Legacies Live On

by Maureen Becker
Executive Director

Each person who serves on IPMBA’s Board of Directors has the chance to leave behind a legacy. Monte May, who recently stepped down from the Board after nearly five years of service, has certainly made his mark. You are holding part of his legacy in your hands.

When Monte was first elected to the board, he was determined to explore new ways to nurture relationships amongst IPMBA, our members, and our industry partners. He set a number of goals to meet this objective, one of which was to publish a Product Guide. This guide was to be filled with product reviews, listings, and other information about suppliers who had demonstrated their commitment to public safety cycling. So in 2003, IPMBA released its first Product Guide. This guide was well-received by both members and the industry; therefore, it was repeated the next year. Four years later, it is safe to call it the Annual IPMBA Product Guide, and to say that Monte was the driving force behind it. Fittingly, one of his final acts as a board member was to author a guide to purchasing a public safety bicycle.

This article is a fundamental component of the 2006 Product Guide, which highlights the most important tool for bike patrol – the bicycle itself. IPMBA members from the US, UK, Australia, and the Netherlands shared their experiences with nine different public safety bikes. These aren’t the only bike safety bikes on the market, but they are among the most popular. The bike reviews are joined by reviews of several other products, supplier listings, the updated Product Purchase Program, and an account of the International Cycle Show.

The Product Guide is always a reminder that the annual IPMBA Conference is fast approaching. In addition to being the world’s premier training event for public safety cyclists, the IPMBA conference is also home to the largest – and best – bike patrol product exhibition. Like a shopping mall for bike patrol equipment, the exhibit hall features uniforms, bikes, saddles, helmets, lights, eyewear, panniers, EMS equipment, saddlebags, and more!

Thanks to the efforts of Ron Burkitt, the 2006 conference will feature the first-ever “Product Purchase Program (PPP)” booth. Ron has been collecting products from participating companies to put on display. It will be the first opportunity for many members to experience the products, which will help them to make informed purchases while shopping through the PPP. These items will then be auctioned off for the benefit of IPMBA’s educational programs.

We look forward to seeing you in Dayton, Ohio, for the 16th Annual IPMBA Conference & Product Exhibition. Come learn some new tricks!

Overcoming Burnout in an Israeli Volunteer Bicycle Police Unit

by Ps. Samuel Schwartz
Ra'anana Civil Guard (Israel)

Bicycle Unit Commander: Hi, we’ve had a terrorist infiltration into our sector about 20 minutes ago and I’m conducting an emergency mobilization. Can you be at the station with your bike and full gear in 15 minutes?

Bicycle Officer: Come on, man! Is this another test? This is the second infiltration we’ve had this month, on top of my regular patrols and special events!

Unfortunately, the above interchange is not infrequent and is illustrative of a problem that many units face. In my all-volunteer bike unit, the difficulties in keeping the excitement and cohesion levels high are particularly acute. However, similar problems of maintaining morale are faced by full-time units as well.

Initially, officers who join the bicycle patrol are energized with the novelty of the policing. However, after a number of years, even the most motivated of officers gets burnt out. There are many reasons for this exhaustion, including a variety of sometimes contradictory factors: boring routines, high stress missions, long hours, frequent call-ups, time in the unit. While we find that burnout typically hits an officer after three years in

(Continued on page 34)
There are many persons within our organization who demand respect. They may get the respect of their peers for something they have done, like Allan Howard and the rest of IPMBA’s founding fathers. The respect may stem from their knowledge and skills, and their ability to teach others, such as Kathy Vonk, LouAnn Hamblin, and Nick Gatlin. Or maybe they get respect for the subtle but important things they do, like Chris Davala, Dave Hildebrand, and Monte May.

This past November, Monte decided that because of the demands of his promotion, and the fact that he was no longer assigned to bike patrol, he should step down from the position of IPMBA Board President. While I was tempted to try talking Monte out of resigning, the conversation kept coming back to the fact that he wasn’t active in bike patrol anymore. I couldn’t argue with that. Not only did I respect Monte’s decision to leave the board, but my respect for him as a person also increased tenfold. Monte felt that if he wasn’t able to “walk the walk,” he should not hold a position on your board. That says volumes about his character, and I am proud to count him among my friends.

Monte may be leaving the board, but he is not leaving IPMBA. He will continue to teach the police, EMS and security cyclist courses, and, as an IPMBA instructor trainer, the Instructor Course, imparting the knowledge that comes from his many years of bike patrol experience. Monte, thank you for all you have done for our fine organization during your four years of service on the board.

Each of us needs to take a day and forget the problems that we face in our professional lives – bad pay, horrible hours, that boss who just won’t listen – and think about how lucky we are to spend our days protecting our communities with one of the best tools available: our bikes.

On behalf of all the members of the IPMBA board, I would like to invite you to Dayton for the 16th Annual IPMBA Conference, May 6-13, 2006. Come learn some new tricks!

Jim Bowell
IPMBA President

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**Hey! Be an IPMBA Instructor!**

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

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**IPMBA Cycling Jerseys and Socks Now Available!**

Hidden Gold Gifts, purveyors of IPMBA merchandise, is pleased to introduce the long-awaited IPMBA cycling jersey and socks! The jersey made its debut at the 15th Annual IPMBA Conference in Scottsdale, but the socks got caught at U.S. Customs and arrived just a bit too late. These jerseys are HOT…Chris Hodges barely had them out of the box before six were snatched up, so don’t waste a moment – order one today! Contact Hidden Gold Gifts at hiddengoldgifts@comcast.net, (615) 394-8552, www.hiddengoldgifts.com.

*Note: these items can found at http://www.hiddengoldgifts.com/*
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How to Buy a Public Safety Mountain Bike

by Monte L. May, PCI #2627/EMSCI #009T
Kansas City (MO) Police Department

Over the years, many public safety professionals have asked for my advice about purchasing a mountain bike for patrol use. What brand should we buy? Should we buy full suspension? What sort of equipment should be added to the bike? And so on.

This article will attempt to demystify the process of buying a public safety bicycle and related equipment.

The first rule of buying bike equipment for your unit comes from something I learned years ago in Community Policing training. I was taught that “the problem drives the tactic,” meaning that the community problem you are attempting to solve will dictate the tactics you utilize to resolve it. This relates to mountain bike equipment because the way in which you plan to utilize your bike patrol will dictate what kind of equipment you should purchase.

Before you start shopping, conduct a bike unit self-analysis to establish your basic needs.

Here are a few examples:

BikeTown EMS Agency utilizes a bike patrol for about one to two weeks annually, during special events. Because the bikes will not be used regularly or frequently, this department may be able to purchase a slightly below mid-range model bicycle.

BikeTown Police Department deploys a bike patrol unit on two shifts per day, seven days a week. In this instance, the bicycles will get utilized much more, causing more wear and tear on the components and requiring more maintenance. This agency should purchase a higher quality bike in order to stay serviceable.

In addition to the amount of street time the bikes are expected to get, there are other factors that should be considered, such as:

- Will the bikes be used primarily off-road or on-road?
- Will the bikes be used at night?
- Will the bikes be used in any adverse weather conditions?
- Will each bike be issued to one specific person, or will they be shared?
- Who will be assigned to bike patrol?
- Who will be responsible for maintaining the bikes?

Once you have assessed your needs and considered the composition of your bike unit, it is time to start shopping.

All Work and a Little Play

When purchasing a mountain bike for a public safety agency, remember that it will be a work bike, not a recreational bike. It is as important to choose a bike that can stand up to the demands of emergency work as it is to choose a motor vehicle designed for this purpose. An entry-level mountain bike from a department or “big box” store is not made with this purpose in mind. It will not withstand the rigors of bike patrol for very long. These bikes are not even as good as the lower-end bikes found in bicycle retail shops. The starting point for a public safety bike should be a mid-range bike from a reputable manufacturer – generally those that are sold through bike dealers (for a list of bike dealers and general advice on purchasing a bike, visit the National Bicycle Dealers Association at www.nbda.com.) In this article, “mid-range” refers to mountain bikes whose drivetrain components are, at minimum, of the Shimano brand Deore level or the Sram brand 7.0 or X-7. These bikes usually have a retail price tag that starts around $600 U.S. and goes up from there. Examples include the Trek 6500, 6700, Trek Police Bike, the Smith & Wesson Tactical model, Fuji Outland, Fuji Police Special, Giant Iguana, Giant Reign, and others.

All of the above-mentioned bicycle manufacturers – and others – produce public safety specific models. For the most part, these can be good buys because, after many years of feedback from bike cops and medics, the manufacturers have equipped them with the most commonly requested accessories. These include rear racks and bags, rear-mount kickstands, bar ends, water bottle cages, etc. The package price tends to be a little bit lower than if you bought everything separately. Of course, if the items are not needed (as determined by the needs assessment), the package ceases to be a bargain. If the public safety model does not meet your needs, or if you would like a brand that does not offer one, it is possible to “spec” your own bike. Most mid-range bikes can be set up with components and accessories to fit your needs.

Components

When shopping for a public safety bike – either one that is sold as a package or one that you intend to equip – if your budget allows, look for a bicycle that has above average components.

As mentioned above, the components of the bicycle should start with something in the mid-range of component groups. “Components” refers to the mechanical parts of the bicycle, including the drivetrain, cranks, derailleur, shifters, and brakes.

Many of these components will probably be Shimano brand. Shimano offers several different levels of mountain bike component groups. The Deore group is in the middle of

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Bicycle Reviews

How To (Continued from page 5)

the Shimano product line, and no public safety bike should be equipped with anything less. Deore LX and Deore XT are the next steps up the product line. Although I normally recommend that department buyers first look at bicycles equipped with Deore components, if the bicycles are to be used full-time, LX and XT parts should be considered. Some bicycles are equipped with Sram components instead of Shimano. Again, the minimum Sram components should be 7.0 or X-7. Although not as familiar a name as Shimano, the Sram brand is well-respected in the industry, and they also offer higher-end components for heavily used bikes.

Brakes are a very critical item – skimping here is not a good idea. Most mountain bikes come equipped with “V-brakes,” which are inexpensive but work very well. Disc brakes are the latest in braking technology, and numerous models now come equipped with disc brakes standard. There are many good quality disc brakes out there. Shimano’s Deore disc brakes work very well and are affordable, and I’ve been impressed with the performance of the Avid disc brakes. Disc brakes are available in both hydraulic and line pull models. I prefer the line pull models as it is easier to repair them on the street if necessary.

Suspended Animation

Most mountain bikes today come equipped with front suspension. A bike with front suspension only is sometimes referred to as a “hard-tail.” A bike with both front and rear suspension is generally called a dual suspension or full suspension bike. In most instances, a full suspension bicycle is not required for public safety use. A good quality hard-tail that fits the rider will normally be a much better buy.

A good suspension fork can really help relieve the fatigue that a bike officer or medic will experience in their hands, wrists, arms, and shoulders while riding the bike for a full shift. This is an instance in which who is riding the bike comes into play; the suspension fork must be adequate to support the weight of the rider. A rider who weighs more than 200 lbs (not uncommon for a fully-equipped bike cop or a fully-loaded EMS bike) will most likely “bottom out” an entry-level suspension fork. Similarly, a high-end cross country racing fork (such as a Rock Shox SID model) will be so lightweight that it may flex laterally under pressure, causing steering problems. This is an area to consider upgrading from the standard fork that comes equipped on the stock mountain bike. Most suspension fork manufacturers make heavier forks and components for “Clydesdales” (riders who weigh more than 200 lbs), and these can be ideal for public safety use. Some manufacturers make a public safety version of their regular suspension fork, such as Answer Products, which sells the public safety “Black.” This is a good example of a stiff suspension that will support a heavier rider.

The Frame

Frames come in a variety of metals, including aluminum, chrome-oly steel, titanium and carbon fiber. The pros and cons of each type are hotly debated by all kinds of bicycle enthusiasts, but most public safety cyclists agree that the ideal frame is sturdy yet lightweight, and not too expensive. Most public safety models on the market today are constructed of aluminum because it meets all those criteria. Just as important as material, if not more so, is bike fit. The key component in bike fit is frame size, so once you have decided which brand and type of bike to buy, be sure to consider the size of the riders. If a bike does not properly fit the rider, injury is a strong possibility. Health-related risks of riding a bike that is too small or too large include knee injuries, back pain, arm and wrist pain, etc. If you plan to have several riders sharing the same bike, consider grouping your personnel by size and buying bikes accordingly. And then, assign their shifts so no rider is stuck with a bike that is either way too big or way too small. If you live in the ideal world, fit each of your riders to his or her bike at the shop, before you purchase your fleet. This can save your department lots of headaches in the future.

Accessories

As mentioned above, most public safety models offered by bike manufacturers come with everything you need to “drive it off the lot.” A great deal of research has gone into determining how best to equip a bike for public safety use. Whether looking at packages or buying your own accessories, when purchasing items such as racks, bags, and light systems, look for items that are heavy-duty and able to take a lot of wear and abuse. If you buy the cheapest item available, chances are you will be back to buy another sometime soon.

It is as important to choose a bike that can stand up to the demands of emergency work as it is to choose a motor vehicle designed for this purpose.

All public safety bikes should be equipped with pedal retention devices (toe cages or clipless), saddles designed to reduce pressure (this is largely a matter of personal preference), and puncture resistant tires mounted on sturdy wheels. If the bike is to be used for night patrol, it should have suitable lights – a steady or flashing red rear light, and a headlamp (that is, a light whose purpose is to light the rider’s way) that produces at least 42 lumens measured at a distance of 10 feet from the light, and nine lumens when measured 20 feet from the light. Most bikes will also need a rear rack (EMS riders might want to find a heavy-duty rack due to the extra weight they will carry), a rear trunk bag, and a rear-mount kickstand. Finally, is it advisable to install a siren? Consult your needs assessment (and your local vehicle code) for the answer!

Conclusion

Buying a bike for public safety use seems like a daunting task, but you do not have to do it alone. This issue of IPMBA News includes reviews of nine different public safety model bicycles. These are not the only nine bikes on the market, nor are they necessarily the best bikes on the market. They just happen to be nine bikes liked by your fellow members. Remember the lesson from Community Policing 101, and that the best bike for your agency is the one that best suits your agency’s needs.

Monte is a 13-year veteran of the KCMO P.D. He was on bike duty for seven years, including four as Bike Operations Coordinator. He served on the IPMBA Board of Directors from 2001-2005, including three years as Industry Liaison. He has been an IPMBA-certified instructor since 1999 and has earned the status of IPMBA Instructor Trainer.

INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION, Winter 2006
Bicycle Reviews

Trek
2005 Trek Public Safety Bicycle
by Paul Conner, PCI #627
Anne Arundel County Police (MD)

“Awesome!” was the only word that came to mind when I saw my new 2005 Police Model Trek sitting in the bike shop waiting for me.

Having been a member of a full-time bike unit for the last eight years, riding a 1997 Fuji police model, you can imagine my excitement at having a new Trek. My supervisor at the time, Captain James Teare, had spoken to our bike unit earlier in the year and inquired if we needed anything. The first words out of my mouth were “new bikes, sir.” Within a few months our Captain had freed up some budget funds and we were tasked with finding the right bike for our unit.

After researching numerous internet sites and using the IPMBA website for e-mailing other instructors throughout the country, we decided on the Trek front suspension police model.

The list price of the front suspension model was $899, but we were able to negotiate the price down slightly, to $859, at a local bike shop. The shop owner recommended that we also purchase Trek’s Interchange Police Bag, which clicks right into the rear rack. After looking at the rear rack and determining our old Jandd bags wouldn’t fit well, we opted for the new Interchange bags, priced at $49.99 each.

Time to Ride
We didn’t care that it was January, we didn’t care about the snow on the ground, we didn’t care that our shift ended in 20 minutes, we were going out for a ride. The first detail I noticed was the bike was silent – and I mean no noise at all. We were used to the “quiet” clutch hub of the Fuji, but Shimano’s Nexave Silent Clutch hub is incredible. This bike is pure stealth.

The bike is very comfortable, and I immediately liked the raised Bontrager Sport handlebar stem that allows you to ride at a more upright position than the traditional mountain bike position. It really

Fuji
Police Special
by Sgt. Cathy Schmidt, PCH#622
Mount Prospect Police Department (IL)

Bicycle riding can be an awesome experience. Riding outdoors touches all of our senses, and is a great workout. This can all change if your bicycle is not properly fitted to you or just does not perform to your expectations. The Fuji Police Special does not let you down; it fills the bill for handling, fit, and meeting the daily needs of a bike cop.

In 2003, I researched and ordered two small-frame Fuji Police Special bicycles to supplement my fleet. I was one of the lucky ones assigned (by myself!) to ride one of the new units.

I found that the front shock, a Manitou Six, is strong and responsive when I call on it to give me a boost over a curb or other obstacle. It does not exaggerate and dip when I use the brakes, enabling me to focus on the business at hand. (The 2006 model has the SR Suntour Axon Air 80MM. I’m not quite sure why Fuji made the decision to make this change, as the Manitou performed well.)

The bike comes standard with a Shimano Deore LX rear derailleur along with Shimano Deore combination Rapid-Fire shifter/brake levers. With this combination, the bike shifts smoothly and quickly from one gear to another and the thumb, finger rapid fire is especially easy to operate.

Another great feature about the Fuji is the Alloy handlebar, which measures 560mm with bar ends. This allows easy entry/exit through fence lines and easy access through heavily brushed trails. The adjustable angle stem allows a rider to custom fit their preferred height for a comfortable riding position.

The Fuji police line of bicycles lacks a small but valuable part to keep us riding. They have not placed a derailleur guard over the rear; instead they have chosen to use a drop-out to mount the derailleur. The purpose is to

Giant
F-500 Police Bike
by Lt. Todd Clingenpeel, PCI #086
Roanoke Police Department (VA)

In October 1993, the Roanoke Police Department decided to implement a Police Cyclist program within our 250 person department in order to increase our visibility in the community, conduct patrol in congested areas and over varying terrain, and increase apprehension of offenders in city parks and other open spaces.

Roanoke, located in the heart of the Blue Ridge Mountains, has a population of 94,911, a vibrant downtown area, and numerous neighborhoods and apartment communities. One of the first contacts we made was with a group of local cyclists in the community known as the Blue Ridge Bicycle Club (BRBC). The BRBC helped us to contact IPMBA, thus beginning a relationship that is still strong today. In addition, members of the Blue Ridge Bicycle Club suggested we contact Scott Leweke, owner of Cardinal Bicycles, a shop that has now assisted us for more than 15 years.

After we tried numerous “Police Package” bicycles, Scott and his staff recommended the Raleigh F-500 Police Bike, which we successfully deployed for over ten years until Raleigh stopped producing it. When it was time to purchase new bicycles for our fleet, we were faced with the question, “Uh oh, what are we gonna do now?”

Once again, we turned to Scott.
Trek Bike  (Continued from page 7)

makes riding all day easier on the back. The shifting was smooth and accurate with the Shimano components, and I found the bike easy to handle.

The Test
Having ridden the Trek just about every day for nine months now, I feel confident enough to give my opinion on the bike.

Likes
Weight of bike and components – makes slow speed riding and off-road trails more manageable.

Stealth factor – our drug arrests are up about 20%.

Front suspension – the Manitou 100 mm police shock has yet to bottom out, leaving us plenty of travel.

Quality – lots of high-end components make the bike a joy to ride, and it has held up to the rigors of police work.

Dislikes
Maintenance – seemed because of the higher-end components, the cost of tune-ups increased, and when the bike picked up dirt from the street, the shifting was affected. The bike needs a lot more washes then the Fuji ever did.

Interchange bag – don’t waste your money unless you don’t need a lot of room. Yes, the bag snaps right on and off, but good luck getting your citation books, reports, and maintenance kit inside the one-pocket bag. The bag has also snapped off numerous times from a sudden shock to the bike.

Overall
This is the bike to have for police work. Well worth the price, it just needs to be properly maintained.

Officer Paul Conner has been a police officer in Baltimore City and is currently an 11-year veteran of the Anne Arundel County Police Department. Ofc. Conner is a full time police cyclist and PCI #627 for IPMBA.

TREK … Another View

by Jennifer C. Gregg
East Baton Rouge EMS (LA)

I had the opportunity to test ride the Trek 2005 public safety bicycle over the past few months. The majority of our bicycle fleet is comprised of Raleigs but we also have four Cannondales. The usage pattern in our department demands durability, strength, and dependability, so I was eager to put the new Trek to the test. I was very pleased with the public safety model and hope we will be able to incorporate more of them as our team continues to grow.

Unlike the police, we do not do daily patrols; instead, we have periodic heavy use such as during football season, at holiday parades, and, of course, Mardi Gras. During football season, we’re often on the bicycles for 13 hours, confronting everything from urban obstacles like sets of stairs and curbs to densely packed crowds of tailgaters. These conditions are challenging to say the least, and are compounded by the fact that we carry between twenty-four and twenty-eight pounds of gear on our racks. That is why I found the 2005 Trek to be such a workhorse. It is rock solid, can take an enormous amount of punishment and still manage to smoothly shift gears and effectively brake.

On my first ride, I immediately took off for the levee and some off-road action followed by a grueling trip through downtown Baton Rouge. The front shock handled every curb, railroad track, and set of stairs I encountered without any trouble whatsoever. A little research revealed that the Manitou Black Comp, which comes standard on these Treks, is a modified Black Elite, which is designed for trail riding. It has a set travel (100-mm) OEM-only coil spring fork with fluid flow damping. The engineers at Trek definitely had us in mind when they chose this front fork.

The combination of Bontrager and Shimano components works well and allows the rider complete control. This is reassuring when you have to quickly downshift and then brake to avoid a slow-moving group of parade- or party-goers. The Alpha SLR aluminum frame is light enough that I am able to pick the bike up and carry it even when it is fully loaded. The Bontrager Sport saddle held up well during the longer rides. It is anodically designed to provide relief to ‘soft tissue areas’ and has a honeycomb gel infrastructure. This bicycle combines rugged durability with performance and would be an excellent addition to any public safety cycling unit.

There were only a few minor changes between the 2004 and 2005 models, and there are no changes planned for the 2006 Police Bike at this time. Suggested retail price for the 2005 Police Bike is $989.99 plus shipping and handling. This price is only for a front suspension model. If you decide a full suspension model is right for your department then you can expect to pay $1319.99 plus shipping and handling.

Jen has been a medic for four years and a member of the bike team for a year and a half. She can be reached at JREGG@brgov.com.
Diamondback

Topanga Comp

by Adam Bernhardt, PCI #821
New South Wales Police (Australia)

At present, the majority of stations across New South Wales are using some form of bicycle patrol, either on a full-time or part-time basis. Most stations using bicycle patrol are found in metropolitan areas.

NSW Police has bikes in stations as far north as Tweed Heads (borders Queensland, another state on the eastern seaboard) as far west as Orange (that’s the outback or as close to it as we get!), south to Albury-Wodonga (near the snowfields) and, of course, all along the coastal areas and in the business areas.

The NSWP Bicycle Patrol has a fleet of 600 mountain bikes, which have been customised to meet our specific needs. The bikes are hard tail mountain bikes, which have been customised to (Continued on page 10)

Montague

Paratrooper

by Tommy Hamelink, PCI #865
Politie Haaglanden (Netherlands)

I have an interest in all kinds of “duty” bicycles. That was the reason I bought a former Swiss army bike. This Model Armee bike from 1947 weighs 23 kilo and drives like an old battle tank. It is heavy, simple, very strong and, most importantly, reliable. This bicycle is fun. While riding this bike, I was thinking about the properties of a great police bicycle: strong, simple and fits in your pocket.

Some time later I discovered the MONTAGE PARATROOPER on the internet. This was the bicycle were I was looking for. A friendly bicycle supplier helped me get this bicycle to the Netherlands. I was very thrilled when we unpacked and unfolded the PARATROOPER for the first time. This bike is a strong green monster, free of vulnerable components, that fits, almost, in your pocket.

Designed for the military, this is an example of the K.I.S.S. principle. The folding system is very smart. I tried unfolding the bicycle and placing the front wheel blindfolded. I found out that it is easy to get the PARATROOPER ready in less than 30 seconds. The stiff frame makes it an excellent off-road bike, so I started riding the PARATROOPER on all kinds of rides, even on orientation races.

At my station, I share my duty bike with another officer. This is a problem when they become classified as mopeds with a pedalled speed of 15mph. Otherwise electrically assisted bikes are restricted to 200 watt motors and a top non-pedalled speed of 15mph. Otherwise they become classified as mopeds with all the problems of registration, etc. The motor is contained in the rear wheel and the battery is in a cradle on top of the down-tube. The bike has 21 speed Shimano gears with Revoshift grip shifts fitted as standard.

In June 2004, I borrowed a prototype alloy framed Tornado to show at the UK Police Seminar/IPMBA Conference at York. In January 2005, Dave Paddon, the Managing Director of Eco-Bike UK, suggested that I might like to have an upgraded version of the Tornado and so in March I took delivery of the latest model.

The new Tornado has an alloy frame and a lighter NiMh battery. In the UK, electrically assisted bikes are restricted to 200 watt motors and a top non-pedalled speed of 15mph. Otherwise they become classified as mopeds with all the problems of registration, etc. The motor is contained in the rear wheel and the battery is in a cradle on top of the down-tube. The bike has 21 speed Shimano gears with Revoshift grip shifts fitted as standard. The frame has full rear suspension provided by a Kindshock unit and Zoom 800 coil spring front forks. Stopping power is via a pair of Novatec cable operated handbrakes.
Montague (Continued from page 9)

Beside the colour and police striping, I changed the large pedals for small SPD pedals. I also changed the tires for faster semi-road tires and put small handle bars and proper lights on the bike. Add a kickstand and a pannier plus bag and you have a POLICETROOPER, ready for the urban battlefield. It fits very easily into the trunk of a police car, even a European car.

With all my cycle and gear stuffed into the bike bag, I travel by car, bus, train and airplane. Most times the bike bag is luggage and not excess baggage. It is fun to unpack my police trooper at the train station and cycle away in less than a minute.

I have brought my POLICETROOPER to all kinds of IPMBA training. I successfully completed – without any mechanical problems – the IPMBA Basic, STARS (Survival Tactics & Riding Skills) and Instructor Courses.

I also like to try new tactics and equipment on the POLICETROOPER before I use them on my duty police bike. This bike is the ultimate crime fighting machine.

ECO BIKE (Continued from page 9)

disc brakes, which are very effective, considering that I weigh just over 250 lbs!

I have found the Tornado to be the ideal bike for a ten-hour tour of duty, as I spend nearly all my duty time on a cycle. The bike has on/off road Kevlar reinforced tires which means you are not restricted to following tracks within the park and highway use is no problem. During events within the park, I have had no difficulty in moving through dense crowds and climbing kerbs and descending steps (yes, we do have them in Hyde Park). I have had only favourable responses from the public whose main question is, “Where can I buy one?”

The motor automatically operates when you pedal; however, there is a thumb-operated throttle lever for no-pedal situations. Braking automatically cuts the power. Should the battery go flat whilst on patrol, the gearing permits easy non-powered riding.

Although the police version of the Tornado has blue strobe lights fitted, I found that they are only really effective in poor light or darkness. The electric horn, however, is louder than the one on my Harley Sportster and needs to be used with care so as not to alarm pedestrians.

Overall, I have found the Eco-Bike Tornado to be ideal for general policing duties. The extra weight of the battery is not noticeable even at slow speeds. One great advantage over an ordinary cycle that I have found is if you go to a situation in a hurry you do not arrive needing time to recover your breath but are ready for immediate action.

I would like to thank Eco-bike UK’s Dave Paddon, Managing Director, and Dave Ebden, Technical Manager, for providing the specifications you’ll find on page 16.

Constable Nigel Keane has been a member of the Royal Parks Constabulary (RPC) in London UK for over 32 years. He recently became, at the age of 58, one of the oldest officers to pass the IPMBA Police Cyclist Course. He has been involved in community policing and riding police cycles for the last 10 years and is currently serving at Hyde Park. He can be contacted at Hyde Park at either nkeane@royalparks.gsi.gov.uk or phone: 020 7061 9646.

MONTAGE …

See page 16 for specifications.


Both the US and the UK distributors of the Montague PARATROOPER participate in the IPMBA Product Purchase Program. In the US, contact Joe Solomon at Montague Bikes, 800-736-5348 or bicycle@montagueusa.com. In the UK, contact Chulan Weeresinghe at Andusa & Co., (0)208 241 19826 or sales@montaguebikes.co.uk.

Tommy has been a police officer for nine years. He founded the Hauglanden Police Department Bicycle Unit four years ago and organised the first bike patrol study day in the Netherlands in 2004. He can be reached at info@bikepatrol.nl and maintains a fun and informative website at www.bikepatrol.nl.

ECO BIKE …

See page 16 for specifications.

Visit http://www.electric-bikes-uk.com/ or contact Eco-Bike UK Ltd at eco_bike@hotmail.com.
Bicycle Reviews

Smith & Wesson

Public Safety Bicycle
by Cpl. Bob Ricciardi, PCI #282T
Palm Beach County Sheriff's Office (FL)

Smith & Wesson makes four bicycle models designed for public safety use: Perimeter ($439.99 MSRP); Tactical ($879.99 MSRP); Custom ($1199.99 MSRP); and Full Suspension ($1499.99 MSRP).

In the last eight years, I have purchased all of the bikes they produce. I have…OK …I tried but I can’t do this…I am compelled to handle this product review in an unusual manner. What we need to do first is to dispel all of the myths. Being involved in bike sales, first in my shop for nine years and then for the past eight at the Sheriff’s Office, I’ve had many conversations with people who were confused about which one is the right one to buy. I noticed that whether we are talking about bikes, TV’s or refrigerators, we all tend to make the same mistake when deciding which one to buy: we (men especially) overstate the importance of factors we consider when purchasing “big-ticket” items. This is fine as long as we have an above-average understanding of the goods we are contemplating purchasing. When someone who is more knowledgeable greets us and starts with “this model has Shimano ZX10 shifters and Avid XXX’7 brakes, we are dazzled and overwhelmed! Then we talk to the next salesperson, who gives their rendition of the same thing, telling us that their product is better than the rest, and we go into meltdown. It doesn’t have to be that way. If we stick to the facts, we can make a much better decision. No matter what they say, no matter what your buddy who rides 5000 miles a week says, no matter what you think, 99% of the time a $500 bike is a $500 bike, no matter whose name is by Cpl. Bob Ricciardi, PCI #282T
Palm Beach County Sheriff's Office (FL)

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Browning

Smartshift Limited Edition
by Tristan Baurick, Staff Writer
Bainbridge Island Review, Bainbridge WA
Jun 01 2005

Known for their innovations with guns, the family now revolutionizes biking. Between the gun in police Lt. Chris Jensen’s holster and the patrol bike he rides on Winslow’s streets are five-generations of Browning family innovations. Inventors of the first auto-loading shotgun and standard-issue pistols, semi-automatic rifles and machine guns spanning four U.S. wars, the island family’s name is synonymous with guns. But the latest batch of Browning-bred innovators has shifted gears a bit, transferring their genetic penchant for mechanical miracles toward bicycles, right here on Bainbridge Island.

“Our dad, Bruce, got us started with a brainstorm around the dinner table,” said Marc Browning, 50, as he held one of the patented split-sprockets found on all nine Bainbridge police bikes. “Dad was tired of paperwork at the gun company and wanted to invent. “He chose bikes because they’re cheap and sat us down to help him solve the problem of shifting.” Bruce Browning had toiled in the family company as a gun designer for almost 20 years. The four sons he gathered around the table were on break from college studying film, chemistry and math. While none were particularly bike-savvy, the Browning’s quickly crafted a mechanism that replaces the traditional shifting derailer with a hinged sprocket that smoothly guides the chain to the next gear. The innovation, which resembles the swinging

KHS

Soft Tail Police Unit
by Craig Campbell, PCI #605
Greenfield Police Department (IN)

For the past five years, I have been assigned to bike patrol duty and have had the opportunity to ride a variety of bikes, both on patrol and recreationally. Recently, I was asked to review the KHS Soft Tail police unit for this publication.

KHS provided me with their police bike, which I rode in various conditions. When I first saw it, I was impressed with its sleek black paint job, which included nearly all of the components (handle bar, stem, seat post, etc.). Looking beyond the cosmetics of the bike, I noted that the major components of the bike consisted of Shimano Deore. The rear hub was the Shimano Silent Clutch while the front hub was Shimano Deore. The frame is constructed of double butted Chromoly. The front and back rims were 36-spoked Alex G6000. The rims were given a fair dose of punishment and they held up quite well.

The bike touts itself as a “soft tail.” This should not be confused with the term “full suspension.” The design of the frame places a small shock, made by power tools, between the seat tube and the seat stay. There are no pivot points on the chain stay, therefore, the shock only provides about one inch of travel. The design was sufficient to dampen the vibration caused by small objects and rough surfaces.

KHS has equipped the bike with the SR SunTour XCP-95 fork. The fork is made of one-piece magnesium legs with a combination of MCU and coil spring suspension. I must admit that at first glance I was concerned about the fork. But after riding the bike, I put aside my misgivings, as the fork provided reliable and smooth performance.

(Continued on page 14)
Bicycle Reviews

Smith & Wesson (Continued from page 11)

on it. Just because you are not familiar with the components doesn’t mean they aren’t any good. If one bike has Shimano cranks and the other has Truvativ, it doesn’t mean that the bike with Shimano is a better buy or a better bike. All steel frames are created equal and all aluminum frames are created equal.

It’s important to understand that the bike shop or the manufacturer – or maybe both – make the product great! It all comes down to service. For most agencies, the most important issue is price. Once you decided how much you have and want to spend, if you compare all the bikes in that price range to one another you will find that marketing gimmicks are all that separate the different bikes. Aesthetics are also important in your decision, so when you first see that bike with the bright yellow paint job and those glossy black decals, that’s what gets your attention. What bike did you see in Bicycling magazine, which one did your riding buddies buy? These are all things that affect your decision. Remember to K.I.S.S. it…

So, why am I so hog-wild over Smith & Wesson bicycles? It’s simple, really. In the past eight years, we have received stellar service, good products at fair prices, and consistency (i.e., standardization on a manufacturer’s level). Many other manufacturers have to deal with public opinion on what is in… what is out …what is cool…what is not…but a company that only deals with public safety only has to make us happy. Yes, it can be boring, but it is also very effective. The reason standardization is important to me is because all my bikes have the same seatpost size. I can slide a seat/seatpost combo out of the bike we received in 1999 and slip it into the one we bought last week. The derailleur hangers are all the same. The posts for the V-brakes are all the same. Bottom bracket widths and threads are the same. I can also buy replacement frames at a very reasonable price. That means I can take parts from two wrecked bikes and put them on a new frame and have a great bike at a very low cost. Many other companies cannot offer such consistency because they have to contend with public opinion and trends.

We started with seven bikes and now we have 540. I would not have been able to have built the fleet I have had I not stuck with Smith & Wesson Bicycles AND kept the bikes in top-notch condition. Those of you who know me know that I have had the same full-suspension bike for many years. Actually, I have one of the first ones. I ride my mountain bike frequently and teach about 4 or 5 IPMBA classes a year at my department as well as teach at the conference and instructor courses. My bike has 100% of its original parts except for wear items like tires, chain, cassette and cables. There are a lot of good bikes out there. You are the only one who can decide which one is the best for you. And then take care of it.

I obviously have already chosen mine. Pictures and technical specifications for all models are available at www.cyclesg.com.

- Performance 10  • Value 10 • Service 10 • Standardization 10

Bob is the Bicycle Coordinator of the Palm Beach County Sheriffs Office, where he is responsible for a fleet of more than 500 bikes. He owned a pro bike shop from 1977-1986 and has been an avid cyclist and racer – BMX, road, and mountain bikes – since 1977. He can be reached at ricciardir@pbso.org.

Smith & Wesson ...

See page 17 for specifications (Tactical model).
Visit www.cyclesg.com or contact Peter Carey at peterc@cyclesg.com. CycleSource Group participates in the Product Purchase Program. In the U.K., contact Cycle-Force UK at Charles@cycle-force.co.uk or www.cycle-force.co.uk.

FUJI (Continued from page 7)

simplify changing out when damaged and save the frame from bending. As we know, finding money in the budget to replace a derailleur is no simple task. This small feature would complete the Fuji Police Special.

Sgt. Cathy Schmidt, PCI #622, is an 18-year veteran of the Mount Prospect Police Department in Mount Prospect, Illinois. She is the founding member of the Mt. Prospect bike patrol unit and has served as coordinator for five years. Cathy can be reached at cschmidt@mountprospect.org.

FUJI ... See page 17 for specifications.
Visit www.fujibikes.com or contact Steve Harad at sharad@fujibikes.com.
Fuji Bikes are available through CopPedalers (owned by IPMBA member Ray Ranne) and Product Purchase Program participant Leonard Consulting Group.

FUJI (Continued from page 11)
Browning (Continued from page 11)

rail-shifting mechanism on train tracks, eliminates skipping and grinding under full, uphill pedal pressure.

The family established Browning Components in the mid-1970s to tackle their next goal in pedal-powered evolution: fully automatic shifting.

After 20 years of development, the Browning brothers unveiled the first computerized bike transmission system in the mid-1990s.

Like an onboard co-pilot, a palm-sized black box of batteries and microchips automatically shifts up or down, depending on pedal speed or pre-programmed preferences.

Marketed for a new genre of “comfort bikes,” the Browning SmartShift technology allows a casual bicyclist to focus more on the ride than the mechanics that make it happen.

For Bainbridge police, computerized shifting means patrol officers can devote more attention to their surroundings.

“It’s one less thing to think about when you’re riding through Waterfront Park, or checking to see if drivers have their seat belt on or what that person down the alley is doing,” said Jensen, who established the department’s bike program two years ago. “It allows us to focus and concentrate on the job at hand.”

Custom built by the Browning’s for Bainbridge police, the bikes were also outfitted with heavy-duty shocks, and quiet-rolling wheels and came with individually adjusted handle bars and seats to match each officer.

Bainbridge Rotary chipped in half the cost for the bikes, while Browning covered the rest. The Browning brothers still offer free tune-ups and replacement parts, should the bikes need any maintenance.

“But they haven’t really, yet,” Jensen said. “They’ve held up pretty well. The family has always had a good reputation for quality.”

Family smarts

That reputation begins with Jonathan Browning, a Mormon pioneer who rode west alongside Brigham Young.

Busy with three wives and 22 children, Jonathan also worked as a farmer, tanner and blacksmith.

“Blacksmiths were the first engineers,” said Paul Browning, 43, who handles much of the company’s finances and mechanical research.

“If you needed something built, you asked the blacksmith.”

Guns were in high demand on the frontier, and Jonathan’s early experiments with firearms caused a spark in his son John’s imagination.

Jonathan Browning built a long-lasting empire in American gun manufacturing, with innovations that included the Browning Automatic Rifle, used by GIs in World War II and the Korean War, and the perennially popular Colt .45.

While the Day Road office is decorated with portraits of the Browning forefathers, the three brothers stress they have no affiliation with the old family trade.

Questions about a black-and-white photo of spiry-looking John Browning crouched behind a World War I machine gun elicit mostly shrugs and a few vague guesses.

“We’re not involved with guns,” said Paul Browning. “We do something much more peaceful.”

But all three share the family tradition of cooperation and mechanical invention.

“It’s a family tradition to work together,” said David Browning, 52, who heads the company’s computer and drafting efforts. “We all love to work on projects and keep our hands busy.”

While no longer crafting firearms, the brothers have looked to old family markets to sell their bike-related innovations.

“We think there’s some great potential in the U.S. military,” said Marc Browning, who handles much of the company’s bike research.

“At a fixed time (troops) are marching down the road, they’re wasting a lot of efficiency. Imagine them on bikes. The bicycle is the perfect vehicle for our human engine. Add an 80-pound pack on a long march, and nothing could be better than two wheels.”

Marc Browning also predicts expanded partnerships with police departments.

“There’s something like 4,000 police bike programs nationwide,” he said. “Multiply that by 12 or 20 bikes per program and you have quite a market.”

Initially targeted for aging baby boomers interested in a comfortable, easy-to-use bike, the Browning’s crafted about 2,000 SmartShift bikes to pique interest in the bike industry.

While a few smaller manufacturers, including the Utah-based Grisley Bicycle Co., have incorporated the technology, Browning has yet to find their ideal partnership.

“It’s a great idea, but I’m not sure the general public’s ready for it,” said Classic Cycle co-owner Jeff Groman. “From an engineering perspective, I like what Browning did a lot. But this industry’s about public opinion, and cost is a real factor.”

Ranging from $1,000 to $1,5000 per bike, the basic Browning auto-shifter falls in the price range of many high-performance bikes.

But few hard-core bikers are willing to release control to a computer, much as a sports car driver would never trade his stick-shift for an automatic.

Marc Browning said it’s also difficult to market a bike unless it gets a high-profile endorsement from the pros.

While the Browning brothers still crafted a custom racer for U.S.A. Cycling, the bike was banned from international competition after it shaved a second off a lap from one of the country’s best bike sprinters.

“We hit a wall with that,” Marc said. “It made his time faster because he didn’t have to bother with shifting so he could go full bore all the time.”

While the pace of Browning Components has slowed, the brothers hope to pick up speed with Browning Research, a custom machining company they run alongside the bike design business.

With the hands-on help of machinist Helen Maurer, the Browning brothers will build just about anything nobody else will. They’ve crafted mammoth keys for English cathedrals and impossible-to-find parts for unique European cars.

“Sometimes people will bring in some odd bent-up thing from some strange car,” said Paul Browning. “There might be 50 of these left in the world, so you can imagine it’s hard to get a replacement part for it. But Helen’s amazing and whips them right out.”

Marc Browning hasn’t given up on bikes, although the downturn has allowed him to return to screenwriting, his driving passion in college and grad school.

“Inventing is a family tradition and we all love working together, but it’s a real challenge,” he said. “When I go to Las Vegas, I never gamble...”

Browning ...

The tires were Kenda Ciry tires with Scotchlite reflective sidewalls. The tire tread is very smooth in the center with some knobbies on the outer edges. They performed quite well on typical city surfaces such as concrete or asphalt. On wet grass, however, they left something to be desired. If you are a fan of retro-reflective material, these tires have Scotchlite material on the side walls, which looks like a white wall. The reflectivity of the tires was an added benefit for conspicuity purposes.

KHS also sells a customized police rack and bag that were supplied with this bike. The rack is bolted onto the seat post, from which it obtains all of its support due to the suspension of the bike. The rack would be cumbersome for bike units whose riders share bikes because to adjust the height of the seat post, it is necessary to unbolt the rack. The rack would be more efficient if it were made with a quick release. In addition, the rear of the rack did not accept a standard reflector or taillight. I was only able to overcome this dilemma by drilling two holes in the plastic end cap of the rack to accept a tail light.

The bag featured Velcro retro-reflective police tabs on each side of the bag and had easy access to all of its compartments. It was a bit tall, exceeding the height of the seat, and caused difficulty when I shifted my weight to the rear when descending obstacles. The bag also featured an external rear pouch for small tools. I found that when the rear pouch is in use, it droops down, obscuring the rear tail light. The bag was secured to the rack with four Velcro tabs and one interlocking clip. If you never remove your bag from your bike, this bag will be sufficient. However, if you require a bag that can be quickly removed and reinstalled in short order, this bag will cause undue difficulty.

Overall, the KHS Police Unit bicycle is well equipped and looks as if it means business. For the price and value, it is a strong competitor against other bikes in its class. The bike retails for $979 and can be purchased at any authorized KHS dealer. More information about this bike can be obtained at www.khsbicycles.com.

Craig has been an IPMBA instructor since 2002 and lives by the motto, “have bikes, will travel.” He can be reached at safcamp@gmail.com.
and his staff at Cardinal Bicycles. After having worked with us for so long, they knew the needs of our organization. Our bike unit has been staffed with as many as 98 officers, and we utilize the bike patrol extensively within the community on a daily basis, as well as for special events. As we considered options and sought to learn more about available products and equipment, Scott and his staff introduced us to the Giant Police Bike.

The Giant Police Bike was loaned to us by Cardinal on a trial basis for evaluation. The Giant was assigned to Officer Jim Donaldson, who is an experienced cyclist and racer who also rides on duty for 8 to 12 hours a day. Donaldson was so pleased with the bike that we quickly purchased it and made plans to purchase others. He was particularly fond of the excellent geometry, sturdy frame, and the attractive and durable finish. However, his favorite feature of the bike was the lock-out front suspension. Jim has ridden the bike for more than a year now and the wheels are still as true as they were the day they left the shop and he has yet to experience a flat. The bicycle shifts smoothly and the gearing ratio is excellent for the varied terrain in which we utilize the bikes. The saddle is comfortable and the stem position reduces wear on the arms and wrists, as well as reduces the risk of numbness in those areas.

We prefer the standard seat post to the suspension seat post. Finally the price of the bike suits our budget; at $750 per bicycle, the Giant Police Bike is an excellent value.

Although the model tested was an earlier model, Giant’s Russ Okawa provided the specifications for 2006 Giant Police Bike (see page 16). It features an extra-light ALUXX butted aluminum frame with integrated headset, forged headtube, press-formed gussets, and response, race-proven XtC Geometry. It also comes equipped with a tubular alloy rear rack.

Todd has been an IPMBA Instructor since 1994 and has taught extensively throughout Southwestern Virginia. Once of his classes was the subject of an Emmy Award-winning news broadcast entitled Bicycle Boot Camp. He can be reached at cling65@aol.com.

Giant

Continued from page 7)

See page 16 for specifications.
Visit www.giantbicycle.com, contact Russ Okawa at 1-800-US-GIANT or RussOkawa@giantbicycle.com, or visit your local
### Eco-Bike Tornado

- **Color**: Silver
- **Frame**: 7005 series alloy tubing
- **Forks**: Zoom Force 800 alloy with internal coil springs
- **Battery**: 36 volt 12 Ah NiMh
- **Motor**: 200 watt internal geared,brushed
- **Gearing**: Shimano Derailleur TY 41 (21 Speed)
- **Chain wheel**: 42x32x22 TA-314
- **Shift**: Shimano Revoshift twist-grips
- **Brakes**: Novatec Cable operated discs front & rear
- **Chain**: Shimano UG50
- **Handlebars**: Alloy riser type
- **Fenders**: Road or off road patterns available as required
- **Weight including battery**: 79 lbs
- **Battery pack**: 20lbs
- **Approximate price**: £1,175 (depends on specs)

### Montague ParaTrooper

- **Finish**: Cammy Green
- **Frame**: 7005 Aluminum Front and Rear Triangle
- **Fork**: RST 281 Suspension
- **Gearing**: 24 Speed Shimano Deore
- **Shifters**: Shimano EZ Fire Plus Shifters
- **Brakes**: Front Disc/Rear Alloy V-Brake
- **Tires**: 1.95” Front/Rear Specific Knobbies
- **Spokes/Rims**: Stainless Steel/Alloy
- **Bar Ends**: Can be added
- **Saddle**: Velo Mountain Bike
- **Seatpost**: Alloy Micro Adjust
- **Pedals**: Heavy - Duty Double Cage Aluminum
- **Frame Size**: 18” and 20”
- **Standover**: 29”+ and 31”+
- **Folded Size**: 36”x 28” x 12”

### KHS Police Unit

- **Frame**: True Temper OXII Delta Linear Down tube/KHS St Design
- **Fork**: Judy XC
- **Headset**: Threadless 1 1/8” w/ alloy cap
- **Rims**: Axle G6000
- **Hubs (F/R)**: Shimano HB-MC12/FHMC18
- **Tires**: Kenda 26x1.95” (Fr) w/ reflective strip
- **Spokes**: 13G Stainless BK
- **Derailleur, Front**: Shimano Deore
- **Derailleur, Rear**: Shimano Deore
- **Shifters**: Shimano Deore
- **Chain**: KMC Z-9200
- **Crankset**: Shimano 44/32/22
- **Freewheel**: Shimano Deore 11-32 9 speed
- **Pedals**: Alloy VP
- **Seat Post**: Kalloy Alloy
- **Saddle**: Leather
- **Handlebar**: Koro Lite Bar-2 w/ bar ends
- **Stem**: Alloy
- **Brake Levers**: Speed Dial 7
- **Brakes**: Shimano Deore
- **Color**: Squad Car Black
- **Frame Size**: S, M, L, XL
- **Extras**: Kickstand, Rear Rack, Bag, Bar End

### Trek Public Safety

- **Drivetrain**: Bontrager Select 48/36/26, 6066 Alloy
- **Crank**: Shimano Nexave 401
- **Front Derailleur**: Shimano Deore XT
- **Rear Derailleur**: Shimano Deore
- **Shifters**: Shimano Alivio
- **Cassette**: SRAM 830 11-32, 8-speed
- **Chain**: Shimano HG
- **Pedals**: Alloy ATM with clips and straps
- **Wheels**: Shimano Nexave silent clutch hubs
- **Spokes**: 15 g stainless steel
- **Rims**: Bontrager Clyde
- **Tires**: Bontrager Comfort Hardcase

### Standard EMS Additions

- **Headlamps**: Nightsun, 10 to 30 watts output, four-hour run time, NiCa rechargeable battery.
- **Rack**: Jandd Mountainecing
- **Kickstand**: Heavy duty, rear mount

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### Giant F-500 Police Bike

- **Fork**: RockShox J2 w / Tumkey Lock out
- **Bar**: Alloy 50mm rise, 620mm width
- **Stem**: Alloy forged, 15 degree
- **Seat Post**: Alloy 30.9 diameter
- **Saddle**: Giant Groove Plus
- **Pedals**: Dual sided Platform Cage type, SPD compatible
- **Shifters**: Shimano Deore Rapid Fire (SL-M571)
- **Front Derailleur**: Shimano Deore (FD-M510)
- **Rear Derailleur**: Shimano LX (RD-M571)
- **Brakes**: Alloy Direct Pull
- **Bar Ends**: Can be added
- **Saddle**: Velo Mountain Bike
- **Seat Post**: Kalloy Alloy
- **Pedals**: Alloy ATM with clips and straps
- **Frame Size**: 18” and 20”
- **Standover**: 29”+ and 31”+
- **Folded Size**: 36”x 28” x 12”
### Smith & Wesson Tactical

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<th>Frame</th>
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<td>Frame Size</td>
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<td>Sram® X-7</td>
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<td>Speed Shifters</td>
<td>Sram® X-7 27</td>
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<td>Front Suspension</td>
<td>RockShox® Judy J1</td>
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<td>Rims</td>
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<td>Spokes</td>
<td>36 SS</td>
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<tr>
<td>Front Disc</td>
<td>Avid® BB-5</td>
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<tr>
<td>Brakes</td>
<td>SD-5 Rear Linear Pull</td>
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<tr>
<td>Saddle</td>
<td>Tactical S&amp;W Ergonomic Padded</td>
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<tr>
<td>Rear Rack</td>
<td>Fits Topeak® Quick Release Trunkbag</td>
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<tr>
<td>Extras</td>
<td>Bar Ends, Rear Mounted Kickstand, Water Bottles/Cages, Custom Decal (Police, Security, Sheriff, EMS)</td>
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### Fuji

<table>
<thead>
<tr>
<th>Police Special</th>
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<tbody>
<tr>
<td>SIZES</td>
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<tr>
<td>COLOR</td>
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<td>MAIN FRAME</td>
<td>FUJI ALTAIR 2 BUTTED ALUMINUM, INTEGRATED HEAD TUBE</td>
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<tr>
<td>REAR TRIANGLE</td>
<td>FUJI ALTAIR 2</td>
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<td>FORK</td>
<td>SR SUNTOUR AXON AIR 80MM WITH LOCKOUT</td>
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<td>CRANKSET</td>
<td>NEW TRUVATIV BLAZE 22/32/44T CHAINRINGS</td>
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<td>FSA SEALED CARTRIDGE BEARING 113MM</td>
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<tr>
<td>PEDALS</td>
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<td>SRAM 7.0, 11-32 9SPD</td>
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<td>SHIMANO HG-73</td>
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<td>ALEX DM-18 DOUBLE WALL ALUM</td>
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<tr>
<td>TIRES</td>
<td>KENDA, K-841 POLICE KNITE GLO REFLECTIVE 26 X 1.95</td>
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<tr>
<td>TUBES</td>
<td>KENDA HD PRESTA</td>
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<td>BRAKESEt</td>
<td>KENDA HD PRESTA</td>
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<tr>
<td>BRAKE LEVERS</td>
<td>SHIMANO DEORE RAPID FIRE SHIFTER/BRAKE LEVER</td>
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<tr>
<td>HEADSET</td>
<td>RITCHEY LOGIC ZERO 1 1/8&quot; INTEGRATED</td>
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<tr>
<td>STEM</td>
<td>FUJI ALUMINUM ADJUSTABLE</td>
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<tr>
<td>FRIIPS</td>
<td>DUAL DENSITY KRATON RUBBER</td>
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<td>FUJI MTB CRO MOLY RAILS</td>
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<tr>
<td>SEAT POST</td>
<td>FUJI SUSPENSION WITH ADJUSTABLE SPRING</td>
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<td>(2) WATER BOTTLE CAGES, REAR CARRIER, BAR ENDS</td>
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<td>REAR TRIANGLE</td>
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<td>SR SUNTOUR XC-60 75MM</td>
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<td>TRUVATIVE 5D 22/32/42T CHAINRINGS</td>
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<td>BOTTOM Bracket</td>
<td>SEALED CARTRIDGE BEARING 113MM</td>
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<td>REAR Hub</td>
<td>SHIMANO 8 SPEED CASSETTE, RM40, 36 HOLE w/QR</td>
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In late July 2005, I was contacted by Dale Lichtenstein, the President of BodyTeq Apparel, Inc. regarding a helmet liner his company had designed. Mr. Lichtenstein wanted his helmet liner tested in the grueling summer heat of Arizona and what better place than Chandler, Arizona. I jumped on the opportunity to test a product that had the potential to keep me cool during bicycle patrol in the 110-degree heat.

BodyTeq Apparel, Inc., based in Chicago, IL, has developed a line of garments and accessories that deliver extraordinary protection against the damaging effects of heat stress at play, recreation, and competitive sports. BodyTeq utilizes Hydroweave, a unique, high-performance fabric that eliminates the trade-off between protection and the wearer’s comfort, safety, and endurance. Unlike other fabrics that perform well in a given environment, Hydroweave actually enhances the performance of the WEARER, as it continually protects against heat and fatigue through evaporation, while keeping the individual dry.

The actual Hydroweave fabric is composed of a patented three-layer design. It starts by combining special hydrophilic fibers (fibers that attract water) with hydrophobic fibers (fibers that repel water) into a batting core. The batting is sandwiched between a breathable outer shell and a thermally conductive inner lining, which provides durability, separates the wearer from moisture, and acts as the critical conduit for exchanging heat with cooling comfort. The keys to the Hydroweave fabric are the three steps needed to “activate” the helmet liner. First, you soak the liner in a container of cool water for five minutes to charge the absorbent fibers. Second, you remove the excess water by wringing out the garment, and third, you towel dry the inner lining and outer shell.

I received the helmet liner in August, which has some of the hottest days and weeks in Arizona. I tested it during August and September during both day and night patrol. The high temperatures ranged from 93-113°F, with 8-50% humidity. A variety of factors contributed to the overall performance of the helmet liner. First, temperature and humidity levels dictated how often the liner needed to be “recharged.” When the temperature level was high and the humidity level was low, water needed to be added to the liner to maintain effective performance. However, when the temperature level was low and the humidity level was high, the helmet liner performed flawlessly for hours.

Another factor that affected the liner’s performance was the amount of patrol time and miles ridden. Naturally, when it’s extremely hot outside, the hours of patrol time are reduced due to heat stress and fatigue. I was initially skeptical of the claim by BodyTeq that the garment cools continuously in temperatures as high as 120°F for up to eight hours. To my surprise, the helmet liner did keep my head cool during my two months of patrol. It fit comfortably under my helmet and required only minimal adjustment.

With a purchase price of $18.95, which includes all shipping and handling, BodyTeq’s helmet liner is a great buy for those long, hot days or nights. The product can be purchased on line at www.bodyteq.com or by calling 773-465-7665.

Preston was certified as an IPMBA Police Cyclist in 2004 and as an IPMBA Instructor in 2005. He can be reached at Preston.Pierce@ci.chandler.az.us.
‘Keeping hands on’ — Breeze hands-free headset by Lowe Electronics

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

The ‘Breeze’ headset is, in my view, a potential lifesaver when instant communications are needed whilst cycling in difficult situations.

Why?
In May 2004, whilst setting up the small Cycle Patrol Team in High Wycombe, UK, an area with more than its fair share of uphill stretches, there were many occasions when I was either called by my Control Room (dispatcher) or needed to call them via my radio whilst hauling hard up one of the hills. I quickly learned that having one hand on the handlebars and one hand fumbling for the radio transmit button whilst climbing a 1:10 hill is a quick way to a) scare the pants off yourself and b) really annoy the motorist about to pass you.

I made contact with my Force’s communications department, but there was no equipment available to remedy this issue, as we had just converted to a new radio system and the need had not been identified at that stage.

I then contacted Richard McLachlan at Lowe Electronics. I described the problem I had encountered and discussed my requirements with him. He had no ‘off the shelf’ product available, but, having dealt with similar issues for another customer, was able to offer a modification to an available headset which would solve the problem. He undertook to get a unit made up for me. This was at about 2:00 p.m. When I arrived at work at 10:00 a.m. the following day, the headset was waiting for me on my desk!

The Headset
The headset comprises a small external earpiece which sits on the ear and a flexible ‘boom mike’, which comprise a small unit. This unit is mounted on a sprung metal headband, which is worn with the band passing around the back of the head, avoiding fouling any cycle helmet straps and adjusters. The flex form headset is fitted with an ‘in line’ press-to talk-switch (PTT). Wired into this switch is a short lead and small coaxial socket. Connected to this socket via telephone-style curly flex is a handlebar mountable PTT. This is a large red button with a Velcro strap which can be fitted anywhere on the bike. The coaxial plug link allows for a quick disconnect from the handlebar PTT in the event of a foot pursuit or, God forbid, a crash. The Breeze headset is compatible with all UK TETRA handsets.

The Proof of the Pudding is in the Eating
As soon as I received the headset, I fitted it to my radio and bike and have since been using it on a daily basis in a full range of conditions, including torrential rain and snow, heavy traffic, and fairly extreme off-road routes.

It took me a few tries to locate the ideal microphone position, which is important because the microphone is of the ‘background noise suppression’ variety. Neither my control room operator nor colleagues whom I was contacting directly could detect traffic or wind noise. Once set up, the equipment met all of my requirements, even during incidents where maintaining mobility was important. In one instance, an offender was making off on foot from an injured colleague. I was able to follow this offender despite his best efforts to lose me along alleys and down steps, whilst transmitting a commentary to enable other units to deploy accordingly. On another occasion, I pursued and caught a small motorcycle in woodland whilst my crewmate was able to monitor my commentary and deploy to exit points from the wood. On both occasions, these commentaries were instrumental in the apprehension of the offenders.

Equally important as apprehending suspects, responding to radio calls, or conducting calls whilst on the move, no longer present a safety hazard.

I have noticed only two minor problems with the system. There has been an issue with the handlebar PTT connector plug which, on my set, deteriorated and caused an open channel. Richard at Lowe is looking into this and has identified a different connector, which he is fitting to my headset. Also, when cycling at speed, wind noise can drown out the earpiece volume. I overcome this by adjusting the volume on my radio.

Lowe Electronics can be found at www.lowe.co.uk. Contact Richard McLachlan at richard@lowe.co.uk for more information.

The headset cost £120 per unit, which includes the cost of the modification.

I would rate the headset as follows:
Performance 9/10
Value 10/10

Matt Langridge is an IPMBA Instructor and a member of the Thames Valley Police cycle patrol steering committee. He is a keen road cyclist and is committed to increasing the Police use of cycle patrols in the UK. He can be reached at matt.langridge@thamesvalley.pnn.police.uk or matt.langridge@tiscali.co.uk.
by Lt. Marc Zingarelli
Circleville Fire Department (OH)

Bike patrolling in large crowds presents several unique challenges. One of these is getting the attention and cooperation of pedestrians when you have to get through a crowd quickly in an emergency situation. Most light and warning packages designed for bike patrol aren’t designed for these circumstances. Pedestrians in a crowd often can’t see you until you are less than 10 feet behind them, and lights that are visible at several blocks are below their line of sight at these close distances. Trying to get recognized as a police officer or paramedic wastes time and is often an exercise in futility and physical (and mental) exertion.

I was looking for a replacement for the battery-powered xenon strobe system on my bike when I stumbled across CycleSiren’s EMS Mini-Siren. The EMS Mini-Siren is an LED strobe package combined with a mini-siren designed for bike patrol. LEDs have come into vogue in warning packages for motorized vehicles because they don’t use as much power as strobes. This was very appealing because my existing system went through AA batteries at a rapid rate and the horn I was using was sometimes confused for a kid with a whistle.

I was a little dubious when I opened the box. Inside was a small square covered with LEDs, a small siren, a charger and a battery that looked identical to the one in my son’s remote control car. How could something this small put out enough light or noise to move the large crowd at our annual festival? How wrong I was. The LEDs and siren mount separately but are connected by a single cable. The light and siren controls are mounted on the siren and there is a remote horn switch on another cable. After charging the battery and mounting the lights, siren and remote horn switch to the bike, I gave it a try.

The LEDs were very bright, even on a bright sunny day, and on par with most automotive LED packages. At night, they were just as good – if not better – than automotive LEDs. The siren was loud at a published 115db, and the electric air horn was a bonus. The great news is that the battery is identical to one used in a remote controlled car with a standard Molex connector and is available for less than $20 at a local electronics store ($19.99 if you want one with a charger). If you’ve had to buy proprietary batteries for one of the other light systems out there, I’m sure you’ll have no problem seeing the advantage in this.

The big test was the annual Circleville Pumpkin Show, when our city of 12,000 attracts up to 100,000 people per day in an eight-block area. The bike medics – equipped with the new lights – patrolled both in the crowd and in the alleys between the blocks. Reports from riders, the public and other members of the department were very positive. People were able to see the LEDs very well from varying distances and in varying light conditions and they were able to identify the bikes as emergency units. The horn was perfect for the alleys, where there are few pedestrians, while the siren was deemed to work well in the crowd and be distinguishable from other sounds in the carnival atmosphere (although the horn could also be used). The siren-mounted control was adequate for EMS bikes as we could turn the siren on and not worry about it while our hands were free to control a loaded bike. The battery never ran out during a 12-hour shift and recharging was done during an eight hour off-duty period.

One of the questions we had was just how waterproof the EMS Mini-Siren is. While the battery connector doesn’t appear to be very weatherproof, 12 hours in rainy weather didn’t present any problems. While the eight-hour charger really didn’t hurt our operations, I’m sure someone out there makes a fast charger that fits these batteries if you need to charge them fast. Of course, at their cheap price, you could also buy a second battery and have one ready to go at all times. Note from the manufacturer: CycleSiren offers a fast charger for the RC 9.6 volt Ni-HM battery that will charge the battery in 70 minutes or less. The charger operates on 110 to 220 volts AC input (220 volts for UK customers). As for how waterproof the system is, as long as you don’t drop your bike into a swimming pool, the siren will be OK.

CycleSiren makes a variety of products, including an integrated taillight that is just as bright as the front light. I intend to add to this to my current package. They also have other light/siren systems available with varied controls and lights, including the CycleSiren Trooper Mini-Siren, Patrol Mini-Siren, and the Enforcer for police use. More information on CycleSiren can be found at http://www.cyclesiren.com. CycleSiren participates in the IPMBA Product Purchase Program.

Lt. Marc Zingarelli is the Bike Patrol and Continuing Education coordinator for the Circleville Fire Department in Circleville, Ohio. He is a life member of the Adventure Cycling Association, and an avid all-weather bike commuter who can be found traveling on a bike almost anywhere year round. He can be reached at marczing@earthlink.net.
Packing it In: R&B is “Fab”

by Lt. Marc Zingarelli
Circleville Fire Department (OH)

One of the big differences between police bike patrol units and EMS bike units is that EMS units have a lot more equipment. Determining how to carry it all can be a real challenge. Several solutions exist, but most departments rely on panniers of some type. This has tended to limit operations to those that were only suited to panniers, which have their own limitations.

When we first started our bike patrol, we had only our touring panniers. While they were great for touring, the problem was that they were basically big bags with open tops. Small items and/or drugs would frequently migrate to the bottom of the bag, which resulted in half of our equipment being placed on the ground while we dug for the elusive item. The other problem we ran into was that sometimes we didn’t need to carry all the stuff we had in the panniers, yet there didn’t seem to be an obvious solution. Luckily, through grant money we were able to purchase a set of panniers designed specifically for EMS bike operations.

It should first be explained that our department has had a long-time aversion to “soft” or “nylon” EMS bags of any type. Drugs tended to get damaged and, like with the panniers, small items tended to get lost in the bottom. For many years, we used a hard case for all drugs and equipment that we kept on our truck. This case separated equipment behind a clear cover that kept everything in view where it could be instantly found. So, it was a great surprise to find that a set of bicycle panniers from R&B Fabrications offered a similar feature.

We purchased a set of R&B panniers, along with a Trauma/O2 pack trunk bag, in 2003. These unique bags are specifically designed for EMS bike patrol, and it is obvious that they were designed by someone with EMS experience. (Note from the manufacturer: IPMBA president Jim Bowell of the Troy (OH) Fire Department advised R&B throughout the product development process.) The left-side pannier is designed to hold a C oxygen cylinder, bag valve mask and oxygen supplies. The right side is designed to hold an AED and has internal pockets to hold items of your choice. Placing fragile items like the AED and drugs on the right (derailleur) side of the bike minimizes the risk of damage because the bike is less likely to be dropped on that side.

Opening a pannier instantly reveals everything both in the large pockets and the smaller, transparent pockets. Because of this, even non-bike medics have no trouble finding things in our bags and the most commonly asked question is now “which side of the bike is it on?”

The addition of the Trauma/O2 pack allows us to outfit bikes in a mission-dependent manner so that we only carry what we need. The Trauma/O2 pack is a standard rack trunk bag with a couple of interesting twists. It can be used as a rack trunk bag to carry anything that will fit in it or, due to its ingenious design, can be used to carry a C-size oxygen cylinder with the regulator sitting in the overhanging rear pocket. For a full ALS outfitting, we carry both panniers and use the Trauma/O2 pack as a trauma pack. For a BLS crew where there is a vehicle present and no crowds (e.g., following runners in a 5K run), we carry two Trauma/O2 packs and set one up as an oxygen kit. We could even mix a full ALS bike carrying panniers and using the Trauma/O2 pack to carry jackets, lunch or whatever, while the BLS bike would carry the Trauma/O2 pack as a trauma bag.

We have just added another R&B pannier which has six transparent pockets on the inside. Our thoughts are to split our ALS kit into cardiac and respiratory so that two medics aren’t carrying identical items. Time will tell how this works.

We only get two complaints about these panniers. These panniers are big and heavy, comparable in size to my touring panniers. If you ride a 26” mountain bike or a bike with short chainstays (which is another article altogether) you may have a problem with heel clearance. This isn’t necessarily R&B’s fault; it is just usually a byproduct of these types of bikes. I wear a size 13(48EU) shoe and would have problems if it weren’t for using one of two solutions: get a bike with longer chainstays or go with a setback rack. Jandd Mountaineering’s expedition rack, which has been around a while, will do the trick. This aluminum rack is rated to carry 50lbs and sets the pannier back a few more inches than a conventional rack. They’ve also improved it since 2002, most notably with a design change that made it stiffer. R&B stocks this rack on their web page. Another great rack that has gotten rave reviews from the touring community (which tends to carry lots of weight) is the Tubus Logo. It has a second set of rails below the platform of the rack that extend backwards. This allows you to both have heel clearance and more usability of the platform (for that Trauma/O2 pack). Tubus racks are made of CroMo steel or stainless (depending on the model), are rated to carry 88lbs, and have set the standard for strength in the touring community.

While we’re on the subject of the size of these panniers, if you are going to utilize them, you should take the time to get used to riding with them. Panniers decrease your side-to-side clearance and change your center of gravity. The added weight also requires a little more finesse in handling. Adding this extra weight to the rear of your bike will change the whole way you ride and, depending on the quality of your wheels, your maintenance program too.

The second complaint I have with R&B’s panniers is a lack of outside pockets. A couple of large pockets or loops to clip on pockets on the outside of the panniers would be perfect. We ride in ever-changing weather and frequently can’t get back to the station to change. Because of this, we could use a place to stuff rain gear, jackets, reports, repair kits, etc., that is separate from our patient care equipment. An outside pocket on each pannier could have remedied this but I wouldn’t rule out these panniers for that reason alone.

R&B Fabrications makes bike panniers and a variety of other products for responders. More information can be found at www.rbfab.com. R&B participates in the PPP.

Ed.’s Note: R&B has recently released a new handlebar bag for bike medics. This two-pound bag has large and small storage compartments with dual zippers, storm flaps, and a Scotchlite reflective strip. A hideaway zippered map pouch can be used for referencing location or additional storage of medical supplies. It has a quick-release mounting system and a carry handle for use when disconnected from the bracket. No tools are required for installation or removal, and the bag is compatible with both mountain and road bike geometry. IPMBA News looks forward to a review of the handlebar bag in a future issue.

Lt. Marc Zingarelli is the Bike Patrol and Continuing Education coordinator for the Circleville Fire Department in Circleville, Ohio. He is a life member of the Adventure Cycling Association, and an avid all weather bike commuter who can be found traveling on a bike almost anywhere year round. He can be reached at mACING@Earthlink.net.
Welcome New Corporate Members

Cycle-Force UK has become IPMBA’s first corporate member from outside the United States. Cycle-Force UK serves as the UK distributor for Smith & Wesson bicycles, Patrol Cycle shoes, and Mocean uniforms. Cycle-Force UK provides a year of IPMBA membership along with each new bicycle purchased. Contact Charles Beral at ++(0) 1344 862550 or info@cycle-force.co.uk, or visit www.cycle-force.co.uk for more information.

Fuji Bicycles & Advanced Sports, Inc., has recently joined IPMBA’s corporate membership program. Fuji has a long history of supplying bikes for use by police, EMS, and security personnel. They currently offer two models – the Police Special and the Police Patrol. They also participate in the IPMBA Product Purchase Program. Contact Steve Harad at 215-824-3854 x1111 or sharad@fujibikes.com, or visit http://fujibikes.com/2006/police.asp for more information.

Support Our Corporate Members

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

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

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

- **Cycle-Force UK**
  Charles Beral
  +44(0)1344 862550
  Info@www.cycle-force.co.uk
  www.cycle-force.co.uk

- **Fuji Bicycles & Advanced Sports**
  Steve Harad
  215-824-3854
  sharad@fujibikes.com
  www.fujibikes.com

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

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

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

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

No express or implied endorsements are being made by IPMBA for any product, service, program, or organization.

Thanks, Product Testers!

Special thanks to the members of IPMBA’s team of product testers! They have done a fine job reviewing products of all kinds – including many bikes – for the fourth annual IPMBA Product Guide. These individuals have spent many hours assessing a variety of items in hopes to assist you in making purchases for duty use. IPMBA truly appreciates their time and effort!

| Adam Bernhardt | Matt Langridge |
| New South Wales (AUS) PD | Thames Valley (UK) PD |
| Craig Campbell | Bob Light |
| Greenfield (IN) PD | SUNY Plattsburgh (NY) PD |
| Todd Clingenpeel | Preston Pierce |
| Roanoke (VA) PD | Chandler (AZ) PD |
| Paul Conner | Bob Ricciardi |
| Anne Arundel County (MD) PD | Palm Beach County (FL) SO |
| Jennifer Gregg | Cathy Schmidt |
| East Baton Rouge (LA) EMS | Mount Prospect (IL) PD |
| Tommy Hamelink | Marc Zingarelli |
| The Hague (Netherlands) Police | Circleville (OH) FD |
| Nigel Keane | |
Welcome to the IPMBA Product Purchase Program! Since its humble beginnings in 1997 with just four members, the Product Purchase Program has grown to include nearly 70 fine companies, including several from beyond the U.S. borders. These companies provide a wide variety of goods and services, but they share a commitment to IPMBA members. By taking advantage of these discounts, you can pay for your membership with just a few purchases!

Some loyal readers may notice that the listings in this issue are a little shorter than they have been in the past. The listings have been abbreviated somewhat in order to accommodate more participants, however, the full listings can be found in the Industry & Resources section at www.ipmba.org.

The PPP listings were updated for 2006 by IPMBA member Ron Burkitt, who volunteered his time to contact each participant and verify the accuracy of the information. His efforts are greatly appreciated. Ron is also organizing the first-ever Product Purchase Program booth at the IPMBA conference, which will display many of the products offered through this program. So be sure to come to Dayton, May 11-13, and check out all the cool stuff that you can buy at a discount!

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**ABS SPORTS**

**Product:** Super Saddle

**Regular Cost:** $99

**Cost to Members:** $89

**Contact Name:** Van Zevenbergen

**Phone:** 609-371-1554/Fax: 609-371-1554

**Website:** www.abs-sports.com

**Email:** sales@abs-sports.com

**ALERTE SYSTEMS INT’L**

**Product:** “Traill-Blazer” Bike Light Kit

**Regular Cost:** Contact for Product List

**Cost to Members:** 10% off 1-10 units; 15% off 11-20 units

**Contact Name:** Jerry Watley

**Phone:** 800-728-1536/Fax: 800-635-1536

**Website:** www.alertesystems.com

**Email:** sales@alertesystems.com

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**ANDUSA & CO.**

**Product:** Montague Paratrooper Folding Bike

**Regular Cost:** £550 GBP + Delivery

**Cost to Members:** £475 GBP + Delivery

**Contact Name:** Chulan Weeresinghe

**Phone:** ++(0)2082419826/Fax: ++(0)2082410999

**Website:** www.montaguebikes.co.uk

**Email:** sales@montaguebikes.co.uk

Available to UK forces. Supply valid IPMBA membership number with order.

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

**Product:** ASLET Membership

**Regular Cost:** $50

**Cost to Members:** $40

**Contact Name:** Nancy Moser

**Phone:** 301-668-9466/Fax: 301-668-9482

**Website:** www.aslet.org

**Email:** info@aslet.org

Submit copy of IPMBA membership card with ASLET membership application or renewal notice.

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**BIKE WORLD**

**Product:** Bicycles and bike accessories.

**Regular Cost:** Competitive Internet Sale Prices

**Cost to Members:** Wholesale + 35%

**Contact Name:** Mike Beatty

**Phone:** 800-928-5558/Fax: 210-828-3299

**Website:** www.bikeworld.com

**Email:** mike.beatty@bikeworld.com

Contact Mike Beatty at 1-800-928-5558

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**BROFORM.COM PRO- PURCHASE MARKETPLACE**

**Product:** Outdoor-Bike-Action Sports Gear

**Regular Cost:** Promotional Pricing for Industry Insiders/Pros

**Cost to Members:** Promotional Prices on Gear; Free Membership

**Contact Name:** John Shelly

**Phone:** 877-420-2766/Fax: 714-242-1927

**Website:** www.broform.com

**Email:** js@broform.com

Email full name, department name, email address, IPMBA membership number & expiration date to BroForm contact.

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**BUD BRAKE INT’L, LLC**

**Product:** Automatic Brake System Modulator

**Regular Cost:** $49.95 full kit; $29.95 modulator only.

**Cost to Members:** 40% off MSRP

**Contact Name:** Bud Nilsson

**Phone:** 209-712-6980/Fax: www.budbrake.com

**Email:** bud@budbrake.com

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**BRATWEAR**

**Product:** Bike Uniforms

**Regular Cost:** Contact for Product List

**Cost to Members:** 10% off Standard Price List

**Contact Name:** Sales

**Phone:** 253-517-4000/Fax: 253-517-4004

**Website:** www.bratwear.com

**Email:** sales@bratwear.com

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**CANE CREEK CYCLING COMPONENTS**

**Product:** Suspension Seatpost

**Regular Cost:** $139

**Cost to Members:** $83.40

**Contact Name:** Lena Warren

**Phone:** 800-234-2725/Fax: 828-684-1057

**Website:** www.caneecreek.com

**Email:** lena@caneecreek.com

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**CASCADE DESIGN**

**Product:** Platypus Hydration Systems

**Regular Cost:** Contact for Pro-Form Pricing

**Cost to Members:** Wholesale Pricing

**Contact Name:** Mike Munter

**Phone:** 800-527-1527 / 206-694-1517/Fax: 800-583-7583

**Website:** www.cascadedesigns.com

**Email:** mike.munter@cascadedesigns.com

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**CHRISTINI TECHNOLOGIES**

**Product:** All Wheel Drive Mountain Bikes

**Regular Cost:** $3100-$4500+

**Cost to Members:** $1800 +; quantity discounts

**Contact Name:** Justin Kline

**Phone:** 215-351-9895/Fax: 215-351-9896

**Website:** www.christini.com

**Email:** sales@christini.com

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**CYCLE SIREN**

**Product:** Cyclesiren Trooper, Patrol & EMS sirens

**Regular Cost:** Visit www.cyclesiren.com.

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

**Contact Name:** Greg Bohning

**Phone:** 877-477-4736/Fax: 815-572-0121

**Website:** www.cyclesiren.com

**Email:** sales@cyclesiren.com

E-mail or call with your name and IPMBA membership number.

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**CYCLE SOURCE GROUP**

**Product:** Bikes & Accessories

**Regular Cost:** Contact for Product List

**Cost to Members:** 20-35% off Retail

**Contact Name:** Peter Carey

**Phone:** 877-533-7245/Fax: 631-205-1435

**Website:** www.cyclesg.com

**Email:** peterc@cyclesg.com

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**The Product Purchase Program was updated January 2006. The information has been provided by the participating companies and is subject to change without notice. A company’s participation in the Product Purchase Program does not indicate endorsement by IPMBA, nor does it indicate the company’s sponsorship of IPMBA.**
Product Purchase Program

**Cyclops Bicycle & Tactical Operations**
*Product:* Bicycle & Tactical

**Regular Cost:** Contact for Product List
**Cost to Members:** 10-30% off Retail
**Contact Name:** Ashley Foster
**Phone:** 843-259-8368/Fax: Email: cycloptact@att.net

**DANALCO**
*Product:* Sealskinz & Chillblocker Waterproof Socks & Gloves

**Regular Cost:** Contact for product list
**Contact Name:** Sam Matthews
**Phone:** 800-868-2620/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
**Contact Name:** Emilio De Soto II
**Phone:** 800-453-6673/Fax: 888-453-6783
**Website:** www.desotosport.com
**Email:** contact@desotosport.com

**DEMAND TECHNOLOGY, LTD.**
*Product:* Lightrider Cycle Light

**Regular Cost:** £27.50
**Cost to Members:** £23.70; Case of 16: £18 each
**Contact Name:** Gill Hawkins
**Phone:** (01252) 612661/Fax: (01252) 612662
**Website:** www.lightrider.co.uk
**Email:** gill@demandtechnology.com

**DESERT SUN**
*Product:* Bike First Aid Kits

**Regular Cost:** $20 plain; $22 printed
**Cost to Members:** 1-9 units: 10% off; 10+ units: 15% off
**Contact Name:** Bertie Anderson
**Phone:** 760-468-1800/Fax: Email: bertiea@hotmail.com

Include IPMBA membership number & expire date with order.

**DO WRAP PERFORMANCE HEADWEAR**
*Product:* Under Helmet Headbands & Bandanas

**Regular Cost:** $9.95-$24.95
**Cost to Members:** 25% off Retail
**Contact Name:** John Okon, Erin Borddors
**Phone:** 800-359-2514/Fax: 773-770-4201
**Website:** www.dowrap.com; www.sweatvac.com
**Email:** john@dowrap.com

Online orders: type IPMBA in coupon code to receive discount.
Custom orders available.

**DYNAMIC BICYCLES**
*Product:* Chainless Police Bikes

**Regular Cost:** Contact for Product List.
**Cost to Members:** Contact for Special Pricing.
**Contact Name:** Anthony Cocivera
**Phone:** 800-935-9553/Fax: 508-429-9119
**Website:** www.dynamicbicycles.com
**Email:** police@dynamicbicycles.com

**EKO SPORT**
*Product:* Power Grips, Air Suspension, Pumps

**Regular Cost:** Contact for Product List
**Cost to Members:** 20% off Retail
**Contact Name:** Paul Aeta
**Phone:** 800-999-8277/Fax: 970-241-3529
**Website:** www.ekosport.com
**Email:** paeta@ekosport.com

**ELECTRIC TRANSPORTATION SOLUTIONS**
*Product:* Bikes & Accessories for LE and EMS

**Regular Cost:** See website for product list.
**Cost to Members:** Contact for special pricing on all items.
**Contact Name:** Seth Leitman
**Phone:** 866-343-5551/Fax: 914-220-8396
**Website:** www.electrictransport.net
**Email:** seth@electrictransport.net

Have IPMBA membership card handy. A portion of all proceeds will be donated to IPMBA.

**ELHN BADGE & EMBLEM DESIGN**
*Product:* Custom Police Badges, Emblems, Pins, Coins

**Regular Cost:** Varies
**Cost to Members:** 10% off
**Contact Name:** ELHN Rep
**Phone:** 203-364-8644/Fax: 860-693-9381
**Website:** www.elhnbadges.com
**Email:** elhnbadgesdesign@aol.com

Call or email design/quantity for price quote.

**ERGO, LLC**
*Product:* "The Seat" Ergonomic Bike Seat

**Regular Cost:** $40 lycra/gel; $29 vinyl; $20 faux leather
**Cost to Members:** $30 lycra/gel; $23 vinyl; $15 faux leather
**Contact Name:** Thomas White
**Phone:** 425-333-6616/Fax: 425-333-6355
**Website:** www.thecomfortseat.com
**Email:** daedalus@nwlink.com

**EV TECH**
*Product:* Bikes & Accessories for LE and EMS

**Regular Cost:** See website for product list.
**Cost to Members:** Contact for special pricing on all items.
**Contact Name:** Doug Canfield
**Phone:** 972-851-9990/Fax: 972-851-9993
**Website:** www.texaselectricbikes.com
**Email:** dcanfield@evtech.us

Have IPMBA membership card handy. A portion of all proceeds will be donated to IPMBA.

**EXPOSURE/USE (ULTIMATE SPORTS ENGINEERING)**
*Product:* Lighting Systems

**Regular Cost:** Contact for Product Information.
**Cost to Members:** Contact for Discount Details
**Contact Name:** Jonathan Sharpe
**Phone:** + (0) 1798 344477/Fax: +1798 344999
**Website:** www.use1.com
**Email:** info@exposurelights.com

**FUJI AMERICA**
*Product:* Bikes & Accessories

**Regular Cost:** Contact for Product List
**Cost to Members:** Special Prices on Selected Models
**Contact Name:** Steve Harad
**Phone:** 215-824-3854 x1111/Fax: 215-824-1051
**Website:** www.fujibikes.com
**Email:** sharad@fujibikes.com

**GITA SPORTING GOODS**
*Product:* Giordana Apparel

**Regular Cost:** Contact for Product List
**Cost to Members:** 10% off Giordana
**Contact Name:** Nelson Frazier
**Phone:** 800-800-FON-GITA x 319
**Website:** www.gitabike.com
**Email:** info@gitabike.com

On website, enter "IPMBA" in promotion code box.

**IMBA: INTERNATIONAL MOUNTAIN BICYCLING ASSOCIATION**
*Product:* IMBA Membership

**Regular Cost:** Varies; see website
**Cost to Members:** $10 off any IMBA Membership
**Contact Name:** Scott Gordon
**Phone:** 888-442-IMBA x106/Fax: 303-545-9026
**Website:** www.imba.com
**Email:** membership@imba.com

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

**IRONMAN CYCLING GLOVES**
*Product:* Ironman Gloves & Police Gloves

**Regular Cost:** $25-$45
**Cost to Members:** $11.75-$19.50 plus shipping
**Contact Name:** Bill Painie
**Phone:** 215-335-9218/Fax: 215-708-1096
**Website:** www.ironmancycling.com
**Email:** painiews@aol.com
Order directly through Bill Painie.

**LANE SUNGLASSES**
*Product:* Protective Eyewear & Goggles

**Regular Cost:** Contact for Product List
**Cost to Members:** 30% off Retail for Quantity Purchases
**Contact Name:** Neal Dykstra
**Phone:** 500-542-7850/Fax: 219-956-2112
**Website:** www.lanesunglasses.com
**Email:** eyewear@netnitco.net

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INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION, Winter 2006

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Product Purchase Program

LEONARD CONSULTING GROUP
Product: S&W and Fuji Bikes, Lightman Strobes, Duty Gear
Regular Cost: See Website
Cost to Members: 10% off Regular Prices
Contact Name: Mark Leonard
Phone: 501-517-5338/Fax: 501-653-2969
Website: www.themaskedmerchant.com, www.4bike-police.com
Email: LCGInc@sbcglobal.net
When ordering online, use coupon code IPMBA 10 for 10% discount.

LIFT & STORAGE SYSTEMS, INC.
Product: Automatic Bike Lift Storage Systems
Regular Cost: $4,295 (30 bikes); $6,590 (60 bikes)
Cost to Members: $4,000 (30 bikes); $6,000 (60 bikes)
Contact Name: Shawn Jones
Phone: 800-825-4777/Fax: 651-777-1535
Website: www.liftstore.com
Email: sjones@liftstore.com

LIGHTCYCLES
Product: Bicycle Parts & Accessories
Regular Cost: Contact for Product List
Cost to Members: 20-25% off Retail
Contact Name: Bob Light
Phone: 518-420-4666/Fax: Email: lightjrt@plattsburgh.edu
Email for details/availability/shipping charges.

LOUKA TACTICAL TRAINING LLC
Product: Video: Firearms & Training Issues
Regular Cost: $25, incl. shipping
Cost to Members: $23, incl. shipping
Contact Name: Lou Ann Hamblin
Phone: 734-697-6342/Fax: Email: lhouallc@comcast.net
Website: http://home.comcast.net/~kdvonk/LouKALLC.html
Email: louannblackwidow@aol.com

MAKILTE
Product: Illuminated Safety Light Products
Regular Cost: $10.95 (9" Strips With Velcro)
Cost to Members: $7.00
Contact Name: William Maki
Phone: 800-888-5427/Fax: 773-276-3331
Website: www.librasafety.com
Email: libre.safety@prodigy.net

MARWI USA, INC.
Product: Lighting Systems
Regular Cost: $99-5399
Cost to Members: Contact for Discount
Contact Name: Sales
Phone: 626-401-1335/Fax: 626-401-1339
Website: www.marwiusa.com
Email: info@marwiusa.com

MAXIT DESIGNS
Product: Headgator (TM)/Hothead (TM); gloves
Regular Cost: $16 Headgator (TM)/Hothead (TM); $9 (gloves)
Cost to Members: $9.50 Headgator (TM)/Hothead (TM); $5 (gloves)
Contact Name: Liz
Phone: 800-556-2948/Fax: 916-489-7031
Website: www.maxit-inc.com, www.headgator.com
Email: info@maxit-inc.com

MAXXIS TIRES
Product: Bike Tires & Tubes
Regular Cost: Contact for Product List
Cost to Members: 50% off Retail (Pro-form)
Contact Name: Ben Burgis
Phone: 800-4MAXXIS / 678-407-6778/Fax: 770-962-7705
Website: www.maxxis.com
Email: bicycle@maxxis.com

MOCAN
Product: Bike Patrol Uniforms
Regular Cost: Contact for Product List
Cost to Members: 25% off Retail
Contact Name: Bill Levitt
Phone: 877-662-3680/Fax: 949-646-1590
Website: www.mocan.com
Email: mocanbl@aol.com

MONTAGUE BIKES
Product: Paratrooper Tactical Folding Mountain Bike
Regular Cost: $645
Cost to Members: Free Folding Pedals & Kickstand with Purchase
Contact Name: Joe Solomon
Phone: 800-736-5348/Fax: 617-491-7207
Website: www.montagueusa.com
Email: jsolonon@montagueusa.com

NUGO NUTRITION
Product: Nutrition/Energy Bars
Regular Cost: $1.59/bar; $23.85/box
Cost to Members: $1.02/bar; $15.25/box
Contact Name: Keith Rohrlick
Phone: 888-421-2032/Fax: 412-781-4210
Website: www.nugonutrition.com
Email: krohrlick@nugonutrition.com
Call 888-421-2032 to order, and have your IPMBA membership number & expiration date handy.

OLYMPIC UNIFORMS/J. MARCEL
Product: Bike Patrol Uniforms
Regular Cost: Contact for Product List
Cost to Members: 10% off Retail Prices
Contact Name: Julie Cruise/Rachel Peterson
Phone: 888-722-9222/Fax: 206-722-1521
Website: www.olympicuniforms.com
Email: reps@olympicuniforms.com

OPENHOUSE PRODUCTS
Product: Panniers, Cycle Bags, Lyteligne High-Viz Products
Regular Cost: $10 - $500
Cost to Members: 15% off Regular Prices
Contact Name: Bruce Burns
Phone: +44 (0) 1422 824777/Fax: +44 (0) 1422 824666
Website: www.openhouseproducts.com
Email: bruce@openhouseproducts.com
Provide IPMBA membership number when ordering.

PARADIGM
TACTICAL PRODUCTS
Product: FRISKER PRO
Hand Worn Metal Detector
Regular Cost: $194.95 + S&H
Cost to Members: $155 + S&H
Contact Name: Camilla Cutler
Phone: 978-352-6633/Fax: 978-352-7799
Website: www.frisker.com
Email: sales@paradigmgtactical.com

PATROL CYCLE LLC
Product: Patrol Cycle Shoe
Regular Cost: $109.95/Web Direct $79.95
Cost to Members: $67.95
Contact Name: Mark Eurnaman
Phone: 800-208-2032/Fax: 651-773-8762
Website: www.patrolcycle.com
Email: bgorton@patrolcycle.com

POLAR DESIGN, INC.
Product: Hydration Backpacks
Regular Cost: PolarPak 1.0 $42.95
Cost to Members: PolarPak 1.0 $18.30
Contact Name: Jeff Skillern
Phone: 208-426-9058/Fax: 208-424-8687
Website: www.polarpak.com
Email: jeff@polarpak.com
Special offer is not available online.

PROGOLD LUBRICANTS
Product: ProLink Chain Lube, ProGold Lubes, EPX
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Contact Name: Doug or Van
Phone: 800-421-5823/Fax: 404-766-3977
Website: www.progoldmn.com
Email: progoldmn@aol.com

PROMARK INT'L INC.
Product: Full Line Law Enforcement Equipment
Regular Cost: Contact for Product List
Cost to Members: 40% off Most Products
Contact Name: Kenneth Battcher
Phone: 800-645-4443/Fax: 516-795-4259
Website: www.publicsafetymall.com
Email: promarkint@aol.com

PUBLIC SAFETY LOGOS
Product: Badges/Badge Cases/Jewelry/patches/Etc.
Regular Cost: $40-$115
Cost to Members: 10% off + drop ship free on $150 or more
Contact Name: Michael Carrizales
Phone: 800-276-0706/Fax: 281-251-4786
Website: www.publicsafetylogos.com
Email: sales@publicsafetylogos.com
Code: 20IPMBA04 and IPMBA membership number must accompany order.

R & B FABRICATIONS, INC.
Product: Panners & Safety Vests
Regular Cost: Contact for Product List
Cost to Members: 15% off Retail
Contact Name: Tina Lime
Phone: 800-553-1911/Fax: 419-594-2250/800-742-5345
Website: www.rbfab.com
Email: info@rbfab.com
Product Purchase Program

REDMAN TRAINING GEAR
Product: Defensive Tactics
Cost to Members: 10% off Retail
Contact Name: Bob Brothers
Phone: 800-865-7840/Fax: 800-459-2598
Website: www.redmangear.com

RUBEL BIKEMAPS
Product: Bicycling Street Smarts: 48-page booklet
Regular Cost: See website for price schedule
Contact Name: Andy Rubel
Phone: 617-776-6567/Fax: 617-623-1523
Website: www.bikemaps.com
Email: info@bikemaps.com
Contact for free sample; see full text at www.bikemaps.com.

RUDY PROJECT
Product: Sunglasses, Sport Eyewear, Helmets, Goggles
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Contact Name: Christie Watts
Phone: 888-860-7597/Fax: 303-333-9292
Website: www.rudyprojectusa.com
Email: chickie@rudyprojectusa.com
At www.rudyprojectusa.com, click on OTHER INFO, then BATMAN. Click “IPMBA Members Click Here”. Enter password: gapolice.

SIGNAL MEASUREMENT CO.
Product: GPS & Communication Mounts
Regular Cost: Contact for Product List
Cost to Members: 30% off Retail
Contact Name: Tom Polcyn
Phone: 800-527-1079/Fax: 281-356-0099
Website: www.smc-corp.com
Email: tpolcyn@smc-corp.com

SUPERIOR GEAR
Product: Chain Stain Away Pant Protector
Cost to Members: 10% off Retail Price
Contact Name: Frank Pollicini
Phone: 888-519-2250/Fax: 807-473-4597
Website: www.chainstainaway.com
Email: sales@superior-gear.com
For online ordering, enter IPMBA5 in the coupon box.

SWAGMAN
Product: Bicycle Carriers (Roof/Hitch/Trunk)
Regular Cost: Contact for Product List
Cost to Members: 15% off Retail
Contact Name: Debbie
Phone: 800-469-7924/Fax: 800-469-7893
Website: www.swagman.net
Email: debbie@swagman.net
All Shipments Made from Orville, WA

TERRY PRECISION CYCLING
Product: Bikes, Accessories, Seats, Apparel
Regular Cost: Contact for Product List
Cost to Members: Terry Apparel — wholesale; see notes for limits
Contact Name: Ginny Weisel
Phone: 800-289-8379 x 13/Fax: 315-986-2104
Website: www.terrybicycles.com
Email: ginnie@terrybicycles.com
10% off wholesale on Terry saddles. Contact Ginny via email for pro deal order form.

TRACY LEIGH ENTERPRISES
Product: Electric Police Bike
Regular Cost: $2500 & $1900
Cost to Members: $1900 & $1600
Contact Name: Robert Grippo
Phone: 877-570-6963/Fax: 570-992-5026
Website: www.allwebscooters.com
Email: gand@epix.net

UNITED BICYCLE SUPPLY
Product: Bicycle Tools and Parts
Regular Cost: Wholesale Pricing
Cost to Members: Wholesale Pricing to Departments
Contact Name: Pete
Phone: 541-482-1750/Fax: 541-482-1132
Call to establish an account for your department to be eligible for wholesale pricing on all products.

VISION 2000 LEEDS LTD.
Product: Mobile Surveillance Systems for Push Bikes
Regular Cost: £1500 + VAT
Cost to Members: 10% discount
Contact Name: Alex Hayes
Phone: 01132 370293/Fax: 0113 2370294
Website: www.v2k.co.uk
Email: alex@vision-2000.co.uk
Email contact details and IPMBA membership number.

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

ZEALEX
Product: Sport Eyewear & Goggles
Regular Cost: $79.99 - $200
Cost to Members: 50% off suggested retail.
Contact Name: Penelope Butterfield
Phone: 435-259-6970/Fax: 305-675-0221
Website: www.zealex.com
Email: penelope@zealoptics.com
Online, please enter coupon code “IPMBA50” at checkout.

ZOIC CLOTHING / ZOOT SPORTS
Product: Cycling Apparel
Regular Cost: Retail
Cost to Members: 30% off Retail
Contact Name: Brandy Furgerson or Wendy Misner
Phone: 800-241-9327/Fax: 760-477-2298
Website: www.zoic.com or www.zootsports.com
Email: brandt@zootsports.com or wendy@zootsports.com

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Report from the International Cycle Show

Excel Centre, London, 13th to 16th October 2005

by Matt Langridge, PCI 8869
Thames Valley Police (UK)

Ever heard the phrase ‘Bike Porn’? It is used by some to describe the glossy catalogues, magazines and brochures from manufacturers and shops to show their latest ‘must have’ bits of kit. They are the bane of bank managers and significant others the world over. Well, if catalogues are Bike Porn, events such as the International Cycle Show are definitely the ‘red light district’ of the bike world.

My crewmate Mark Jenkins and I were asked if we were interested in attending this year’s event at the Excel Centre in an official capacity, showing our bikes on the ‘Transport for London’ stand alongside the Metropolitan Police and London Ambulance Service cycle teams. We jumped at the chance, and, on the morning of Saturday 15th October we put ourselves and our bikes on a train into West London. When we arrived we were met by an internet forum acquaintance who was also attending the show, who agreed to act as route finder as Mark and I work outside London and aren’t too familiar with the area. Forty-five minutes of city cycling later, we arrived at the venue in East London.

It was good to see some familiar faces again, including Tom Lynch from London Ambulance Service and to be introduced to

(Continued on page 27)
many new ones. It was also nice to see that St. John Ambulance was represented by one of their Cycle Response Paramedics. I’m sorry, buddy, but I’ve forgotten your name! I hang my head in shame.

Whilst at the Transport for London stand, we were approached by hundreds of members of the public, the vast majority of whom were extremely interested in what we did and how we worked. Most were absolutely gob smacked by the prospect of operating like the paramedics with the weight of their bikes and equipment. For me though, the highlight of the day as far as ‘interested individuals’ goes has got to be the mad cyclist who cornered Darren Hepple from the Met to argue the case that cyclists should have to comply with red traffic lights! Darren dealt with it admirably. Once he realised that this guy was not open to debate, would not even try to understand the reasons why they should stop, and only wanted to ram his views down the police’s throats, he tactically edged away until the police’s throats, he really stood out as having emergency services applications were:

1) Rainlegs. These are a waterproof legging, similar in appearance to the ‘chaps’ of Wild West fame. They cover only the part of the leg that riders with mudguards (fenders) get wet – the top of the thigh and front of the knee area. They roll up into a belt around the waist, and, when it starts raining, you just unclip them, roll them down and secure around the leg with Velcro straps. At the moment they are only available in grey, but the manufacturers are keen to establish whether there would be sufficient call for black, to match uniform trousers. Retail price is £25. Check out www.rainlegs.co.uk and then let the manufacturer know what you think.

2) Magura HS33 hydraulic rim brakes. These are a hydraulic replacement for the standard rim brakes on your MTB. They comprise of a quick-fit system to facilitate ease of fitting the callipers to the forks or seat stays, quick release brake pads for easy changing and an adjuster wheel on each lever housing for rapid adjustment to counteract pad wear. The kit comprises front and rear systems which are pre-assembled and bled. It is just a case of taking off the old brakes and fitting the new ones. They are compatible with all types of shifter and lever systems except the Shimano dual control system (brake and shifter levers in one unit). The kit retails at £120 but the brakes are available as singles, front or rear. The St John Ambulance bike had them fitted. I was amazed at how little effort at the brake lever was required to make the seat stays visibly flex under the brake loading. Visit www.magura.com.

Overall, I had a great time and would recommend participation in this type of event to all. If you can’t go as an exhibitor, go as a visitor but, leave your credit card at home or get another mortgage first!

Safe biking!

Matt Langridge is an IPMBA Instructor and a member of the Thames Valley Police cycle patrol steering committee. He is a keen road cyclist and is committed to increasing the Police use of cycle patrols in the UK. He can be reached at matt.langridge@thamesvalley.pnn.police.uk or matt.langridge@tiscali.co.uk.
Supplier Listing
A listing of companies which have shown their dedication to public safety cyclists through their active participation with and support of IPMBA.

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

Access Bicycle Patrol Supply
Product: Full line of bicycle patrol equipment and supplies
Phone: 602-276-5506
Website: www.accessbicyclepatrolsupply.com

Alaska Backcountry Bike Tours
Product: Mountain Bike Tours & Instruction
Phone: 907-746-5018
Website: www.mountainbikealaska.com

Alerte Systems Int'l
Product: Lights & Sirens
Phone: 800-728-1536
Website: www.alertesystems.com

ALLTUFF
Product: EMS Bags
Phone: 877-877-0374
Website: www.alltuff.com

Andusa & Co.
Product: Montague Folding Bikes
Phone: +1(0)2082419826
Website: www.montaguebikes.co.uk

ASLET
Product: LE Training Organization
Phone: 301-668-9466
Website: www.aslct.org

Atlantic Signal, LLC
Product: Bike Racer Headset
Phone: 866-481-BRAVE
Website: www.blueracerheadsets.com

Bike World
Product: Bicycles, Parts, Accessories
Phone: 253-517-4000
Website: www.bikeworld.com

Bratwear
Product: Uniforms
Phone: 888-928-5558
Website: www.bratwear.com

Brave Soldier
Product: Ointments & Crash Packs
Phone: 888-711-BRAVE
Website: www.bravesoldier.com

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

BudBrake Int'l, LLC
Product: ABS System for Bicycles
Phone: 209-712-6980
Website: www.budbrake.com

Bushwhacker USA
Product: Trunk Bags
Phone: 800-344-1256
Website: www.bushwhackerbags.com

Bicycle, Inc.
Product: Alternative Saddle
Phone: 877-397-2164
Website: www.bicycleinc.com

Camelbak
Product: Personal Hydration Systems
Phone: 800-767-8725
Website: www.camelbak.com

Cane Creek Cycling Components
Product: Suspension Seatposts
Phone: 800-234-2725
Website: www.cane creek.com

Cascade Design
Product: Platypus Hydration Systems
Phone: 800-527-1527
Website: www.cascadedesigns.com

Christini Technologies
Product: All Wheel Drive Mountain Bikes
Phone: 215-351-8985
Website: www.christini.com

Cop Pedalers
Product: Bike Patrol Products
Phone: 773-792-8436
Website: www.coppedalers.com

Cycle Siren
Product: Light & Siren System
Phone: 877-477-4736
Website: www.cyclesiren.com

Cycle Source Group
Product: Smith & Wesson Bicycles
Phone: 877-533-7245
Website: www.cyclesg.com

Cycle-Force UK
Product: S&W Bikes, Mocean, Patrol Cycle Shoes
Phone: +44 (0) 1344 862550
Website: www.cycle-force.co.uk

Cyclops Bicycle & Tactical Operations
Product: Bicycle & Tactical Ops Equipment & Accessories
Phone: 843-259-8386

Danaloce
Product: Sealskinz & Chillblocker Waterproof Socks & Gloves
Phone: 800-868-2629
Website: www.danaloce.com

De Soto Sport
Product: Triathlon Clothing
Phone: 800-453-6673
Website: www.desotosport.com

Demand Technology, Ltd.
Product: Lightbrider Cycle Light
Phone: (01252) 612661
Website: www.lightbrider.co.uk

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

Do Wrap Performance Headwear
Product: High-tech under helmet headbands and bandanas
Phone: 800-359-2514
Website: www.dowrap.com

Dynamic Bicycles
Product: Shaft-Driven Bicycle
Phone: 800-935-9553
Website: www.dynamicbicycles.com

Ear Phone Connection
Product: Communications Equipment
Phone: 661-299-6441
Website: www.earphoneconnect.com

Eko Sport
Product: Power Grips, Air Suspension, Pumps
Phone: 800-999-8277
Website: www.ekosport.com

Electric Transportation Solutions
Product: TidalForce Electric Assist Mountain Bike
Phone: 914-844-4809
Website: www.electrictransport.net

ELHN Badge & Emblem Design
Product: Custom Police Badges, Emblems, Pins, Coins
Phone: 203-364-8644
Website: www.elhnbadges.com

Ergo, LLC
Product: Ergonomic Bike Seat
Phone: 425-333-6161
Website: www.ergotheasem.com

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

Exposure/USE
Product: Exposure Lights, Various Accessories
Phone: +1 719 344-477
Website: www.use1.com

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

Fuji America
Product: Bicycles, Parts and Accessories
Phone: 215-824-3854 x1111
Website: www.fujihikes.com

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

Glaceau
Product: Vitamin and Smart Water
Phone: 877-GLACEAU
Website: www.glaceau.com

IMBA
Product: Mountain Bike Advocacy
Phone: 888-442-IMBA x106
Website: www.imba.com

Iosso Products
Product: Lubes
Phone: 888-747-4332
Fax: 847-437-8478
Website: www.ioosos.com

Ironman Cycling Gloves
Product: Ironman Cycling Gloves
Phone: 215-335-9218
Website: www.irons曼城g.com

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

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445 County Road 101, Unit E Yaphank, New York 11980 Tele: 631-205-1430 Toll Free: 1-877-533-7245 Fax: 631-205-1435 e-mail: info@cyclesg.com website: www.swbikes.com
IPMBA Members Earn National Recognitions

Bicycle Achievement Award of the Year

Sgt. Adam Bernhardt was presented with the 2005 Bicycle Achievement Award of the Year at the Bicycle Industry Awards Dinner on 22 October 2005 at Sydney Olympic Park. The dinner was part of the three-day Festival of Cycling. The dinner was hosted by the Cycling Promotion Fund and attended by bicycle advocacy groups, retailers, and manufacturers. Supt. David Hudson, Corporate Sponsor for Bicycle Policing, said the award was a recognition of the time and effort Bernhardt had committed to ensuring that NSW Bicycle Police were among the best trained in the world.

Rosemary Speidal, Program Director for the CPF, remarked that police bicycle patrols have seen a phenomenal resurgence around the world because of their increased effectiveness in highly populated areas. Festival-goers were treated to a first-hand example of just how effective bike officers can be. When a rider’s bicycle was stolen during a rest stop, the bike officers were able to respond quickly despite the traffic restrictions, and the offenders were apprehended.

Executive Officer of Bicycle NSW, Alex Unwin, offered his congratulations, saying, “not only was this a job well-done, but it demonstrates that bicycles are an extremely useful, cost-effective, and highly efficient tool for policing in the modern urban community.”

Congratulations are also due to IPMBA member Brett Barnes, who placed third in the first round of the national Mountain Cross race series, held as part of the inauguration of Sydney Olympic Park’s Mountain Bike Track.

HS Live Award for Innovation and Improvement

On 13 December 2005, the members of the London Ambulance Service Cycle Response Unit received one of the prestigious 2005 Health and Social Care Awards. There are sixteen awards, whose winners were selected from more than 2000 entrants. Each winner receives £15,000 to spend on sharing their innovation and ideas with others in the health and social care fields.

Health Secretary Patricia Hewitt said, “The annual Health and Social Care Awards is an opportunity for individuals and teams to have their innovation and excellent care recognized and rewarded. There are more than two million health and social care workers in England, and more than two and a half million people who rely on their dedication and expertise every day. These awards are a recognition of that dedication and expertise, and a tribute to the high standards of innovative care which are at the core of the daily business of health and social care workers.”

The London Ambulance Service Cycle Response Team, founded by IPMBA member and instructor Tom Lynch, was awarded the NHS Live Award for Innovation and Improvement. Congratulations to all the hard-working and dedicated members of the team.

News from the UK

Nigel Tottie is taking a holiday from writing the News from the UK column. He will return in the Spring 2006 issue.

The Fourth Annual 999 Emergency Services Cycling Seminar will be held on 15-16 July 2006, at the National Oceanography Centre in Southampton. Delegates will arrive on Friday evening in anticipation of a full day of information sessions, workshops, and on-bike practise on Saturday. Attendees will join the mayor of Southampton for a banquet that evening. Sunday will feature a bike ride and additional workshops, concluding at approximately 1300 hrs. This is a new venue for the event, so details are still being finalised. Please contact Insp. Steve Baxter at stephen.baxter@hampshire.pnn.police.uk for more information or to be placed on the mailing list.

IPMBA President Monte May Steps Down

IPMBA President Monte May has announced his resignation from the Board of Directors. Jim Bowell, currently serving as Vice President, has been named President for the remainder of the term, which ends in May. The responsibilities of Vice President will be assumed by Secretary Loren Ryerson. The seat on the board will remain empty until regular elections are held at the Annual Conference in May.

Monte was elected to the Board in 2001. He served as Industry Liaison before being elected President in 2004. Among his accomplishments were formalizing the structure of the Industry Relations Committee, spearheading the Annual IPMBA Product Guide, authoring the Intermediate Police Cyclist Course, now known as the Public Safety Cyclist II Course, and setting IPMBA on the path towards developing a strategic plan.

In announcing his resignation, Monte stated, “with my promotion, my life has gotten farther and farther away from bike patrol. I cannot, in good conscience, take up a space on the board that another member more active in bike patrols could be filling. I have enjoyed working with each of you and I look forward to seeing everyone at the Conference this spring.”

Monte will continue to be active in the organization as an IPMBA Instructor and Instructor Trainer. The board and staff join with the membership in wishing him the best of luck in his role as sergeant.
Instructors Showed their IPMBA Stuff in 2005

It was yet another excellent year for bike training! IPMBA Instructors around the globe did their part to ensure that the best, most complete training for public safety cyclists reached as broad an audience as possible.

According to course records submitted by more than 200 lead instructors, IPMBA instructors conducted just over 300 classes throughout 2005, training more than 2700 police, EMS, and security personnel on bikes. Instructors achieved the goal set back in January 2005 by increasing the percentage of students who apply for certification from about 25% to slightly more than 30%. Congratulations…can we go for 40% in 2006??

——— Notable Facts & Figures ————

Most classes taught: 8 (Tony Valdes, John Washington); 6 (Jamie Cheatem); 5 (Don Erb, Al Simpson)

Most students taught: 103 (Tony Valdes); 70 (Don Erb); 69 (Craig Wainman)

Most students who applied IPMBA membership & certification: 32 (Jamie Cheatem); 22 (Bob Hatcher, John Washington); 18 (Aaron Lauth)


Bicycling Pedals On

A number of IPMBA members have recently contacted the office because they have not been receiving their subscription to Bicycling magazine. They frequently ask if Bicycling is still one of the benefits of IPMBA membership. The answer is “yes” if you live in the U.S. or Canada. Each month, IPMBA transmits three lists to Rodale Press – new members, renewed members, and current members who have changed their addresses. This information is imported into Rodale’s subscriber database. Like most data that gets transmitted electronically, some gets lost along the way. The result is that an IPMBA member’s subscription either stops or never gets started. If you experience problems with your subscription, please email the IPMBA office at info@ipmba.org. Please be sure to include your current address, member number, and expiration date. Your name will be submitted to IPMBA’s dedicated customer service representative at Rodale. You will be notified within a week as to when you can expect your subscription to start. A final note about address changes: to ensure that your address change goes through quickly and accurately, contact Rodale Subscriber Services directly at BKEcustserv@rodale.com or 800-666-2806 and reference your subscriber number, which begins with BKE and appears on the Bicycling magazine mailing label, just above the name.

Rochester Police Department Rides to End Juvenile Diabetes

Why participate in a benefit ride for the JDRF? Sergeant John Vail of the RPD writes: “On June 21, 2004, my then five-year old son, Joey, was diagnosed with Juvenile (Type 1) diabetes. His pancreas no longer produces insulin and he must wear a pump that continually supplies his body with insulin. I want nothing more than to see my son live a normal life free from finger pricks, diets, insulin injections and the strict lifestyle associated with Type 1 Diabetes. The progress, technology and research that JDRF has funded over the years have made living with this disease a little easier for children today than in years past. But taking insulin is not a cure for diabetes – it is merely life support. With enough money and research this disease has a great chance of being cured in Joey’s lifetime.”

If you would like to help support the Rochester Police Department as they ride for a cure please log onto www.rpdridetocure.com.

Aaron can be reached at ac1172@cityofrochester.gov.
Getting “Territorial”

St. Croix Bike Medics Seek IPMBA Training

by John F. Washington, Jr.,
PCI #401T & EMSCI #037T
University of Pennsylvania Police (PA)

From May 12-15, 2005, IPMBA Instructors John Russell, EMSCI #093 and I had the opportunity to teach a rather interesting IPMBA program. It was an integrated “Police Cyclist” and “EMS Cyclist” program, with a total of fifteen students. But the fact that it was a combined class was not the only thing that made it interesting!

Included in the group were the first six Pennsylvania State Troopers from the Skippack and Media Barracks to attend an IPMBA class as well as some municipal police officers from Bristol Borough, Penn. On the EMS side were personnel from the Bucks County Rescue Squad and, adding an (almost) international flair were two EMS providers from St. Croix, US Virgin Islands. This is the second opportunity that we have had to conduct an IPMBA class with guests from beyond the US borders attending – the first being in 2003, when Niagara EMS, based in St. Catharines, Ontario, Canada, sent two EMS providers to the 2005 IPMBA Conference in Scottsdale. We hope to travel to St. Croix prior to the 2006 hurricane season to conduct training for additional EMS and Police personnel.

The “international” aspect of the training prompted us to treat our guests to some hospitality at the local volunteer fire station’s social hall. The hospitality was returned when multiple mini-bottles of the St. Croix drink of choice were provided to all of the course participants. Ironman Glove representative Bill Paine also attended one of the training days and provided the participants with their new line of police gloves. Overall, the “instruction” during the four days extended well beyond the classroom!

Ed.’s Note: IPMBA Instructor Rick Troy of the University of Pittsburgh Police traveled to the USVI in November 1999 to train members of the USVI Housing Police on St. Thomas. He was scheduled to train on St. Croix but Hurricane Lenny put an end to that plan! The following year, IPMBA Instructors Scott Hickey and Dominic Angiolillo were invited to St. Croix, where they trained 17 members of USVI Police from St. Croix and St. John. IPMBA hopes that John Washington and John Russell will too have a chance to “work in paradise,” as Scott Hickey described his experience in the Fall 2001 issue of IPMBA News.

John joined the University of Pennsylvania Police Department in 1988. He has been assigned to the bike patrol since its inception in March 1991. He has trained some 700 police, security, and EMS bike personnel from 75 agencies in the United States, Argentina, Australia, and Canada and hopes to add certain US Territories to that list. He earned the status of IPMBA Instructor Trainer at the 2005 IPMBA Conference in Scottsdale. He can be reached at johnfw@publicsafety.upenn.edu.
Most of my officers joined the unit for the bike patrol in the war against terror. I am always trying to envision new uses for weaponry that isn’t usually issued to them in standard operations. Following these training sessions, unit morale was notably higher.

“Crystallizing” the Unit Outside of Operational Deployment

In addition to “on the job” motivation-enhancing experiences, introducing after-hours events designed to “crystallize” the unit can also be effective. These can take the form of sports contests against other units or weekend events like cookouts and parties that include spouses and families. However, it is important to find the proper balance of these “crystallizing” activities. While they can raise morale for some officers, for others, participating in a non-operational barbeque comes at the expense of showing up for an emergency scramble.

Managing Burnout

While the above techniques are useful in generating the maximum unit motivation and cohesion, the bottom line is that overcoming burnout is a losing battle. The nature of the work is such that eventually every officer will either be promoted, switch to another unit, retire or quit. It is important to slow the process down as much as possible but a unit commander must also know how to manage the problem through assessing responsibilities, evaluating officer potential, assigning officers with appropriate workloads, removing non-performing officers and drafting new recruits.

Assessing Responsibilities

In coordination with a superior officer, the unit commander must determine the baseline requirements that his/her unit is responsible for providing, both in terms of the number of routine security patrols a month as well as the number of officers per patrol. In addition, a commander needs take into account the average number of exceptional activities and emergency scramble operations that are likely to arise each month.

Evaluating Officer Potential

Once the commander understands the scope of activities the unit must conduct, he/she should examine the performance of the unit’s officers. This includes analyzing performance data from a significant period of time (minimum of 3-6 months) as well as interviewing the officers directly. With this information, a commander can estimate fairly well the kind of commitment that each unit member is capable of making.

The commander’s focus should be on finding the optimal way of matching the overall commitment of the unit’s officers with the baseline responsibilities the unit will have to shoulder.

Assigning Appropriate Workloads

A unit’s monthly schedule basically writes itself once the commander has compared unit responsibilities with officer commitment. Some officers will be able to participate in weekly shifts and still be available for special activities. Other officers are only willing to provide a once monthly commitment.

Removing Non-Performing Officers

In some situations, it is best to counsel officers out of the unit, if their maximum commitment falls below your unit’s minimum needs. A small number of squared-away officers is preferable to a larger cohort that frequently lets you down. On the other hand, a commander is always hesitant to lose manpower. One way to reconcile this dilemma is to maintain a list of bicycle-trained officers in other units who can be called up in the event of a manpower shortage.

Drafting New Recruits

Finally, the best way to fight burnout is to create a constant pipeline feeding fresh recruits into the unit. New faces are naturally resistant to exhaustion and can replace manpower that is lost to attrition. Recruits can come from both within the police force and from the civilian population and appropriate means exist to attract high-quality candidates from both sectors. These include flyers, information booths, internet discussion groups and more.

Conclusion

While burnout and attrition are unavoidable problems that every commander must deal with, there are ways to slow its progress and limit its damage. However, commanders must be realistic in their assessments of each unit member’s capabilities, understand how to manage the problem and ensure a constant flow of new recruits to breath fresh life into the unit.

Samuel Schwartz is the commander of the Ra’anana Civil Guard (Auxiliary Police) Bicycle Patrol Unit in Ra’anana, Israel. He can be reached at dianasam@aquanet.co.il.
Pushing Paper: On Doing it Right the First Time

by Ron Burkitt, PCI #488
Hilliard Police Department (OH)
Education Committee Member

This job stinks! We all got into this profession for similar reasons: help people, save lives, catch bad guys, drive fast, etc. Then along came the paperwork and the supervisors who wanted it done right the first time. My sergeant used to say, “If you don’t have time to do it right the first time, when will you find the time to do it over again?”

We all started riding for similar reasons: get in shape, stay in shape, sneak up on the bad guys, so we could wear shorts, etc. Then we became instructors and along came the paperwork, and IPMBA wants it done right before you submit it, or else! Or else we’ll put this article into the newsletter. You’d be amazed at how many eyes look over the paperwork you submit and how many different purposes the paperwork serves. We know it won’t always be perfect; my latest submission certainly wasn’t. However, there are a number of recurring issues with class paperwork that we’d like to try to resolve. As a member of the Education Committee, I am tasked with reviewing all course records, especially evaluations and incident report forms. I summarize the course information and then send the summaries to the Education Director and the IPMBA office for examination and filing. The IPMBA office uses the coursework to track instructors’ active status, maintain a database of all students trained, and invite successful graduates to become members.

In an effort to make all of our jobs easier, we’d like to bring to your attention, en masse, some of the more common problems.

Student-Teacher Ratio: The student-teacher ratio is no more than ten students per “Certified IPMBA Instructor.” Even if you use a “Certified IPMBA Member” as a helper, you still need to have one member who has the supervisory responsibility. If your department is pressuring you to exceed that limit, please contact Education Director Corky Reed at corkybike@msn.com, and he can help you. If you encounter any problems prior to a class starting, he may be able to help you find a co-instructor, or can advise you how to avoid making a bad submission. He may even be able to help if your co-instructor drops out just before a class starts.

Course Forms: In regards to paperwork, every instructor should have an IPMBA CD with a “Why IPMBA” PowerPoint presentation and all of the IPMBA forms, which are designed to be filled out on your computer. Please use those forms rather than departmental forms for your submissions. Fill each form out completely, especially instructor names/numbers, student contact information, and written and on-bike test scores. And if you choose to fill the forms out by hand, please write legibly! If you don’t have the forms, request them via email to info@ipmba.org.

Save Paper and Postage: In an attempt to reduce paperwork, IPMBA now has a waiver that you pass around the room, and all students sign on the same piece of paper. If you are still having students sign individual waivers, email info@ipmba.org to request this customizable waiver. Also, most photocopiers have what’s called a combine/series mode, which enables you to copy up to four pages onto a single sheet of paper. This is a great way to copy your evaluations and waivers. If your machine isn’t quite that high-tech, chances are that it can at least duplex, that is, copy single-to-double-sided. Check with your departmental copier guru to find out how to use this function. This will help save you the cost of both paper and postage.

Postcard: You’ll receive a postcard shortly after your submission to acknowledge its receipt. In my case, and many others, there will be a request for the paperwork you forgot. Please send those forms back within two weeks and attach the postcard so the paperwork will go to the correct Course Record. If you are faxing the missing paperwork, just fax a copy of the postcard along with it.

Random Reminders:
- Make sure that all students who complete your classes fill out an evaluation, not just the ones who pass the test.
- Submit your paperwork within two weeks of the end of your class.
- Only submit membership & certification applications on behalf of your students if payment is also enclosed.
- Keep two full sets of coursework, one for you and one for your department. It does not matter whether you submit the original or the copy to IPMBA.
- Send only the course record and roster, evaluations, waivers, and incident report forms. Do not send query sheets or test sheets, written or practical.
- List all students on the roster, even those who did not finish (DNF) or failed.

IPMBA is YOUR Organization
IPMBA continues to be a great organization because of fine instructors like yourselves, who started out as fine bike officers and medics. Our organization exists to serve its members through the Board of Directors and its Instructor Cadre. If we become stagnant or lose our members, we cease to exist. Therefore, we ask that you use the “Why IPMBA” presentation, the video, and your own experiences to persuade students to join YOUR organization. Where would we be if we didn’t strive to do better in our training, riding, recruiting, and even our paperwork?

See you in Dayton!
Register NOW for the IPMBA Conference!

Dayton, Ohio ~ May 6-13, 2006

Effective, proven, and skill enhancing training and certification courses…

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Experienced and respected instructors…

Insightful and information-filled in-class workshops…

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Call 410-744-2400 or visit www.ipmba.org for a registration form.

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– 4th Annual Product Guide –

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

Are you registered for Dayton yet?