,

BICYCLE RIDE ACROSS GEORGIA, INC. (www.brag.org)
Jerry J. Colley, C.P.A.
Ride Director

GEOERGE STREET BIKE CHALLENGE FOR MAJOR TAYLOR

Public safety cyclists are invited to compete in the second annual George Street Bike Challenge for Major Taylor on July 20, 2003, in Worcester, Mass. This non-USCF race is a 500-foot uphill time trial on a steep downtown street where 1899 world cycling champion Marshall W. “Major” Taylor, aka “the Worcester Whirlwind,” used to train. The average grade is 18 percent. Entry fee is $10, and proceeds benefit the Major Taylor Association, Inc., which is working to memorialize the first African-American athlete to become an international sports superstar. Race details and registration forms are at www.majortaylorassociation.org. If enough public safety cyclists pre-register by July 7, there will be separate awards for a public safety category. For more information, visit www.majortaylorassociation.org, e-mail info@majortaylorassociation.org, or call Lynne Tolan at 508-831-0301. The race is presented by Barney’s Bicycle (508-799-BIKE) and the Seven Hills Wheelmen (www.sevenhillswheelmen.org.)
Smith & Wesson builds bicycles to meet the needs of POLICE AND PUBLIC SAFETY PROFESSIONALS, people who spend their entire shift on a bicycle. Smith & Wesson bicycles are designed to provide a smooth, dependable, silent ride with a more COMFORTABLE "HEADS UP" RIDING POSITION that reduces strain on wrists and shoulders.

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I n August 2002, my partner and I were working an overtime HOT SPOT assignment on bike patrol. Upon beginning our patrol at 2300 hours, we took up a covert surveillance of a housing district and observed several males loitering around a known drug area. They made contact with several vehicles. One of the males entered an apartment, exited, mounted a bike, and disappeared. The others dispersed. Shortly thereafter, a single person appeared and spread his feet.

He turned, but was uncooperative about showing his hands, and he refused to place both hands against a wall and spread his feet.

By Artie Gonzales, PCI #141
Topeka PD (KS)
IPMBA Conference Coordinator

A ll of us are now familiar with the changes in airport security since the events of 9-11. Some people choose to complain, but most of us “go with the flow” and accept the changes as good and necessary. We all say that it is a royal pain to get to the airport two hours early, but we do it anyway. Our traveling lives have been changed forever, but, like my grandma used to say, “Life is hard. You get old, gray, and then you die!”

As IPMBA Conference Coordinator, one of my responsibilities is to conduct site visits to potential future conference sites, so I can tell you some stories about post 9-11 air travel. What prompted me to write this article was a letter from an angry traveler that I read in a newspaper on a trip out of Salt Lake City. The writer was a female who had been searched at the airport back east. She was upset because she felt that the only persons who should have been searched were those of Middle Eastern origin. “Pretty brazen,” I thought, “this woman got stopped and searched once at the airport and she is upset because she didn’t fit the racial profile!” Well, listen to my story.

I am Hispanic, with a dark complexion, black hair and a mustache. On every trip I have made since 9-11, I have been stopped and searched. I don’t even lock my luggage anymore because I know it will be inspected. I walk into an airport terminal and I see the security personnel pointing at me and sizing me up.

Even though I make it through the metal detector okay, I always get asked to step to the side for a more thorough search. The first few times it happened, security personnel explained that they do “random checks” of passengers who have certain letters or numbers on their airline tickets. I looked behind me and noticed that all of us “random check” people were dark-skinned and had dark hair! I immediately thought, “Yeah, right, random checks…” I don’t even get into the line anymore. I just walk up to security, place my luggage on the table and start striping!

I have been searched in some of the nicest airports in the states by some of the nicest security people. They are so apologetic and always put me right back into the line where they found me. I usually feel like I should tip them.

But the other passengers who get to stay in line, do they look at you with sympathy? Absolutely not! They look relieved, “whew, they caught those terrorists before they could get on the plane.” Imagine the looks of horror when they let me go back into the line to board the plane.

Once while flying to Charleston, West Virginia, I had a layover in Chicago. Even though the plane I was on was going to Charleston, I had to get off and go into the terminal for the changing of the flight crew. So, I left my carry-on and coat in the plane

(Continued on page 23)
IPMBA Supports Our Troops

As all of you are well aware, the onset of the war against Iraq has resulted in the deployment of thousands of military reservists. During peacetime, many of these reservists serve their communities as public safety officers, including bike officers and medics. Each of us knows someone who has been called to active military service; some are members of the IPMBA family, others are friends, relatives, and co-workers. IPMBA extends to them - and all the members of the armed forces - our support and our prayers for a swift resolution to the conflict and a speedy return to their families.

Profile

(Continued from page 22)

while I got off. When they called the flight, I got up and got in line. I saw the security personnel looking at me as they whispered to one another. When I got to the gate, they asked why I had no luggage. “It’s in the plane,” I said. “And, how did it get in the plane?” they demanded. “I put it there back in Kansas City,” was my reply. Unfortunately, things went downhill fast and I found myself surrounded by more security personnel. “Good God,” I thought, “here comes the cavity search!” But, after only a standard search and a few more questions, I was let back on the plane to continue my trip.

I was in Kansas City International Airport right after that dude tried to light a shoe bomb on a plane, and I was asked to remove my shoes so they could be checked for explosives. I later told a friend that they had checked my shoes at the airport for explosives. She said, “I don’t blame them. As big as your feet are, you could have hidden enough explosives in them to wipe out two terminals!”

I was very apprehensive about taking my weapon with me on my flight to the IPMBA Conference in Ogden, Utah. Even though I would have it in my baggage going into the cargo hold of the plane, I would have to declare it at the ticket counter. With my luck, I figured I would probably have a M-16 screwed into my ear by the military security when I mentioned the word GUN. But, things worked out okay. The military guy just placed his hand on the barrel of his weapon when I said, “I wish to declare a gun,” to the ticket agent. I didn’t get shot, but I did get searched.

So, take it from an experienced “racial profile” target: travel with a sense of humor and a lot of patience. And, it probably wouldn’t hurt to stay out of the tanning salon and dye your hair a light color!

My next article will be on how to get a good seat in a crowded airport restaurant. But, if you can’t wait for that, just ask Maureen Becker.

Artie can be reached at conferences@ipmba.org.

Note: this article was written prior to the implementation of the TSA.
(Continued from page 1)

to a motor pool fleet as an alternate transportation option, consider purchasing a lighter duty bicycle in the $400-$500 range.

Few people, other than avid cyclists, have knowledge of how many different performance levels exist in today’s bicycle market. Just as police need high performance motor vehicles, police and EMS cyclists need high performance bicycles. You don’t make a police bicycle out of a Huffy any more that you would make a police car out of a Ford Pinto. The mountain bike, found in better bicycle shops, is the best bet for versatility, durability and performance.

Bicycle frames are made out of steel, chro-moly, aluminum and titanium (listed in order of performance.) Department store bicycles are made from steel tubing, which is heavy and offers the least amount of durability. Chro-moly is a steel alloy which weighs less than steel and offers both durability and a forgiving ride. Aluminum frames are popular among racing cyclists for their rigidity and light weight, but most public safety cyclists will not be as concerned about weight; with all the extra equipment they carry, a lightweight frame is a moot point. Titanium is the ultimate material for frames, offering less weight and a comfortable ride with exceptional performance, but at an exceptional price. A good chro-moly or aluminum frame will fit most performance standards for today’s public safety cyclist. However, the components that the mountain bike is fitted with – the drive train, brakes and wheels – are more important than the frame itself. The most common bicycle component manufacturer is Shimano, and when it comes to mountain bikes, Shimano makes several different performance levels. Shimano Acera and Alivio are components fit for a Sunday ride down the boardwalk and light off-road excursions, but are not suitable for public safety use. Shimano Deore components should be the minimum performance level to equip the bicycle, but Deore LX is the better choice. The top two component lines, Shimano XT and XTR, are for more serious off-road cyclists and racers and they offer exceptional performance but, again, at an exceptional price.

All this information about frames and components is vital to picking an appropriate bicycle, but to save time and confusion, bicycle manufacturers who offer a mountain bike in a public safety package are recommended. Many reputable bicycle manufacturers have researched the specific needs of the men and women who serve on bicycles and have outfitted the bicycle appropriately. Do not forget that along with bicycles, public safety cyclists also need accessories such as helmets, lights, transportation racks and bicycle-specific clothing.

INVENTORY

Keeping inventory for a fleet of bicycles can be a more difficult task than keeping track of a motor vehicle inventory, as the bicycle is a fluid asset that can easily be lost, misplaced or outright stolen. Marking the frame with some type of insignia that identifies the bicycle as department or agency property is a deterrent to theft. Bicycle frames have serial numbers, which are most often found on the bottom of the frame by the pedals; these should be recorded. In addition to this number, marked with a control number for inventory and maintenance records. Stick-on numbers in the appropriate size should be placed in a conspicuous location on the frame and that same number should be etched on the bicycle near the serial number. In addition to etching the control number on the frame, etch it on the wheels of the bicycle. Etching the number on the rim by the valve stem identifies that wheel to that bicycle so wheels cannot be swapped from bicycle to bicycle. The brakes and drive train have fine-tune adjustments that are specific to each wheel, so it is important that they not be swapped. A malfunction of the brakes or drive train can result in serious injury to the cyclist, especially under critical use in an emergency response.

(Continued on page 25)
For inventory and accounting purposes, it is always best to have bicycles assigned to individual personnel as opposed to a unit or office. When no one particular person has responsibility for accounting for a bicycle, it can easily be misplaced or taken by unauthorized personnel. In circumstances in which more than one person uses the bicycle on different shifts or days, assign the bicycle to two people and let them share keys to a single bicycle lock.

MAINTENANCE

Bicycle maintenance is a topic far too extensive to be covered adequately in this article, so an article devoted strictly to maintenance is planned for a future issue of the Fleet Executive. Nonetheless, it is important to know that a bicycle fleet will require preventive maintenance to keep the bicycles in safe working condition. As a standard, the bicycle should have preventive maintenance performed every 300 hours of duty time or every 600 miles, whichever is easier for the fleet manager to track. A good preventive maintenance routine should include a thorough cleaning of the bicycle along with lubrication and a tune-up of the components.

Bicycle maintenance is not rocket science; however, today’s mountain bike has components that are a lot more complex than the single-speed bicycles of twenty years ago. The maintenance and repair of these bicycles should not be left up to amateurs, and motor fleet maintenance personnel cannot be expected to know the first thing about setting a derailleur or adjusting a headset. Just mention those two phrases to motor fleet maintenance personnel and watch the confused look cross their faces. This is a clear indication that a trained professional is needed to keep the fleet in good working order. With a small fleet of 40 or fewer bicycles, you may be able to get your maintenance through a contract with the local bicycle shop. With more than 40 units, it may become necessary and even more cost-effective to have an employee trained in bicycle maintenance. The Bicycle Retailer and Industry News (Miller Freeman Publications) is an excellent resource for information on maintenance training as well as information on a wide array of bicycles and equipment.

STORAGE

Bicycle storage is always a concern, whether the fleet numbers five or 500 bicycles. Unlike the motor vehicle, which, for the most part is impervious to weather short of a good hail storm, bicycles need to be kept in a protected environment to prevent rust and dry rot from taking their toll. Many different strategies are employed in various bicycle shops to store bicycles and getting them up off the floor is the general idea. Bicycle shops store bicycles in a display mode for sales aesthetics; however, most departments will not be as concerned with display so much as getting the most bicycles stored in the smallest space. Professionally manufactured storage racks are available from a number of manufacturers and come in sizes to store several or several hundred bicycles. It may be easier and even more cost-effective to customize a storage system to the available area.

Bicycle storage hooks are available from most hardware stores and can be used in a variety of applications. The most common storage racks utilize a hook suspended from above at about 6’ feet off the ground, the front tire hooked on it with the bicycle suspended. Hooks should be mounted at least 24 inches apart to compensate for the handlebars, but they can be mounted as close as 16 inches if alternated so that the bicycles are one up and one down to make the handlebars fit. Where there is no support above or the support is too high to reach, hooks can be mounted into a wall horizontally with the bicycle resting against the wall. Any storage area should be secured and the access limited to only those personnel who are authorized to use the equipment.

CONCLUSION

Developing and maintaining a bicycle fleet may sound inexpensive and easy, and indeed, compared to developing and maintaining a motor fleet, bicycles are a great bargain. With leasing, fuel and maintenance considered, the bicycle costs about 1/20 or less than the price of a motor vehicle to purchase and operate. The common downfall in developing a bicycle fleet is poor logistical preparation and the failure to realize that there are continued costs. With insight and careful preparation, keeping a bicycle fleet can be very satisfying for both fleet managers and the personnel who will use them.

BIOGRAPHY

T.J. Richardson is an 18 year veteran of the San Antonio Police Department and has been assigned to the Downtown Bicycle Patrol since 1992. He is the Bicycle Coordinator for the department and manages a fleet of 300-plus bicycles for over 400 public safety personnel. He serves on the Governing Board of the International Police Mountain Bike Association as the President and can be reached through their website at www.ipmba.org.

This article first appeared in the August 2002 issue of Fleet Executive, the publication of the National Association of Fleet Administrators (NAFA). For more information about NAFA visit www.nafa.org.
Because of the recent increase in IPMBA membership dues (see Dollars and Sense, page 18), the IPMBA Membership & Certification Application has been updated.

If you have not already received a copy of the new “mem-cert” via e-mail, please contact the office at info@ipmba.org or 410-744-2400 immediately. You may request to have the form sent by email or regular mail.

In these tough economic times, we will be counting on you even more to bring new members into the association so that we can continue providing you with the resources you need to do your job safely and effectively. With your continued efforts, we will become an even more powerful force for public safety cycling and maintain our stature as the premier training organization in this field.

---

**Join IPMBA Today**

Mail with membership fee of $50.00 to the International Police Mountain Bike Association, 583 Frederick Road, Suite 5B, Baltimore, MD 21228

**Name_______________________________  Title ________________________**

**Home Address _________________________  City __________________  State ________  Zip ___________**

**Country __________  Home Phone (               )_________________________  E-Mail _________________________**

**Department ________________________________________________________________________________________**

**Department Address __________________________  City _____________________  State ________  Zip __________**

**Country  ______________  Dept. Phone (               )_________________  Dept. Fax (               )___________________**

- New Membership
- Renewal (Membership Number _______________)
- Police
- EMS
- Security
- Other

**How did you hear about IPMBA:**

Do not use this form to obtain IPMBA Certification. Call 410-744-2400 or email info@ipmba.org for certification application.

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*3 to 4 weeks between chargers"
Postcards Acknowledge Course Records

Effective immediately, postcards will be sent to acknowledge the receipt of all course records. This postcard will provide confirmation that a course record has been received at IPMBA headquarters and will indicate whether or not the course record is complete. If the course record is complete, it will be processed and filed in the instructor’s file. If it is not complete, the instructor will be notified as to what is missing and what action must be taken in order to complete the file. If you receive a postcard indicating that your course record is incomplete, please forward the missing information to the office ASAP. If you do not receive a postcard within three weeks of the day you mailed your course records, please verify that the packet was sent to the correct address and call the office immediately. Be sure to keep copies of all course records!

Congratulations to Bob Ricciardi, Palm Beach County S.O., Fla., and Monte May, Kansas City P.D., Mo., on attaining the status of IPMBA Instructor Trainer. Having met a stringent set of pre-requisites and successfully completed a student teach, they are now certified to teach the IPMBA Instructor Course.

Congratulations to the following individuals for successfully completing the IPMBA Instructor Course in Fort Lauderdale, Florida, February 3-7, 2003.

- Carl Maupin, Leesburg PD, Leesburg VA
- Chuck Perry, Tallahassee PD, Tallahassee FL
- Faupo Lauofo, Centerville PD, Centerville OH
- Gregory Engelhard, Centerville PD, Centerville OH
- John Maio, Town of Palm Beach PD, Palm Beach FL
- Lawrence Revel, Tallahassee PD, Tallahassee FL
- Lemuel Russ, Coral Gables PD, Coral Gables FL
- Lucas Drayton, Blackstone PD, Blackstone MA
- Stan Hoover, Tallahassee PD, Tallahassee FL
- Tony Chambers, Capitol Police, Tallahassee FL

Want to Become 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 attend one of the Instructor Courses offered around the country—information on 2003 Courses is below. We'd love to have you! Good luck!

2003 IPMBA Instructor Courses

The locations for the 2003 series of IPMBA Instructor Certification Courses are below. The IPMBA Instructor Course is required of all prospective instructors as well as current PC/EMSCIs who have not already taken the PCID. The Instructor Course locations are as follows:

- **Charleston, West Virginia** ~ May 17 - 21, 2003  *(IPMBA Conference)*
- **Madison, Wisconsin** ~ July 28 - August 1, 2003
- **Scottsdale, Arizona** ~ November 10 - 14, 2003

Print-and-mail registration forms are available at www.ipmba.org. Registration forms will also be available from the IPMBA office via U.S. Mail or fax. To ensure more efficient processing of your application, please complete and mail your instructor application packet well in advance of the course registration deadline. **You must submit your completed Instructor Application prior to or at the same time as your instructor course registration form or your course registration from will be returned unprocessed.** If you would like to become an IPMBA instructor, please call 410-744-2400 to receive an application in the mail or email info@ipmba.org or visit www.ipmba.org to download an online application.

Instructor Corner

### How to Become a League-Certified Instructor

Any fully certified IPMBA instructor is eligible to apply to become certified to teach civilians (adults and children) through the League of American Bicyclists’ League Certified Instructor (LCI) program. The guidelines are as follows:

- Have and maintain current certification as an IPMBA PCI or EMSCI;
- Acquire and maintain membership with the League of American Bicyclists ($30 per year);
- Request and return completed and signed ECI registration form with $25 annual fee to the League;
- Purchase ECI manual and ‘Kids Eye View’ video for a total of $60 from the League;
- Purchase EC student materials from the League when giving classes.

*For more information and to obtain an application form, visit:* [www.bikeleague.org/educenter/education.htm](http://www.bikeleague.org/educenter/education.htm)

### GREAT (AND FREE) KIDS’ HELMET SAFETY VIDEO FROM NHTSA

A funky, fast-paced 8:55 minute video from National Highway Traffic Safety Administration uses a peer-to-peer approach to teach kids that wearing a bicycle helmet can protect them from serious injuries (including brain injuries) and death. The video features a diverse group of teens and pre-teens and explains how to buy an approved helmet that fits correctly, touches on rules of the road, and includes compelling demonstrations and computer graphics. To order your free copy of the video, visit NHTSA's bicycle safety program at [www.nhtsa.gov/people/injury/](http://www.nhtsa.gov/people/injury/)

The 14th Annual IPMBA Conference
San Antonio
May 6 - 8, 2004
Pre-Conference courses begin May 1 & 2.

It's as big as Texas

IPMBA Around the World

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