Milestones, Memories and Mission
by Maureen Becker
Executive Director

The articles in this issue of *IPMBA News* highlight important milestones in the development of police and EMS cycling, but they only skim the surface. The history of public safety cycling is being written daily by IPMBA members, in ways large and small, noticed and unnoticed. Every time a bike team member conceives of a new way to integrate public safety bikes into day-to-day operations, history is made. History is made when a bike cop makes a good arrest, a bike medic saves a life, and a security officer on a bike prevents a crime. Most of these public safety cyclists will never be known by name or recognized outside of their departments. Often, they are not interested in recognition; they just want to do their jobs well and serve their communities.

As this newsletter went to print, an important person in IPMBA’s history reached a significant milestone in his career. On March 28, 2008, Allan Howard, PCI #001T, retired after 26 years with the Dayton Police Department. Allan was one of the visionary individuals who began writing the history of modern police cycling during the First Annual Conference of Bicycle-Mounted Police, held in Tucson in 1991. By calling it the “first”, they demonstrated their optimism that it would not also be the last. He, along with the rest of IPMBA’s original board members (Jessica Cummins, Gary Gallinot, Paul Grady, Gary McLaughlin, Scott Virdin, Ray Wittmier, and Tom Woods), opened a new chapter the next year with the founding of IPMBA, and the year after that, with the debut of the IPMBA Police Cyclist Course.

In his introduction to the *Complete Guide to Police Cycling*, First Edition, Allan wrote, “to my brothers and sisters who have yet to step forward and make a difference, take this thing farther than any one of us ever dreamed it would go. Work hard so we can say we were part of something significant in a line of work where it is usually hard to see progress.” Those words have as much meaning today as they did in 1996. Although the degree to which bikes are used within any given department waxes and wanes, influenced by budget, manpower, and the whims and vagaries of the administration, IPMBA members are persistent, dedicated, and creative. They can overcome resistance and adversity, and will ensure that chapters continue to be added to the history of IPMBA and public safety cycling.

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Bike Patrol and Budget Cuts
by Jay Neal, PCI #680
Nags Head Police Department (NC)

With gas prices soaring and budget cuts everywhere, we in law enforcement are being forced to do things differently. One of the problems with small departments is that we tend to try to do a lot of things just a little and so we can’t see the benefits completely. We often cut in the wrong places because we are not properly informed. We cut things that we don’t understand or are not well versed in. Sometimes that means the bike patrol, even though it has been shown to be a more than viable way to police, from community policing to hard core drug busts. In my department, we have had some bike officers that are not totally into the whole bike patrol way of policing. These officers do a less than adequate job and so the administration gets a bad taste, and you start to lose support. If you are faced with budget cuts and loss of support and need a boost, here are some things to keep in mind.

First, the cost to outfit an officer with uniforms and a car loaded with equipment, from computers to traffic cones is about $36,000. The bike officer is considerably less expensive (Continued on page 30)
Pride and Accomplishment

“In 14 hundred and 92, Columbus sailed the ocean blue.” When Christopher Columbus set sail, he wasn’t quite sure where he would end up or what he would find. The same thing can be said for IPMBA. In 1991, when our forefathers started on this journey, they knew what they wanted to do, but they were not quite sure where it would take them. Seventeen years later, not only is IPMBA still around, but we’re a professional, thriving, progressive organization that is still leading the world in public safety cycling.

IPMBA is still the only organization for public safety cyclists that employs a full-time staff. We do this to better serve our members and because without you, Maureen wouldn’t have anything to do. Since the beginning, IPMBA has held an annual conference for public safety cycling professionals, which includes a trade show highlighting products for public safety cyclists. Since 1993, we have offered pre-conference courses, starting with the Police Cyclist Course. As public safety cycling evolved, we expanded into maintenance, EMS Cycling, and Security Cycling. You asked for advanced training courses, and IPMBA responded with classes like Public Safety Cyclist II, EMS Cyclist II, and Night Operations-Firearms & Tactics. Our intense Instructor Course is frequently described by students as one of the most challenging—and the most rewarding—courses of their careers. One newly certified instructor said, “It was undoubtedly the most intensive training I’ve had since my police academy AND I felt very proud of the accomplishment in receiving my certification.” That makes us proud.

There’s no stopping IPMBA now. While we have a rich and storied past, we will not rest on our laurels. Your board promises to make sure that IPMBA continues to be the most progressive and professional organization for public safety cyclists. While we can look back to what our forefathers started and thank each of them, we need to remember that IPMBA is as strong as our membership.

With your ideas and support, IPMBA will grow bigger and stronger. IPMBA may not be the same organization that it was in the beginning, but I am confident that the charter members would be proud of what we have become.

With your ideas and support, IPMBA will grow bigger and stronger.

Jim Bowell

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-COMMENT FROM PATROL OFFICER & IPMBA INSTRUCTOR

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The Rise, Fall and Rebirth of Bicycle Police

by Ross D. Petty
Babson College
Babson Park (MA)

Editor’s note: Professor Petty is interested in hearing from people with additional information about the use of the bicycle by police prior to 1987 so he can continue to expand the body of knowledge related to the history of police cycling in the United States. He can be contacted at petty@babson.edu.

Introduction

The concept of police patrolling originated in England in 1818, after private rewards failed to deter crime and people were outraged when troops were called into Manchester to quell a civil disturbance and left 11 people dead. Sir Robert Peel introduced the Metropolitan Police Act of 1829, which set up metropolitan police districts, staffed by paid constables. These “Bobbies” (nicknamed in honor of Sir Peel) were on duty 14-17 hours of the day and often patrolled 20 miles a day for weeks on foot without a day off. To verify their diligence, early constables had to leave a ticket at a designated home on the farthest point of their patrol.

Boston developed a similar paid night patrol in 1801 and in 1804 Detroit appointed its first team of civilian police officers. In 1844, New York City was the first American city to model its police department after the principles in Peel’s law that included offering service to all members of the public and maintaining a good relationship with the public. Riots in many major U.S. cities from the 1830s through 1850s led to the formation of police departments in virtually every major U.S. city by the mid-1860s.

The Rise of Bicycle Use

In the 1860s, the earliest pedal bicycles made of iron and wood called boneshakers appeared. The earliest use of the bicycle by police may have occurred in 1869 when an Illinois sheriff reportedly supplied himself and his deputies with these boneshakers. However, boneshakers, as the name suggests, were heavy, not very comfortable to ride on poor quality U.S. roads, and overpriced because of patent license fees, so the fad was short lived. British police may have patrolled by tricycle in the late 1880s, and the Boston Park Commission police patrolled by high wheel bicycles during the same time period. The Newark, NJ, Police Department established its first bicycle squad in 1888.

By September 1892, the police in Orange, NJ, were being trained to ride safety bicycles for patrol and tandem bicycles for quick response to outbreaks and disturbances. By this time, the bicycle had evolved essentially to its modern form, the pneumatic tired, diamond frame safety bicycle. This same year, nearby Stamford, CT, appointed Arnold Kurth as its first bicycle policeman.

The following year saw Holyoke, MA, also favorably experiment with bicycle patrols. By 1894, after some debate, Philadelphia, Brooklyn, Cincinnati, and Chicago all had active bicycle police patrols. Thus, 1894-95 appears to be the beginning of wide-spread police bicycle use in the U.S. and indeed throughout much of the world. In Wellington, New Zealand, the police bought bicycles in the mid-1890s. Bicycles also were used by police in Ottawa and Winnipeg, Canada, around this time.

New York City started its unit in December 1895 with two bicycle policemen patrolling the streets most often used by cyclists. Within three months, the Chief of Police proposed making the bike squad permanent and extending it to three more precincts noting that bicycles increased police efficiency and were effective in patrolling and controlling scorchers (speeders on bicycles) as well as runaway horses. Police Commissioner Teddy Roosevelt, himself a cyclist, approved this proposal and within its first year of service the 29 man bicycle squad was responsible for 1,366 arrests. Soon, the squad grew to one hundred wheelers, including noted racer, “Mile-A-Minute” Murphy, and had its own station house. In his autobiography, Roosevelt praised the squad: “any feat of daring which could be accomplished on the wheel they were certain to accomplish”.

An important impetus for these patrols beyond community patrolling was the control of “scorchers”, as bicycle speeders were then called. In July 1896, after experimenting with 25 citizen wheelmen to patrol the streets and apprehend scorchers, the City of Denver began its two man team of “scorchers

(Continued on page 6)
Bicycle Police Rebirth

Particularly after World War II, when the U.S. both suburbanized, creating larger areas to patrol, and grew increasingly dependent on the private automobile for transportation, the police grew increasingly dependent on motor vehicles for patrolling and rapid response by radio to emergencies that were reported by telephone to a police dispatcher. Technology-dependent police officers became isolated from the communities they served. Occasionally, at least by the 1960s, communities began to question this approach. For example, the picture on this page suggests that Minneapolis had at least occasional police officers on bicycles by 1961. There also are reports of undercover bicycle police arresting criminals that preyed on cyclists and joggers in New York City.

This isolation of police in stations and radio dispatched cars was underscored by demonstrations for civil rights and at the 1968 Democratic National Convention. A study by the Kansas City Police Department attempted to evaluate the effectiveness of randomized patrolling in marked police cars. The study found that increasing or decreasing the frequency of patrols had no significant impact on the level of crimes believed to be deterred by police patrols and the change in levels of patrolling was not noticed by citizens. In addition, about 60% of police officer patrol time was “uncommitted” and often used for non-police-related activities. These problems and three Presidential Commissions between 1968 and 1973 led to the development of community policing where police returned to patrolling neighborhoods and interacting with citizens.

(Continued on page 7)
(Continued from page 6)

While most early community police patrolling was done on foot, the concept was consistent with bicycle patrols as well. In 1970, the two square mile community of Lindsay, CA, started police bicycle patrols. Chief of Police John Beene noted that bicycle patrols covered just about as much territory as police in patrol cars and officers benefited from both the silent approach and high seated view of the bicycle. Baltimore started experimenting with bicycle patrols in March 1972 because police cars had difficulty traveling through narrow alleys. Crime dropped 50% in six months of the four beats patrolled by bike from 8am to midnight. In September 1973, two police officers in Menlo Park and Atherton, CA, began a three year experiment of patrolling residential neighborhoods by bicycle. Some of this activity in the early 1970s was stimulated by the boom in bicycling that occurred at this time and was extended by the gasoline shortage of 1973. The Panama Canal Zone police used bicycles for night patrol during this time and by December 1973. This also was a time of increased concern about narcotics trafficking in the Zone. Richmond re-instituted the bicycle patrol with one officer in the downtown area for the first time since 1934. This experimentation with bike patrols continued. Madison started bike patrols of both downtown and the University of Wisconsin campus in 1978. In 1979, San Jose formed a five person bike squad. 1985 appears to be a banner year for bicycle patrols. Fort Lauderdale and nearby Hollywood, FL, both started bicycle units in that year. In California, San Diego police patrolled the beach and other areas by bicycle since at least 1985 and police in the El Sereno part of Los Angeles began patrolling the business district by bike to reduce street crimes and robberies. On the East Coast, Englewood also started a bicycle unit, the Radio Auto Theft or RAT squad, to combat car radio theft. The squad patrolled near cars baited with valuable radios and waited for a thief to take the cheese. Memphis started its bike patrol in 1986. Despite some twenty predecessors, the modern rebirth of bicycle patrolling is generally credited to Sergeant Paul Grady and his partner Mike Miller who proposed the idea in Seattle in the spring of 1987. Bicycles were suggested as a means to get through traffic gridlock then being caused by downtown construction. In 1991-92, Seattle received more than 600 requests for information. By 1993, Seattle had 70 police on bicycles.

Although not actually the first to adopt bicycles for police patrols in the second half of the 20th century, Seattle does deserve credit for being the first to consider the concept for bicycle patrolling in general rather than for special areas and purposes. It also publicized its efforts to stimulate interest in other police departments in the U.S. and throughout the world. Table One on page eight identifies locations where modern police used the bicycle before the Seattle adoption.

Modern Police Department Bicycle Patrols before July 1987

The idea spread to other police departments as well as private security companies and college campus police. In 1990, the League of American Wheelmen surveyed police departments and discovered that 80 cities in 26 states had bicycle patrol units and others were planning units. Eighty percent of the units in existence in 1990 had been formed between 1988 and 1990, leaving about 16 units that had been formed prior to 1988. The L.A.W. organized the first annual Police on Bikes Conference in Tucson, AZ in May 1991. This led to the founding of the International Police Mountain Bike Association (IPMBA) in 1992.

**Conclusion**

Today, New York City boasts 3,000 plus bicycle police with another 350 in Los Angeles and 210 in Houston. In 2000, it was estimated that in the U.S., over 6,000 police departments have a bicycle unit totaling over 35,000 bicycle officers nationwide. This amounts to one bicycle police officer for approximately every 8,000 people, exceeding police bicycle officers per person in the early part of the 20th century.

In a country long known for increasing “automobilization,” it is interesting that police patrolling also went through a period of increasing “automobilization” but now has recognized the value of the bicycle as one of several means of neighborhood patrol. This recognition of the usefulness of what otherwise is considered primarily a child’s toy in the U.S. is based not only on the relative costs of the two vehicles, but on three other factors as well. First, the open nature of the bicycle that makes bike patrol officers more in touch with their surroundings and more approachable by citizens. Second, the ubiquitous nature of the bicycle allows it to travel almost anywhere, largely unnoticed. Third, the level of automobile traffic in most cities, particularly during major events, slows all motorized traffic to a standstill, but still allows police to use bicycles to travel to needed locations efficiently and in a relatively unimpeded manner. These advantages of bicycle patrol suggest that it is now more than a periodic fad, and should be considered a permanent part of police patrol and travel tactics.

Please see references for this article on page eight.
Table One: Modern Bike Patrols, Pre-1987

<table>
<thead>
<tr>
<th>Year</th>
<th>Location</th>
<th>Source and Comments</th>
</tr>
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<tbody>
<tr>
<td>1961</td>
<td>Minneapolis, MN</td>
<td>UPI photo</td>
</tr>
<tr>
<td>1970</td>
<td>Lindsay, CA</td>
<td>New York Times, June 27, 1975, p. 34</td>
</tr>
<tr>
<td>early 1970s</td>
<td>Davis, CA</td>
<td>San Jose Mercury News, Aug. 23, 1988</td>
</tr>
<tr>
<td>Fall 1973</td>
<td>Panama Canal Zone</td>
<td>Panama Canal Zone Review, Fall 1973, p. 16, Night patrol</td>
</tr>
<tr>
<td>1980</td>
<td>San Jose, CA</td>
<td>San Jose Mercury News, Aug. 30, 1980</td>
</tr>
<tr>
<td>1981</td>
<td>Dallas, TX</td>
<td>Southwest Wheelman “Spokesmen”, Jan. 5, 1981 — to patrol the mall</td>
</tr>
<tr>
<td>1981</td>
<td>Morgan Park, IL</td>
<td>Chicago Sun Times, May 24, 1981</td>
</tr>
<tr>
<td>Sept. 1982</td>
<td>Cincinnati, OH</td>
<td>Highland Herald</td>
</tr>
<tr>
<td>1985</td>
<td>Ft. Lauderdale, FL</td>
<td><a href="http://info.ci.flaud.fl.us/police/bicycle.html">http://info.ci.flaud.fl.us/police/bicycle.html</a></td>
</tr>
<tr>
<td>July 1985</td>
<td>Hudson, NH</td>
<td>Boston Globe, July 6, 1985</td>
</tr>
<tr>
<td>1986</td>
<td>Los Angeles, CA</td>
<td>Los Angeles Times, Dec. 12, 1985, part 2, p. 3. — two bikes donated by local business to patrol El Sereno area</td>
</tr>
<tr>
<td>July 1987</td>
<td>Seattle, WA</td>
<td><a href="http://www.cityofseattle.net/Police/Units/bike_patrol.htm">http://www.cityofseattle.net/Police/Units/bike_patrol.htm</a></td>
</tr>
</tbody>
</table>
A Brief History of EMS Cycling

by Maureen Becker
IPMBA Executive Director

The history of EMS cycling is not as well-documented as that of police cycling, but the new Complete Guide to Public Safety Cycling provides a foundation for further research. It is likely that bike medics were first deployed during special events as an alternative to walking, and quickly proved to be an effective means of overcoming the crowds and traffic that inhibit timely response to medical emergencies.

Several colleges and universities began using bikes in the 1980’s, but mostly just for transportation. Members of the Indianapolis Fire Department likewise started using their own bikes at special events because, according to a former member, they “got tired of walking.” The department purchased their first bikes in about 1984 and a bike team was in operation by 1989. In 1991, Denver Health Paramedic formed one of the first officially organized EMS bike teams.

British Columbia Ambulance Service implemented the Advanced Life Support Bike Squad in 1993, a program which quickly expanded throughout the province. It was used as the model for the creation of the Troy (OH) Fire Department’s bike team in 1994. In Troy, two paramedics staffed mountain bikes carrying both BLS and ALS equipment, an abbreviated drug bag, intubation supplies, and a cardiac monitor. One of these paramedics was IPMBA’s current president, Jim Bowell. He and his colleague, Doug Ingle, provided their own bikes, but the rest of the equipment was furnished by the department and the local hospital. The team was rounded out by paramedics Jeff Shelton and Brad Ray.

In 1996, the Lebanon, OH, fire division established a bike medic team for Applefest; Fremont, CA, launched a bike team for the Fourth of July; and both Boston and Toronto began bike operations. By 1997, EMS bike units could be found in Alexandria, VA; Gaston County, NC; and Lakewood, CO.

Although most US-based medical bike units are used primarily for special events, some have been deployed on a more routine basis. In 1997, the Nashville FD began assigning bike medics to patrol the Second Avenue/Printer’s Alley district on weekends in response to an incident in which it took an ambulance 25 minutes to penetrate the crowds and reach a heart attack victim. In 2000, the Orlando FD introduced a bike unit for special events, but it soon began patrolling the entertainment district from 9pm-3am on Fridays, Saturdays, and holidays. For the first two years after its founding in 1996, the Boston EMS bike team operated on every shift. They now patrol on a less frequent basis, focusing more on supporting large-scale events such as First Night, St. Patrick’s Day, and the Boston Marathon.

In 2000, a pilot project launched by the London Ambulance Service (LAS) deployed paramedics on a 10-hour day, 7-day-a-week shift pattern in a five-kilometer area in the heart of the city. The success of the program resulted in the established of a full-time cycle response unit (CRU) that is still expanding throughout the city. Similar CRUs have since been implemented in York, Manchester, and Cardiff, among others, both by the NHS Trust ambulance services and voluntary services such as St. John Ambulance.

EMS cycling has also found a niche within the airport environment, where EMS personnel face the challenges of crowded terminals and heavily trafficked airfields. As early as 1998, Eau Claire Airport (WI) and Vancouver (BC) International Airport deployed medics on bikes. Nashville International Airport has been patrolled by cross-trained first responders since 2000. In 2004, LAS began Cycle Response Unit service in Heathrow Airport, and paramedics took to their bikes at Calgary Airport. Fort Lauderdale FD launched the airport’s “Bike 1” in 2005, and the Los Angeles FD began a pilot initiative at LAX in 2007.

The application of EMS cyclists has continued to increase, and EMS services now deploy bikes in tourist areas, during special events, in amusement parks and sports arenas, on college campuses, and in airports, train stations, and other transportation hubs. In 2000, the Journal of Emergency Medical Services’ 200-city survey reported that more than 300 bike medic teams were in operation across the US and that 52% of EMS agencies in the nation’s largest 200 cities had established EMS bike teams.

IPMBA would like to learn more about the history of EMS bike teams. Please send additional information to maureen@ipmba.org.
Fate is a funny thing and I believe things are meant to happen for a reason. We could talk about fate for the whole of this article. Well, fate came to me in the shape of a dear friend early in February 2006. He explained that West End Museum (near Southampton, UK) was going to be doing a bit of refurbishment and in the exhibits storeroom was an old police bicycle. When the refurbishment was complete, there would be no room for it to be displayed. What was to be done with it? Was I interested in this bicycle?

I was asked to be the new custodian of the old police bicycle - I was over the moon! Why me you may ask? I am an ex-Hampshire Special Constable and in the fifteen years I spent on duty, ten of them were on patrol on a bicycle. I now study the history of police bicycles, from the old beat patrol bikes to the new models, which are very well-equipped Cycle Units. I have a growing collection of police bicycle photos from 1903 up to the present day and a cycle uniforms collection. I am a member of the Hampshire Constabulary History Society as well as Police Car UK (PC-UK) a club which restores and preserves classic police cars.

This particular bicycle has its own great history and with the help of West End Museum I found out most of its story, if not all of it. Luckily PC John Whitcombe had signed the visitors book at the museum and I have the date the bicycle came into the museum in 1998. He had kindly left his address and so I asked members of the Hampshire Constabulary History Society if anyone had any knowledge of the officer. I got a positive response by email and some interesting stories came to light, but as they say, that’s another story!

I sent a letter to John Whitcombe at the address in West End and by the next day I received a phone call from Sheila Whitcombe. Sadly she told me that John had passed away in 2005. I told her the story about the cycle and Sheila was more than happy for me to look after her husband’s bicycle. She told me that John was given the bicycle in 1967 by a next door neighbour. It was a Raleigh Rudge made in 1961 and I traced this from the Raleigh web sites list of frame numbers and dates they were made. John used the bicycle for beat patrol from Bitterne Police Station right up to his retirement in 1983. He had spent 29 years in the police service, starting in Shirley with the old Southampton City Police in 1954 and then Hampshire Constabulary after the Force amalgamations in 1967.

The old police bicycle is not hidden away though. It goes to Police Force open days and other emergency service shows around the UK together with my other ex-police cycles, which include a model Smith and Wesson Perimeter. This gives people a chance to see how the bicycle has changed in relation to the roles they have played in policing over the years.

This article was written in memory of PC John Whitcombe. Alan is a member of the Hampshire Constabulary History Society and Police Car UK, and a collector of police bicycles. He is a former special constable in Hants, and often rode a police cycle on duty. He can be reached at alan.clack@ntlworld.com.
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These listings are abbreviated to accommodate more participants, but the full listings can be found on the Industry & Resources section at www.ipmba.org. Pages 13-16.
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Product: Under Helmet Headbands & Bandanas
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Contact Info: 800-359-2514/john@dowrap.com
Website: www.dowrap.com; www.sweatvac.com

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Product: Chainless Police Bikes
Cost to Members: Contact for Special Pricing.
Contact Name: Patrick Perugini
Contact Info: 800-935-9553/
info@dynamicbicycles.com
Website: www.dynamicbicycles.com

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SOLUTIONS
Product: Bikes & Accessories for LE and EMS
Cost to Members: Contact for special pricing on all items.
Contact Name: Seth Leiman
Contact Info: 866-895-2238/ets@electrictransport.net
Website: www.electrictransport.net
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ELECTRIK MOTION
Product: Electric Mountain Bicycle, Accessories
Cost to Members: 10% off
Contact Name: Andy Koblick
Contact Info: 866-372-6687/electrikmotion@aol.com
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Contact Info: 203-364-8644/
elhnbadgesign@aol.com
Website: www.elhnbadge.com
Call or email design/quantity for price quote.

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Product: “The Seat” Ergonomic Bike Seat
Cost to Members: $30 lycra/gel; $23 vinyl; $15 faux leather
Contact Name: Thomas White
Contact Info: 425-333-6161/daedalus@nwlink.com
Website: www.thecomfortseat.com

EV Tech
Product: Bikes, Accessories, Montague Bikes, Siren Kit
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Contact Info: 972-851-9990/dcanfield@evtech.us
Website: www.texaselectricbikes.com
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Cost to Members: Contact for Discount Details
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Website: www.use1.com

EYE SAFETY SYSTEMS, INC.
Product: Protective Eyewear - Military, LE, Tactical
Cost to Members: 30%-40% off List Price
Contact Name: Willy Breen
Contact Info: 208-726-4072/
wbreen@essgoggles.com
Website: www.essgoggles.com

FINISH LINE
Product: Bicycle Care Products
Cost to Members: 50% off MSRP & Free Shipping
Contact Name: David Clpton
Contact Info: 631-666-7300/ davidclpton@finishlineusa.com
Website: www.finishlineusa.com
Enter IPMBA in the Event Code field at the top of the online order form.

FOSTER GRANT SUNGLASSES
Product: Ironman Sunglasses
Cost to Members: 40% off MSRP
Contact Name: Bill Paine
Contact Info: 215-335-9218/painews@aol.com

FUJI AMERICA
Product: Bikes & Accessories
Cost to Members: Special Prices on Selected Models
Contact Name: Steve Harad
Contact Info: 215-824-3854 x1111/ sharad@fujibikes.com
Website: www.fubikes.com
Contact for Order Form.

GATORZ EYEWEAR
Product: Eyewear
Cost to Members: 25% off published retail rates
Contact Name: Tom Harwood
Contact Info: 800-767-4287 x104/tom@gatorz.com
Website: www.gatorz.com
Must contact Tom directly.

GITA SPORTING GOODS
Product: Giordana Apparel
Cost to Members: 10% off Giordana
Contact Name: Nelson Frazier
Contact Info: 800-FON-GITA x 319
Website: www.gitatbik.com
On website, enter “IPMBA” in promotion code box.

GROVE TOOLS, INC.
Product: Seat Locks
Cost to Members: $19.95
Contact Name: Rob Smith
Contact Info: 563-588-0536/ rob@saveyourseatlock.com
Website: www.saveyourseatlock.com

IMBA
Product: IMBA Membership
Cost to Members: $10 off National Mountain Bike Patrol Membership
Contact Name: Spencer Powllison
Contact Info: 888-844-42-MBA x101/ membership@imba.com
Website: www.imba.com
Submit copy of IPMBA membership card with NMBP membership application or renewal notice.

IOSSO PRODUCTS
Product: Cleaners & Lubes for Guns & Bikes
Cost to Members: 20% off Retail
Contact Name: Marianne Iosso
Contact Info: 888-747-4332/ iossoproducts@iosso.com
Website: www.iosso.com

KENDA USA
Product: Premium Bicycle Tires & Tubes
Cost to Members: 60% off MSRP
Contact Name: Karen or Cindy
Contact Info: 614-866-9803/bicycle@kendausa.com
Website: www.kendausa.com
Contact for Order Form.

KUJ SPORTS CO. LTD.
Product: Helmets; Public Safety Helmets
Cost to Members: $17-$50; Public Safety: $25
Contact Name: Bill Paine
Contact Info: 215-335-9218/painews@aol.com
Website: www.ironmanhelmets.us
Public safety: available in black or white & with choice of stickers: police/EMS/Sherrif/Fire Dept/Security.

LANE SUNGLASSES INC
Product: Protective Eyewear & Goggles
Cost to Members: 30% off Retail for Quantity Purchases
Contact Name: Neal Dykstra
Contact Info: 800-542-7850/eyewear@netnitco.net
Website: www.lanesunglasses.com

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

LIFT & STORAGE SYSTEMS, INC.
Product: Automatic Bike Lift Storage Systems.
Cost to Members: $4,000 (30 bikes); $6,000 (60 bikes)
Contact Name: Shawn Jones
Contact Info: 800-825-4777/sjones@liftnstore.com
Website: www.liftnstore.com

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

LOU Ka Tactical TRAINING LLC
Product: Video: Firearms & Training Issues
Cost to Members: $25, incl. shipping
Contact Name: Lou Ann Hamblin
Contact Info: 734-697-6342/ louannblackwidow@aol.com
Website: http://home.comcast.net/~kdvonk/
LouKaLLC.html

MADISON BICYCLE SHOP
Product: Bikes, Uniforms, and Accessories
Cost to Members: Up to 15% off; up to 12 months
financing same as cash
Contact Name: Sal Piccolo
Contact Info: 973-377-6616/ contact@madiobicycleshop.com
Website: www.madisonbicycleshop.com
Complete police application. Call to demo a complete police mountain bike.

MakLite
Product: Illuminated Safety Light Products
Cost to Members: $7.00
Contact Name: William Maki
Contact Info: 800-888-5427/libre.safety@prodigy.net
Website: www.libresafety.com

LANE SUNGLASSES INC
Product: Protective Eyewear & Goggles
Cost to Members: 30% off Retail for Quantity Purchases
Contact Name: Neal Dykstra
Contact Info: 800-542-7850/eyewear@netnitco.net
Website: www.lanesunglasses.com

LEONARD CONSULTING GROUP
Product: S&W and Fuji Bikes, Lightman Strobes,
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Cost to Members: 10% off Regular Prices
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Website: www.liftnstore.com

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Email for details/availability/shipping charges.

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Product: Video: Firearms & Training Issues
Cost to Members: $25, incl. shipping
Contact Name: Lou Ann Hamblin
Contact Info: 734-697-6342/ louannblackwidow@aol.com
Website: http://home.comcast.net/~kdvonk/
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Contact Info: 800-888-5427/libre.safety@prodigy.net
Website: www.libresafety.com

INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION, Spring 2008
Product Purchase Program

MARWI USA, INC.
Product: Lighting Systems
Cost to Members: Contact for Discount
Contact Name: Buck Mitchell
Contact Info: 800-448-3876/buck@magurausa.com
Website: www.marwiusa.com

MAXIT DESIGNS
Product: Headgator(TM)/Hothead(TM)/Thermal Beanie(TM)
Cost to Members: $10.50 Headgator(TM)/Hothead (TM); $9.40 (Beanie)
Contact Name: Liz
Contact Info: 800-556-2948/info@maxit-inc.com
Website: www.maxit-inc.com, www.headgator.com
35% off other in-stock items.

MAXXIS TIRES
Product: Bike Tires & Tubes
Cost to Members: 50% off Retail (Pro-form)
Contact Name: Ben Burgess
Contact Info: 800-4MAXXIS/bikeorders/maxxis.com
Website: www.maxxis.com

MOCEAN
Product: Bike Patrol Uniforms
Cost to Members: 25% off Retail
Contact Name: Bill Levitt
Contact Info: 877-662-3680/moceanbl@aol.com
Website: www.mocean.net

MONTAGUE BIKES
Product: Paratrooper Tactical Folding Mountain Bike
Cost to Members: Free Folding Pedals & Kickstand with Purchase
Contact Name: Dave Widing
Contact Info: 800-756-5348/ dwiding@montagueusa.com
Website: www.montagueusa.com

MOUNTAIN RACING PRODUCTS
Product: Power Grips, White Brothers Forks, Kreitler Rollers, Tamer Seatposts
Cost to Members: 20% off Retail
Contact Name: Paul Aieta
Contact Info: 800-999-8277/paieta@mrpbike.com
Website: www.mrpbike.com

NUGO NUTRITION
Product: Nutrition/Energy Bars
Cost to Members: $1.02/bar; $15.25/box
Contact Name: Keith Rothrick
Contact Info: 888-421-2032/ krothrick@nugonutrition.com
Website: www.nugonutrition.com
Call 888-421-2032 to order, and have your IPMBA membership number & expiration date handy.

OLYMPIC UNIFORMS/J. MARCEL
Product: Bike Patrol Uniforms
Cost to Members: 10% off Retail Prices
Contact Name: Julie Cruise/Rachel Peterson
Contact Info: 888-722-9222/ reps@olympiconfms.com
Website: www.olympiconfms.com

OPENHOUSE PRODUCTS
Product: Panniers, Cycle Bags, Lyteline High Viz Products
Cost to Members: 15% off Retail Prices
Contact Name: Bruce Burns
Contact Info: +44 (0) 1422 824777/ bruce@openhouseproducts.com
Website: www.openhouseproducts.com
Provide IPMBA membership number when ordering.

PARADIGM TACTICAL PRODUCTS
Product: FRISCKER PRO Hand Worn Metal Detector
Cost to Members: $155 + S&H
Contact Name: Camilla Cutter
Contact Info: 978-352-6633/ sales@paradigmatical.com
Website: www.frisker.com

PATROL CYCLE LLC
Product: Patrol Cycle Shoe
Cost to Members: $74.95
Contact Name: Mark Eumurian
Contact Info: 800-208-2032/patrolbike@earthlink.net; bgorton@patrolcycle.com
Website: www.patrolcycle.com, www.patrolbike.com

POLARPAK
Product: PolarPak Reservoir, Custom Embroidered Hydration Packs
Cost to Members: $14.98
Contact Name: Jeff Skillern
Contact Info: 208-426-9058/jeff@polarpak.com
Website: www.polarpak.com
Discount not available via online ordering.

POLICE BIKE STORE
Product: Fuji, S&W, Lights, Sirens, Bags, Accessories
Cost to Members: 10-35% off Retail
Contact Name: Michael Espejo
Contact Info: 309-797-9028/ info@policebikestore.com
Website: www.policebikestore.com

PROGOLD LUBRICANTS
Product: ProLink Chain Lube, ProGold Lubes, EPX
Cost to Members: 40% off Retail
Contact Name: Doug or Van
Contact Info: 800-421-5823/progoldmfr@aol.com
Website: www.progoldmfr.com

PROMARK INT'L. INC.
Product: Full Line Law Enforcement Equipment
Cost to Members: 40% off Most Products
Contact Name: Kenneth Batcher
Contact Info: 800-645-4443/promarkint@aol.com
Website: www.publicsafetymall.com

PUBLIC SAFETY LOGOS
Product: Badges/Badge Cases/Jewelry/Patches/etc.
Cost to Members: 10% off + drop ship free on $150 or more
Contact Name: Michael Carrizales
Contact Info: 800-276-0706/sales@publicsafety-logos.com
Website: www.publicsafetylogos.com
Code: 20PMBA04 and IPMBA membership number must accompany order.

R & B FABRICATIONS
Product: Panniers & Safety Vests
Cost to Members: 15% off Retail
Contact Name: Tina Lime
Contact Info: 800-553-1911/info@rbfab.com
Website: www.rbfab.com

REDMAN TRAINING GEAR
Product: Defensive Tactics Training Gear
Cost to Members: 10% off Retail
Contact Name: Bob Brothers
Contact Info: 800-865-7840/ bob.brothers@redmangear.com
Website: www.redmangear.com

RUBEL BIKEMAPS
Product: Bicycling Street Smarts: 48-page booklet
Cost to Members: Free shipping on any size order.
Contact Name: Andy Rubel
Contact Info: 617-776-6567/info@bikemaps.com
Website: www.bikemaps.com
Contact for free sample; see full text at www.bikemaps.com.

Rudy Project Eyewear
Product: Sunglasses, Sport Eyewear, Helmets, Goggles
Cost to Members: 40% off Retail
Contact Name: Craig Mintzlaflf
Contact Info: 949-272-2458/ craig@rudyprojectusa.com
Website: www.rudyprojectusa.com
At www.rudyprojectusa.com, click on OTHER INFO, then BATMAN. Enter activation code: services.

SECURE SPORTS ID
Product: Sports ID, Helmet ID
Cost to Members: 25% off MSRP, Free Shipping
Contact Name: Vino Bhandi
Contact Info: 617-421-8352/ vino@securesportsid.com
Website: www.securesportsid.com
Must say IPMBA member on website contact page. Available for fundraisers.

SEVEN STAR SPORTS
Product: Cycling Helmets, Multi-Sport Helmets, Protective Wear
Cost to Members: Bike Helmet: $5; Visor Helmet: $6; ABS Helmet: $6; HOG ABS Helmet: $8
Contact Name: Purvis Mirza
Contact Info: 888-527-7827/purvis@sevenstarsports.com
Website: www.sevenstarsports.com
Freight Charge: $1 per unit.

SIGMA SPORT
Product: Lighting Systems, Bike Computers, Heart Rate Monitors
Cost to Members: 40% off Retail
Contact Name: James Keller
Contact Info: 888-744-6277/keller@sigmasport.com
Website: www.sigmasport.com
Contact James.

SIGNAL MEASUREMENT CO.
Product: GPS & Communication Mounts
Cost to Members: 30% off Retail
Contact Name: Tom Polcyn
Contact Info: 800-527-1079/tpolcyn@smc-amp.com
Website: www.smc-amp.com

SOPRNEGEAR
Product: Chain Stain Away Pant Protector
Cost to Members: 10% off Regular Price; quantity discount for 10 or more.
Contact Name: Frank Pollari
Contact Info: 888-519-2250/sales@superieur-gear.com
Website: www.chainsstainaway.com
For online ordering, enter IPMBA5 in the coupon box.

SWAGMAN
Product: Bicycle Carriers (Roof/Hitch/Trunk)
Cost to Members: 15% off Retail
Contact Name: Debbie
Contact Info: 800-469-7924/debbief@swagman.net
Website: www.swagman.net
All Shipments Made from Orville, WA.
NEW TACTICAL WEAR ONLINE

Product: Under Armour Performance Wear
Cost to Members: 20-25% off MSRP; Free shipping over $200; monthly specials
Contact Name: Donald Erb
Contact Info: 717-666-2348/erbd@tacticalwearonline.com
Website: www.tacticalwearonline.com

On checkout page, enter "IPMBA" with promotional code box. Click update at the bottom of page to update the total.

TERRY PRECISION CYCLING

Product: Bikes, Accessories, Seats, Apparel
Cost to Members: Terry Apparel -- wholesale; see notes for more.
Contact Name: Ginny Weisel
Contact Info: 800-239-8379 x 13/ginny@terrybicycles.com
Website: www.terrybicycles.com

Contact Ginny via email for pro deal form.

TIMEX WATCH CORPORATION

Product: All Timex Products
Cost to Members: 33% off MSRP
Contact Name: Bill Paine
Contact Info: 215-335-9218/painews@aol.com
Website: www.timex.com

TIMEX WATCH CORPORATION

Product: All Timex Products
Cost to Members: 33% off MSRP
Contact Name: Bill Paine
Contact Info: 215-335-9218/painews@aol.com
Website: www.timex.com

TUFFRHINO SAFETY SUPPLY

Product: Safety Gear, Hi-Viz Apparel, Cooling Products
Cost to Members: 10% off
Contact Name: Jennifer Reich/Lori Liszner
Contact Info: 866-922-4488/customerservice@tuffrhino.com
Website: www.tuffrhino.com
Use Coupon Code IPMBA at checkout.

UNITED BICYCLE SUPPLY

Product: Bicycle Tools and Parts
Cost to Members: Wholesale Pricing to Departments
Contact Name: Pete
Contact Info: 541-482-1750/ubs@bsp.net
Website: www.unitedbicyclesupply.com
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
Cost to Members: 10% discount
Contact Name: Alex Hayes
Contact Info: 01132 370293/alex@vision-2000.co.uk
Website: www.v2k.co.uk
Email contact details and IPMBA membership number.

VOLCANIC BICYCLES

Product: Bikes, Accessories, Outdoor & Camping Gear
Cost to Members: Avg. 25% off MSRP
Contact Name: Eric Kackley
Contact Info: 360-943-8613/eric@volcanicbikes.com
Website: www.volcanicbikes.com

WTB

Product: Tires, Saddles, Pedals, Wheel Parts
Cost to Members: 15% off Wholesale Prices
Contact Name: Chris Schierholtz
Contact Info: 415-389-5040/cschierholtz@wtb.com
Website: www.wtb.com

ZEAL OPTICS

Product: Sport Eyewear & Goggles
Cost to Members: 50% off suggested retail.
Contact Name: Sport Stars Pro Sales
Contact Info: 800-784-4090/melissa@zealoptics.com
Website: www.zealoptics.com
Call Sport Stars Pro Sales for a discount code.

ZENSAH

Product: Tactical Shirts & Shorts
Cost to Members: 30% off Regular Cost
Contact Name: Ryan Oliver
Contact Info: 877-614-5076/tactical@zensah.com
Website: www.zensah.com
When ordering online, type "IPMBA30000."
Welcome New Corporate Member

BRATWEAR has recently joined IPMBA as a corporate member. Although new to corporate membership, BRATWEAR has been outfitting IPMBA members for more than 15 years, and owner Sally Swanson has been an exhibitor at every IPMBA conference since 1993. Sally prides herself on her company’s commitment to producing clothing that is not only practical and durable, but also comfortable, flexible, and easily laundered. The BRATWEAR slogan, “Best on the Beat” reflects their mission:

- Through INNOVATION and education we will be the uniform supplier of choice.
- We will have QUALITY of performance, endurance of product and fairness of price.
- Our passion for CUSTOMER SATISFACTION will be present in every garment we provide.

BRATWEAR not only supplies bicycle patrol uniforms, they also outfit K9, motorcycle, and tactical officers, as well as firefighter/paramedics, in high-quality jackets, shirts, pants, and jumpsuits. Offering a wide range of garments, fabrics, and colors, BRATWEAR customizes uniforms to meet the unique needs of every department it serves.

BRATWEAR participates in the IPMBA Product Purchase Program, offering 10% off list price to IPMBA members. For more information, visit www.bratwear.com, email sally@bratwear.com, or call 253-517-4000.

IPMBA Stuff …

... is Cool Stuff.

IPMBA merchandise has a new home: www.ipmba.org/merchandise.htm

Dozens of high-quality items, a terrific variety and great customer service. Get yours today!

Corporate Members

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

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

BRATWEAR
Sally Swanson
253-517-4000 x 16
www.bratwear.com
sally@bratwear.com

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

Cycle Source Group
Peter Carey
515-232-0277
peterc@cyclesg.com
www.swbikes.com

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

Police Bike Store
Michael Espejo
309-797-9028
info@policebikestore.com
www.policebikestore.com

Rapid Response Bike
Ed Collins
330-283-0062
info@rrbike.com
www.rrbike.com

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

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

Volcanic Bicycles
Eric Kackley
360-943-8613
eric@volcanicbikes.com
www.volcanicbikes.com

No express or implied endorsements are being made by IPMBA for any product, service, program, or organization.
The question of what type of rack to put on your bicycle is both controversial and frequently asked. While there is no one right answer, there are a couple of solutions for a problem that is becoming more frequent. With the advent of disc brakes, full suspension, and space age components, trying to find a rack to fit on a bike is becoming a job in itself.

**Tubus**

Recently, after a spectacular incident that busted the rack that came with my bike, I had to do some shopping. I should point out that years of riding the touring circuit makes me look in different stores than most public safety cyclists and because of this I stumbled across a new rack from an old manufacturer named Tubus. Most cyclists in the U.S. haven’t heard of Tubus unless they’ve bought touring specific items. Tubus is a German company that has been quite popular in Europe for 20 years and thankfully, there are a few bike shops in the U.S. that stock their products.

One of their newest racks is the Tubus Logo, and it begs the question, “Why didn’t someone else think of that?” The first thing you notice with this rack is the extra metal rail along the sides that allows you to mount your panniers farther back. This is important for those of us that can trace our lineage to Sasquatch. The second thing you notice is that this extra mounting rail is much lower than the shelf area of the rack, which really helps if you’re going to carry a trunk bag AND panniers. If you’ve ever tried to wrestle a trunk bag onto a rack with panniers, you’ll appreciate this. The third thing you’ll notice is just how sturdy this rack is; it doesn’t seem to flex when it is bolted on and there is a load on it. Still not convinced? The Logo has a load rating of 40 kg / 80 lbs. In addition, there is a disc brake kit that uses the quick release to facilitate lower mounting.

After a couple months of riding with this rack I really only have one complaint. The top shelf of the rack is narrow enough that some trunk bags may not fit well without adapters but I wouldn’t let that stop me from buying it. The Logo comes in black and silver and Tubus has a model called the Cosmo that is stainless steel.

**Old Man Mountain**

Not to be outdone in the disc brake solution market is an American company that has been around since 1996. Old Man Mountain is a small company that caters to expedition and mountain bike touring and was started in answer to the problem of mounting racks to disc braked bikes and bikes that didn’t come with rack braze-ons. Most of their racks are designed to mount with the wheel quick release at the bottom of the rack and to the cantilever brake bosses at the top (they also have clamps if your bike doesn’t have bosses). This simple and ingenious mounting system allows their racks to fit to almost any frame style or size. Their racks are all made from aluminum, come in black, and are rated for a 40lb dynamic load, which is more than adequate. Designed for the abuse of off-road riding, these racks are extremely rigid and have little flex in them. I have one as the front rack for my disc braked touring bike and have never had an issue with it. If you have a disc braked or suspension framed bike and live in North America, check out Old Man Mountain. Old Man Mountain racks are now being sold in Europe and Australia, bringing a solution to the disc brake mounting problem to other parts of the world.

So there you have it. Two solutions to one problem. Both are great products and take similar but different approaches to disc brake mounting. One is steel, one is aluminum and both are extremely strong. One offers a lower and rearward mounting of panniers for people with bigger feet.

Why give you two choices? Because I can’t decide either! Tubus Racks can be found at http://www.tubus.com/, and Old Man Mountain Racks can be found at http://www.oldmanmountain.com.

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 marccling@earthlink.net.
I Can See Clearly Now: Gatorz Sunglasses

by Kurt Feavel, PCI #529
University of Wisconsin at Madison Police Department (WI)
IPMBA Treasurer

I think most of us will say that when it comes to sunglasses, finding something stylish, comfortable and durable is almost impossible. Well, not so with my new Gatorz Converter sunglasses.

I was asked to test the Gatorz line of glasses and thought, “this is probably just another pair of glasses”, but was I wrong! As soon as I received them in the mail and tried them on, I knew they were going to work. I made some minor adjustments to the frame and was ready to go. The glasses are very easy to adjust on your own. They are made with T6 7075 Billet aluminum with double nickel/silver hinges, Teflon screws, and a very durable, pliable, and adjustable nosepiece. To adjust the fit simply open or close the wrap by gently bending the frame in or out depending on need. The nosepiece can be adjusted as well to move the glasses closer to or away from your eyes.

I have a difficult time finding sunglasses that really fit well. The fit of the Gatorz is incredibly comfortable and for me that says a lot. Having glasses that will stay on your face while you are moving around is important. We all have experienced having our glasses slide down our face or bounce around while we are doing some rough off-road or riding stairs. With these Gatorz, I can say I don’t have to worry about that any more.

In addition to wearing them on my bike, I also wear them skydiving. Keeping glasses on my face is critical when I am jumping. Since I wear a helmet with a visor when I jump, I also need glasses that do not get in the way of the visor when it is down. The Gatorz are the only glasses that fit me well enough to do this and they stay in place during the opening shock of my parachute.

The Gatorz come in several models, the most popular styles being the Wraptor, Radiator and the Converter. The Converter allows you to easily change lens and comes with two sets of your choice. I ordered mine with the Yellow or Amber lens and the blue chrome.

If you are looking for a pair of glasses that fit well, look good and stay in place, I highly recommend these. Gatorz participates in the IPMBA Product Purchase Program, offering 25% off published retail rates. Contact Tom Harwood at 800-767-4287, x 104, or tom@gatorz.com.

Kurt is a sergeant with the University of Wisconsin Police Department. He became an IPMBA instructor in 2001 and was elected to the IPMBA Board of Directors in 2004. He is currently serving as treasurer. He can be reached at kdfeavel@wisc.edu.

Moving Light: Sweetskinz are Sweet

by Charlie Irvine, PCI #752
Metropolitan Police Department (UK)

“It’s reflective? All of it?” So began the conversation with Ruth from Sweetskinz. I must admit I was a bit sceptical, even though I had been on the website and had a look for myself. A few days later the tyres arrived, and I eagerly put them on my bike. I must admit, they look different! I was a bit worried that because they are so colourful, they may be weaker than “ordinary” tyres, but once I was out on the road, my fears were allayed. They handle as well as any of the more well known tyres I have used in the past. The pair I had been sent were the “Rattleback” design, and within minutes of me hitting the road, people were commenting on them. One cyclist even stopped me to ask where I got them. I then went “agricultural” as we say over here, and took the bike into my local country park to see how they would manage on a less than stable footing. The tyres were “Town and Country” types, but they handled an extremely muddy park well.

But the best part was yet to come. That evening as it turned dark, I went back out and did some road riding. This is where the Sweetskinz come into their own. Most black tyres have a thin reflective strip on the circumference. But imagine if the WHOLE tyre reflected light? This is what Sweetskinz do. So if you are at badly lit junction/intersection and a car is approaching, this is what the driver would see….

As you can see, you are lit up like the proverbial Christmas tree! As a police officer, I think these tyres are a must for anyone who commutes to and from work, or for those of us who promote road safety, especially in schools. I also think that kids will love these tyres, due to the range of colours and designs. There are 13 different designs at the moment, including the Stars and Stripes! The tyres are made in 10 different configurations, from MTB and BMX to 700 x 37c. If you would like any more information on the tyres, look at the website www.sweetskinz.com.

Charlie is a 20-year veteran of London’s Metropolitan Police Department. He has been an IPMBA instructor since 2005 and is currently training the Olympic Torch Escort team. He can be reached at cfb920@btinternet.com.
Shine On: The Lumicycle 9038 Octolite System

by Gerard Morgan
South Wales Police
Cardiff Central Division

With the mostly dark UK winter days, autumn, spring, summer…..(well, we do have pretty grim weather over here in Wales), I needed a good quality, long-lasting lighting system for our bike team. I was fortunate enough to have the Police 9038 Octolite System supplied to me by the UK distributor Lumicycle. At £400 (about $800), it is not cheap, but for the price you do get a very well put together piece of kit which includes:

- Five-watt spot halogen headlight with glow ring
- Twelve-watt spot halogen headlight with glow ring
- Flashing blue LED lamp X 2
- Control unit with horn/siren, control switch and fuel gauge
- Red LED taillight with incorporated flashing blue LEDs
- NiMH 4 Amp/hour bottle battery
- Intelligent fast charger

Going back to our dark days and, in fact, bright sunny days, the LED is incredibly bright and certainly attracts pedestrians’ attention. Compared to other blue light sets I have used previously, the LED’s will light up any vehicle I choose to do a stop check on. I have used my bike to cover the scene of a RTC (Road Traffic Collision), to lead parades through the city centre and respond to 999 calls as quickly and safely as possible. Each time I have never been let down by the kit.

The siren is incredibly loud for a small speaker, this incidentally also has a “beep, beep” feature which turns heads quicker than my little bell ever did. In the noise of the city streets it still manages to get heard above the vehicles and screaming kids!

At the rear of the bike is the obligatory red light which again is part of the Octolite system, throwing out a very bright pattern of red light. This also has built-in blue flashing LED’s which, as the front, are again very bright, enhancing the user’s safety and warning off vehicles that may be travelling too close.

There are also twin halogen headlights (you can upgrade to metal halide lights) which can be used independently, having an excellent light pattern and increasing the rider’s visibility from the side thanks to the glow ring feature. It is also possible to use the lights as just “running lights” by flicking the switch, reducing the light output. I don’t do this; as far as I am concerned I want to be seen easily and as quickly as possible, but it is another feature anyway.

Furthermore the system is flexible in that you can just use the blues, twos, and flashing headlights, leaving you to concentrate on getting to your destination safely and quickly. And, believe me you – people, cyclists and vehicles alike will notice you and will clear the way the majority of the time.

A great feature I found of this system is the quick intelligent recharge facility. This is ideal if you don’t actually empty the battery of charge all the time. It has no memory so will give a full charge every time, taking 2-6 hours to be fully charged. Because it is a NiMH (Nickel-Metal Hydride for the techys), the charge time is less but gives high usage time, which is the ideal solution for the weather we get in Wales!

The battery is the “water bottle type” so you really do need two bottle cages unless you use a Camelbak type or bladder back pack. The weight of the battery pack is not noticeable and I found that the cables, although initially fiddly to connect, did not interfere with the safe use of my bike. If, however, you do get the odd errand cable, the cyclist’s essential friend the zip tie/cable tie works perfectly.

So, to round up, this system is superb and is probably one of the best emergency use kits on the market. Although saying that, it would be nice for the price to be a little cheaper. I have used the kit in all weather conditions and have found the casing has never suffered from any water leakage in the rain and is bright in the odd nice days we do get. From a personal point of view, I would recommend the user to fit an extension bar to your handlebars as you will see in the picture it is quite a big piece of kit but once fitted you don’t get any problems. It looks the part and it does the job brilliantly.

Thanks to http://www.lumicycle.com/ for borrowing one of their photographs and some of their technical info.

Gerard joined South Wales Police in January 1991, and has 17 years service in frontline policing. He started using police bikes in 1996, as a community beat officer in a rural area. He joined IPMBA in 2004 after completing the Police Cyclist Course in York. He has been working in the capital of Wales, Cardiff, since 2005. He can be reached at Gerard.Morgan@south-wales.pnn.police.uk.
Since 1999, the 29er has been the new boy on the block. This design has grown in popularity and has become a large new market in the mountain bike industry. 29er bike enthusiasts feel this bike is the “Holy Grail” of mountain biking. They say it floats over roots and rocks, and zips through sand better than any bike in their arsenal. They say it has less rolling friction, a more comfortable ride, better obstacle rollover, and even better traction. But does this mean it will be a good bike for public safety work? I think not, and here’s why.

Although many of the big name bike companies are now offering 29ers, they are not yet in the mainstream of the cycling industry. Finding parts, especially a wide selection of parts, can be a difficult task. Not every bike shop stocks parts for 29er bikes, meaning that an officer in need of parts could end up waiting 2 to 5 days, resulting in unnecessary downtime.

There are only a few tire designs available for 29er bikes, most of which are off-road designs. An officer who damages a tire or wheel could be limited on his selection. It’s not like he will be able to go to any store and get a tire, rim or wheel. It’s going to have to be a specific shop or he is going to have to order it.

The big companies have not yet solved all of the bicycle design problems. The head angle of the 29er has caused many problems with toe overlap, the front end feels sluggish and less agile, and the top tube is too long for shorter riders.

Tire/toe overlap occurs when your foot is on the pedal and the pedal is at its maximum point forward. When you turn the wheel, the back of the tire hits your foot. This issue can cause an officer to lose control or cut down on his/her turning radius, which is a safety issue. Although this has been resolved for most riders over 5’7”, it is still a safety issue for riders who are 5’7” or shorter.

The front end still feels sluggish and it is not very agile. The companies are working on this. Most of the loss in agility is due to the fact that you are moving a bigger wheel around objects. Moving this larger wheel takes time and space, which requires more skill. The shorter officer will find this more difficult because of the geometry of the bike, a higher bottom bracket and a changed center of gravity. At slow speeds, trying to get the wheel around can push the bike upright, throwing the officer to the outside of the maneuver and making them feeling less stable. The sluggish feeling at slow speeds is due to the wheel contact patch. The contact patch of the 29er is longer and thinner than that of a 26er. This long and thin patch means you have to pull more of the tire across the ground, making it harder and slower to move.

The top tube is not an issue with many tall riders, but not all officers are 6’ tall. They come in all shapes and sizes. The 26er design fits all body sizes, but the 29er does not. Those with long legs and short torsos and those shorter than 5’7” tall will be stretched out more, giving them less control and putting more pressure and strain on their lower backs. This will lead to an uncomfortable ride which leads to less ride time and less usefulness of the bike.

The 29” wheeled bike does not offer many options for riders who stand 5’7” tall or shorter. Officers who stand at this height or less have an inseam of 28” or less will find that the smallest bike frames on a 29er will be too tall for them. The 15” frame fits more like a 17” frame and the top tube hits where you don’t want it to while you are straddling the top tube in a standing position.

Cyclists who are shorter than 5’7” will find that they will have a harder time pulling the bike’s front end off the ground. This is caused by the rider sitting in between the wheels. This change in geometry takes away from the leverage afforded by the 26” design. This may not seem like a problem because the 29er rolls over objects better, but there are occasions that do call for lifting the wheel. If an officer has difficulty getting the front end up, it could cause a crash and possibly injuries and damaged equipment.

The size of the 29er wheel creates another problem. The 29er wheel does not offer the lateral strength that the 26-inch wheel does. 29er wheels have folded under stress from braking and hard turning far sooner than their 26-inch wheel cousins of similar weight. A test of 29er wheels in Moab found that they just cannot be built to withstand the stresses of off-road and speeds. The test, conducted by White Industries, found that breakages of full suspension 29ers occurred more often. They found that the side loads on the wheels were just too great to tune-in
any “give” through the use of 36 or 40 spoke rims. They found that the longer spokes of 700c wheels just don’t jibe, except in rare circumstance — for instance, a mid-sized (around 5’11”) light-weight racer (under 150 pounds) with a smooth riding style would have very limited problems, but riders over these limits have faster and more frequent problems. They recommended no “big boys” on 29-inch wheels until the industry builds a better rim and thicker spokes.

The 29er can offer many advantages for the individual rider, but at what cost? As a departmental bike, these issues can add up. Most police departments do not have the luxury of having a bicycle for just one officer. Most departments have to buy a few bikes to fit their masses. The limitations of the 29er frame designs, including fit, parts and their availability, and safety limitations, the 29er might be a problem for agencies that buy and maintain a fleet of bikes, and are concerned with the safety of their officers and the versatility of their equipment. It is best that they concentrate on one bike for their inventory; the one that is proven, safe, easy to maintain, and is the best buy for the money.

Steve has been a San Antonio police officer for 20 years and a member of the Downtown Bicycle Unit for 18 years. He has been the department’s Bicycle Coordinator for the past four years. He has been an IPMBA member since 1994 and was certified as an IPMBA Instructor in 2004. He can be reached at sb0247@hotmail.com.

In 1999, the 29-inch mountain bike wheel was introduced. The “29er” mountain bike has been embraced by the mountain bike industry as a viable option for off-road enthusiasts. Recently, the 27.5 inch mountain bike wheel was introduced. At this time, it remains to be seen how the new 27.5 wheel size (aka “650b” wheel) will be embraced by the industry and masses.

Historically, the public safety bicycle has been equipped with 26-inch wheels. IPMBA’s training programs were developed around this standard. Over the past two years, a growing number of public safety cyclists have petitioned for the acceptance of the 29er in IPMBA training courses. After reviewing the state of the technology relative to the needs of public safety cyclists, IPMBA does not recommend using the 29-inch wheel at this time.

Although there are inherent advantages to a larger diameter wheel, i.e., the wheel rolls over obstacles better and there is a greater tire contact patch with a 29er tire versus the “standard” 26-inch tire, these are outweighed by the disadvantages.

- The mountain bike geometry and design of the 29er is affected by the larger wheel size, so that the wheel takes more room, forcing the angles of the bike frame to change.
- The higher bottom bracket results in a higher center of gravity, and therefore less balance and control.
- The top tube is higher, providing less stand-over room.
- Smaller riders may experience an overlap between the front wheel and the forward pedaling foot which can result in a safety issue.
- The geometry of the 29er positions the rider more forward than a “standard” mountain bike, which inhibits smaller riders from shifting their weight back to allow for more front end control.
- While a 29er will float over obstacles, it requires greater skill to un-weight and loft the heavier front end of the 29er, which could be problematic when negotiating stair ascents.
- The 29er wheel does not offer the lateral strength or the strength to carry heavy loads that the 26-inch wheel does. This has critical implications for those that carry heavy loads in panniers and subject their bikes to extreme stress.
- The longer wheelbase of the 29er can make it more difficult for basic course students to complete the basic 10 foot box maneuver, potentially setting the student up for difficulties and/or failure.
- While the industry has provided more of an availability of 29er parts for the consumer, finding parts is still a consideration in remote areas.

Overall, the IPMBA Board does not support the use of a 29er mountain bike for public safety purposes; therefore, at this time, they may not be used during IPMBA-sponsored training courses and events. When conducting courses outside of IPMBA events, it remains the responsibility of each instructor to ensure that his or her students are equipped with high-quality mountain bikes, properly fit to the rider, and to evaluate the safety of the bikes prior to each course. If the 29er can be adapted for all public safety cyclists, IPMBA will reevaluate its stance. In the meantime, the “standard” mountain bike with its 26-inch wheels remains the most competent design for public safety cycling and IPMBA’s programs.
Hello again from over here! What have we been up to in the UK?

I have changed jobs, moving away from the realms of regular cycle patrol. Now, whilst I love my new job and commute 20 miles a day by bike, I really miss riding on the job. Sunday 13th January 2008 was a very sad day, as I handed the lock keys for my trusty Smith and Wesson to my replacement Neil. In fact, there was almost a tear in my eye. I think he believed me when I warned him that, if he failed to look after the bike properly, I would come looking for him. I’ve got my spies on the department you know!

My new role includes operational planning. I am in the process of setting up a raid operation in a rural area. One of the problems is going to be containment of the large area. Three sides will be OK as they are bounded by the road and other properties either side. The back however opens onto a very nice (and expensive) golf course. I don’t think the grounds man and greens keepers will be very happy if trucks go tearing across the fairway so I’ve requested the presence of Cycle Patrols to contain the area and chase fleeing suspects. You never know – I might be able to con my way into a job!

Once again, the gang from London have been up to in the realms of regular cycle patrol. Now, whilst I love my new job and commute 20 miles a day by bike, I really miss riding on the job. Sunday 13th January 2008 was a very sad day, as I handed the lock keys for my trusty Smith and Wesson to my replacement Neil. In fact, there was almost a tear in my eye. I think he believed me when I warned him that, if he failed to look after the bike properly, I would come looking for him. I’ve got my spies on the department you know!

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Now for the real news.

In Brackley, Northamptonshire, police officers have increased their use of bikes. In an effort to be more approachable to the public, the town’s Safer Community Team (SCT) have ditched their cars and instead use push bikes. The team has been using bikes for three years but, thanks to the donation of two new bikes, every member of the SCT apart from one now have their own bike to use while on duty. PC Mac McConnell said: “Using the bikes helps us to comply with the ethos of the SCT that we are more approachable and visible to the public.”

The first ambulance bike scheme in Wales could be rolled out to other cities if a trial in Cardiff is successful, reports the Western Mail. In a pilot launched in September 2007, a team of three paramedics have been answering 999 calls in the capital’s city centre on bikes in a bid to speed up response times in the pedestrianised shopping centre. Early indications reveal that the paramedics have been able to reach most of their patients within just two minutes of their 999 call – all 60 incidents up to the time of the report had been responded to in less than four minutes. The scheme was the brainchild of 40-year-old Merthyr Tydfil-based paramedic and keen cyclist Simon Morgan, and is based on a similar initiative which has been running in London since 2000.

In December 2007, the Glasgow Evening Times reported that Glasgow officers patrolling the city centre have been given 50 mountain bikes that will help them zip in and out of the traffic, as well as keep an eye on subway stations and the Buchanan bus station. The bikes cost a total of £45,000, which was paid for by Strathclyde Partnership for Transport.

Councillor Alistair Watson, chairman of SPT, said: “It will be reassuring to the public to see high profile community policing across the city centre.”

Police are swapping four wheels for two in a bid to catch criminals in a South Yorkshire village, according to the Sheffield Star. Two mountain bikes have been handed to Wentworth North Safer Neighborhood Team officers working in Wentworth, Rotherham, as part of a new high-profile policing exercise. The cycles have been bought with the help of Wentworth Parish Council, Fitzwilliam Wentworth Estates and Wentworth North Area Housing Panel.

Also in Rotherham, a Neighbourhood Policing team has received support from a two wheeled sporting star. A report in the South Yorkshire Times reads, “World Superbike champion James Toseland has backed a campaign that has led to the

(Continued on page 24)
The Complete Guide is the single most comprehensive source of in-depth information on starting a bike unit or enhancing an established bike unit with tactical and technical tips on everything from basic equipment needs to detailed insights on policy, maintenance, training, legal issues, and much more. This essential resource will guide public safety personnel and agencies seeking to put the wheels of a public safety bike unit in motion!

News from the UK

Later that same month, Wales on Sunday reported:

Bobbies have been forced to pound the beat by bus after new health and safety rules forced them off their bikes. Regulations have come into force banning cops from riding bikes until they have passed cycling proficiency tests. A spokesman for South Wales Police said all their cycling coppers has to take the National Cycling Proficiency Test. The force’s Inspector Alex Chadd said: “Push bikes are used by police officers and police community support officers across the force area. They are an extremely effective mode of transport enabling officers to cover vast areas and to negotiate environments which would be difficult for other vehicles such as police cars. It is our duty to ensure all officers are well equipped to use their bikes, so training is mandatory for all officers before they use push bikes on patrol. This is especially important to safeguard officers from the dangers associated with riding on public roads.”

I think we would all agree that training for cycle patrols is a must, I just feel saddened by the way that some forces have reacted to the incident and also by the way some sectors of the press have reported it. Some good has come out of the tragedy. Training is being recognised as a requirement and some forces which have been slow in offering training, are now doing so. I am preparing to run a course for up to 15 Officers, which will occur before the end of March.

Well, that’s it from me for this issue. By the time you read this, the 2008 Conference in Indianapolis will have come and gone. I can’t make it to this years event unfortunately but I wish all on the organising team good luck. I can’t make it to this years event unfortunately but I wish all on the organising team good luck. (Continued from page 23)

purchase of four mountain bikes to help tackle crime and anti-social behaviour in Rotherham. The MotoGP superstar took time off from his busy racing schedule to back the project in the Wentworth South Area of Rotherham.” James, formerly of Kiveton Park in Rotherham, said: “I think the initiative is a very positive step for the police force and the area as a whole. My own passion for two wheels helped me to evade Anti Social Behaviour situations as a youngster in Yorkshire.”

Morecambe Neighborhood Policing Team found they had an unexpected supporter in 11-year-old Hannah Stirling, who raised £1,300 for four new bikes for local Police Community Support Officers. The money was raised by a sponsored cycle ride and a raffle. Hannah undertook the fundraising with her dad Mark and was helped by Oggy’s Cycle Shop. Mark said: “Hannah and I do a lot of cycling and we wanted to do something that would raise money for our local police. My daughter met a Police Community Support Officer who was also called Hannah in the area who was on a bike and she just thought it was a good idea to try and get them some more.” Hannah said: “I think it’s a really good idea for police to use bikes and I wanted to help.” A big ‘Well Done Hannah’ from me!

Unfortunately, there is still fallout from the recent death whilst on Cycle Patrol of PCSO Chris McLure. Articles are still appearing relating to Forces ‘banning’ cycle patrol. In January 2008, The Daily Mirror (a national circulation tabloid) ran this report:

Police are attending crime scenes by bus – because bosses deem pushbikes too dangerous. One force has banned all officers from cycling until they pass a proficiency test – usually taken by schoolkids. It meant one rural community support officer spent an hour at a bus stop on his way to probe a vandalised bowls club. A club member said: “He said he took so long as he had to wait for the bus. I felt sorry for him.” The Essex ban came after a Greater Manchester bike officer was killed by a lorry. An Essex PC said: “What happened was sad but this is a kneejerk reaction. It’s madness.” His force insisted: “We are not prepared to lose an officer because they’ve not got correct training.

Ride safe,

Matt Langridge

Jones & Bartlett Publishers

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We completed the whole thing...278 miles in five days, riding from North Miami Beach Police Department to Daytona Beach Shores Police Department. We started on mountain bikes, wearing our uniforms. We had about 160 officers and friends. Tony Valdes and a group of about 20 rode from Miami Dade Police Department, and the city of Miami had a good number, too. They completed the 54 miles for the first day, to Boynton Beach Police Department, and then we were down to about 50-60 from various agencies, mostly on road bikes and in bike clothing for comfort. We kept a steady pace of 13-19 miles an hour, stopping for breaks every 12 to 15 miles. We had a couple of small mishaps. Two bikes went down. The first one I witnessed was a doozy. A pretty good rider from Daytona Beach Shores Police Department (by the way, they rode down all the way from Daytona on bikes and went back on them, I’m guessing 500 plus miles) hit a stopped motor unit blocking the side roads. Even though I saw it, I couldn’t tell you how exactly it happened. After the straight endo — the feet of a 6-foot man straight up and over — he recovered well. He was wearing a full Camelbak, which may have taken some of the impact off his back. We picked the motor man back up, and all was well. The second was on the last day. Someone, I think a new rider from Daytona, just lost control and took a couple bikers with him. There were no serious injuries, just road rash, and after a brief EMT check up he was back up and going. I was told this was the best year so far, for numbers and monies raised.

The Tour de Force raises money for the Police Officers Assistance Trust (POAT), which provides support for the families of officers killed in the line of duty, of which there were 15 in Florida in 2007, including my friend, Jose Somohano. I mentioned Lee (Szcepanski) from the podium; POAT helped bring him back from North Carolina. It has been a rough year; I’ve lost four friends, three murdered and Lee with his heart attack. Just a few more months to retirement!

For more information about the Police Officers Assistance Trust, please visit www.poat.org.

Jim leads bike and adventure tours and participates in fundraising rides, including the Police Officers Assistance Trust’s Tour de Force, which raises funds for the families of slain or deceased police officers, and the MS 150. He can be reached at piercearrow50@aol.com.
Skateboard Ambulances

Revolutionising emergency healthcare in central London

On April 1, 2008, the London Ambulance Service launched the world’s first team of traffic-busting skateboard ambulances in the congested West End of the capital. The five skateboards are being ridden by emergency medical technicians and paramedics carrying rucksacks that contain a range of life-saving equipment including heart-starting defibrillators. They are being dispatched to 999 emergency calls at the same time as normal ambulances in a five-kilometre area around Leicester and Trafalgar Squares, Soho and Covent Garden.

Initial statistics show that skateboard ambulances are reaching 87 per cent of the emergency calls to which they have been dispatched before conventional ambulances.

The skateboard ambulances are being targeted primarily at those patients whose conditions are classed as neither serious nor immediately life-threatening but are also treating some patients in the area who are believed to require urgent medical assistance. The skateboards are able to reach patients more quickly than ambulances, allowing the skateboard paramedic to administer initial medical treatment almost immediately and cancel a full ambulance response if it is not needed. This means that ambulances in the area can be redirected to other, more serious, calls.

London Ambulance Service Emergency Medical Technician Tom Lynch, an ex-British and European BMX racing champion who pioneered the introduction of bicycle ambulances to London in 2002, is the brain behind this latest initiative.

“Skateboards are the way forward in central London,” he said. “They can cut through traffic and pedestrianised streets much faster than ambulances and the paramedics on them can cancel down full ambulance responses if they are not needed, freeing up ambulances to treat people who are seriously ill or injured, such as those in cardiac arrest.”

He added: “The skateboards really come into their own over the smooth surfaces of supermarkets and department stores which we sometimes have to travel through to get to patients.

“We have even commissioned a special slimline design of rucksack that carries all the kit we need but which doesn’t snag on beauty-counter displays or the stacked tins of baked beans on supermarket shelves.”

An official training package for emergency-service skateboarders is being developed by Skateboard Response Unit Coordinator Tom Lynch. The Service has benefited from spending time with the skateboarders who use the precinct outside the Shell Centre at Waterloo.

“Understanding skateboarding culture has played a key part in our training,” said Emergency Medical Technician and skateboard-responder Brian Hayes. “It’s not just about learning how to do ‘endos’ and ‘tic-tacs’ in confined spaces; we now listen to Avril Lavigne and Busted and have even incorporated street-slang into the voice-procedure we use to communicate with our Control Room.”

The Service is currently evaluating the feasibility of extending the Skateboard Response Unit to smooth-surface sites across London such as to those within the terminal buildings of Heathrow Airport.

This pilot project began and ended on April 1, 2008. Did we fool you? Courtesy Tom Lynch, London Ambulance Service.
**ITK Update**

At press time, the ITK development team was working feverishly to complete the new Instructor ToolKit (ITK) in time for the 18th Annual IPMBA Conference in April. The goal was to debut the ITK at the conference so that any instructor in attendance would be able to obtain a copy. Unfortunately, despite our best efforts, this was not to be. It is more likely that the ITK will release in May, but a prototype will be available at the conference. In addition, an in-service training for Instructor Trainers has been scheduled for Friday, April 18, for those who will introduce the ITK to prospective instructors in the Instructor Course. Several ITK updates/briefings for instructors have been scheduled throughout the conference to orient instructors to the new material. In-service training documents will accompany the ITK for the benefit of those instructors who are unable to attend the conference.

As soon as the ITK is available, instructors will be notified via email, the website, and *IPMBA News*. Every instructor will be required to purchase the new ITK within nine months of the release date. The cost will be $100 for the first six months and $150 for the last three months. Any instructor who does not purchase the materials within the designated time period will be required to attend the Instructor Course to maintain instructor certification. Acceptable forms of payment are: Mastercard, Visa, check, or purchase order.

Please check the website for ITK availability updates.

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**Ongoing In-Service Training for Bike Officers**

by TR Smart, PCI #695  
Kettering Police Department (OH)

I conduct annual quarterly training for the bike team of my own department and have done so since becoming certified. The training is one full day the first month of each quarter. Our typical annual training includes, but is not limited to, the following:

**January:** Slow speed cone work, maneuverability, urban obstacles, etc., usually conducted in a warehouse, but we ride outside, weather permitting.

**April:** Street riding, group riding, and urban obstacles (stairs, parking blocks, curbs, etc.), as we ride through the city.

**July:** Bike-specific firearms program at the Franklin (OH) PD outdoor range in the morning, followed by an afternoon off-road ride at Caesar Creek State Park.

**October:** Long group ride, to include urban obstacles, drafting, mechanical advantage, pursuits, etc. When possible we also conduct simulation training using simunition scenarios.

By the end of each year, each officer has undergone refresher training on the vast majority of the IPMBA certification course content, and then some.

TR was certified as an IPMBA Police Cyclist 2000 and an IPMBA Instructor in 2003. He can be reached at roger.smart@ketteringoh.org.

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**NHTSA Resource Available:**

**2006 Traffic Safety Facts Annual Report**

The Final Edition of the 2006 Traffic Safety Facts annual report is now available. It can be accessed on the Web via the NCSA Home Page through NCSA Publications and Customized Data Requests (CATS) or directly at http://www-nrd.nhtsa.dot.gov/Pubs/TSF2006FE.PDF. The Final Edition contains updates to exposure data (vehicle miles traveled, licensed drivers, and registered vehicles) and fatality rates.
Throughout 2007, IPMBA instructors conducted more than 400 classes, training approximately 3500 public safety cyclists. 76% were Police Cyclist Courses, 11% were EMS Cyclist Courses, 9% were Security Cyclist Courses, and the rest were combined. Of the 3500 eligible students, nearly 30% joined as certified members – a new high! More than 50% of membership and certification applications were submitted by instructors as part of their course materials. IPMBA welcomed 91 Police Cyclist Instructors and 18 EMS Cyclist Instructors to the instructor cadre.

Instructor Facts & Figures

Most classes taught:
- 22 (Tim Larrad, West Mercia PD, UK);
- 11 (Al Simpson, ret., Pompano Beach PD, FL);
- 9 (Jamie Cheatem, Coppin State University PD, MD, and Mike Wear, Metropolitan PD, DC);
- 7 (John Washington, University of Pennsylvania PD, PA);
- 5 (Donald Erb, Lancaster PD, PA; Bob Hatcher, Delaware PD, OH; Charlie Irvine, Metropolitan PD, UK).

Most students taught:
- 177 (Mike Wear, Metropolitan PD, DC);
- 118 (Tim Larrad, West Mercia PD, UK);
- 95 (Al Simpson, ret., Pompano Beach PD, FL);
- 69 (Jamie Cheatem, Coppin State University PD, MD);
- 55 (Bob Ricciardi, ret., Palm Beach Sheriffs Office, FL).

Most students who applied for IPMBA membership & certification:
- 69 (Jamie Cheatem, Coppin State University PD, MD);
- 31 (Bob Hatcher, Delaware PD, OH);
- 30 (Wren Nealy, Cypress Creek EMS, TX);
- 29 (Andrew Beull, Spokane Sheriffs Office, WA, and Al Simpson, ret., Pompano Beach PD, FL);
- 28 (John Zizzo, Minneapolis-St. Paul Airport PD, MN).

IPMBA membership applied for by 100% of students:

IPMBA membership applied for by 50-99% of students:

Membership Facts & Figures

At the end of 2007, IPMBA had members in every state except Alaska, New Hampshire, Vermont, and Wyoming. The top five membership states were: Pennsylvania, Ohio, Florida, Texas, and Maryland. At approximately 6.6 percent of members lived outside of the United States, in the following countries, listed in order of number of members: the United Kingdom, Canada, the Netherlands, Australia, West Indies, Ireland, Switzerland, Israel, and Zimbabwe.
Mounting & Dismounting

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

We (the Dutch guys) are always happy to see when there is a large envelope from the USA, falling down on the floor at the front door. Mail from the USA, IPMBA? Nice to see also, thank you Maureen, that Part 1 (First Impression) was published. And yes, we hope to reach Parts 10…20 and 50…someday. It is a way of showing that we would like to belong to this special group. All those police officers around the world who proudly and professionally ride their police mountain bikes.

In our BMS course (Basic course Mountainbike Surveillance), we only work with selected police-officers so that we can all start at the same level. And we know at the start what they do and do not know! And, what they can and cannot do on their bikes. We have developed a special program for that selection day. Last year, in Baton Rouge, we were able to tell and show you all about it.

In Part 1, I showed you the correct way to stand beside your bike. Now, I would like to continue to take you all with us, step-by-step, on the road to becoming a professional. The subject this time is mounting and dismounting. To ride, you first have got to get up the saddle! Mounting, as you call it. We call it “opstappen” (try to pronounce that!). Over our years of teaching we have changed the method of stepping onto the bike. At the beginning we did not even pay any attention to it. It was just a small issue, but, if you mount in a wrong way, the small issue may become a very, very, BIG issue!

Mounting starts with a check of where you are, surface, pavement, etc. Mounting correctly is only possible while walking besides your police mountain bike. You build a little bit of speed (almost like running slowly), holding the steerer with both hands for about five steps. Than you “step on” by swinging your right leg over the saddle. The inside of your upper right leg lands on the saddle. This is very important, I think I do not have to tell you why… both feet are no longer on the ground! Your upper body moves to the right so that your buttocks are correctly positioned on the saddle. At the same time, your feet click into your SPD (if you use them). Advantage? You have picked up some speed getting on, and are already several meters away from your client. You are able to look ahead; you do not have to look to parts of your bike while getting on it. Never step onto your bike in front of your client, it can make you an easy target!

Dismounting also starts with the check of where you are and choosing a place to dismount. And dismounting is maybe not as easy as it looks! When you are closing in to the place you want stop and act, use your brakes correctly. Never stop right in front of your client or place you need to “work”. It again makes you the easy target! Click out your right foot, then place your left foot in the 6 o’clock position. Swing your right leg to the left side of your bike while you are standing on the left pedal. You still have some speed! Now, still using your brakes…step with your right leg between your left leg and your police mountain bike, as shown in the photo. Just before stopping, click out your left foot and bend your left leg. Place your right foot on the ground, directly followed by your left leg. Advantage? You can see everything that is going on; you don’t need your eyes to dismount. You can observe where you are going and you can observe your client or suspect!

After a while you can turn up the speed while stepping off and even use the riding speed starting to run and letting go of your bike. For instance, to run into a building while chasing a suspect. Try to use your front brake more and more, and use the speed of your bike to get a “flying” start! It works. But, be careful and practice this first before using it in your work. Becoming a professional is learning by doing!

I hope we meet again in 2009! Greetings from the Three Musketeers from a wet, wet, wet Netherlands, ride safely! You will hear from us again soon!

Sjef was certified as an IPMBA Instructor in 2006. He and his colleagues, Corne Sprangers and Wout Hoeks, are looking forward to returning to the IPMBA conference in 2009. Sjef can be reached at sjef.brouwers@mw-brabant.politie.nl.
outfit and maintain. The average bike officer can be outfitted for about $2,900. You can equip 7-12 bike officers for less than the cost of one patrol car. Prices vary, of course, depending on what computers, cars, bikes, etc., you choose, but I am talking about good quality, long-lasting equipment.

Second, the bike patrol gets results. If you compile your numbers, you will have lots of ammunition for your budget request. In “Cincinnati Pilot Study Flies” (David Simpson, IPMBA News, Fall 2002), a bike patrol officer’s weekly average compared to his squad car counterpart on misdemeanor arrests was over 218% increase, on felony arrests 125% increase, on crimes discovered over 252% increase, and on field interview reports over 634% increase. These are just a few of the facts from the study, but the numbers are amazing.

If your bike patrol is underperforming, take a long, hard look at how you operate it. You should analyze what is being done on a day-to-day basis to see if the problem is your bike patrol or a lack of knowledge on the town’s or administration’s part. Take a hard look at each officer to determine if there is something that can be done to improve them and/or the bike patrol itself. You might have to change some of the members on the unit. You can start with implementing a selection process that examines such factors as the candidate’s past output and their desire to be on the bike patrol. I believe that bike unit positions should be offered first to officers who have been in law enforcement for at least two years; normally they know your department’s policies and procedures as well as the laws. Look at how they were working patrol and see if they self-initiated calls or if they just did the bare minimum. There is no room in your bike patrol unit for a “call answerer”; if the officer can’t self-initiate, your bike unit will suffer. You need an officer who is community-oriented, someone who can and will communicate with people, from arresting someone to talking to business owners and citizens about issues in the community.

On the topic of the officer wanting to be on bike patrol, I have seen some departments make all their officers go through bike training, and some of the officers don’t want to be on the bike. This does not make sense. If someone wants to do something, they will do a much better job, and vice versa. You need to let the officer excel at what they are good at rather than trying to force them into roles which do not interest them. It is essential that the bike patrol officers be self-motivated. It is crucial for the survival of the unit, especially for a small department that does not have full-time bike officers. Make a policy on selection and get good qualified officers to start with and I think you will see a big difference in the feeling toward yourunit

Another good source of support for your bike patrol unit is the community. When you are out on patrol, you must talk to the citizens and the business owners. You know who the best people in your community are to talk with, and who are important “movers and shakers.” Target these people if you see them out; you definitely need to stop and talk to them. People feel that you are more approachable on the bike and they are more likely to want to talk to you. When you are out in the public eye “you are the police department,” so make it count. Use your visibility and approachability to your advantage, and don’t let your community forget the important role you play in making it a good place to live and work. Strong support from your community will help tremendously with the department on keeping your unit well equipped and funded. It is easy to fall a little short on this, but it is a big plus for your unit, so make it a priority.

Don’t overlook the importance of equipment. If your bike officers are going to operate safely and effectively, they need to be comfortable and properly equipped. Because the administration is likely to be uneducated when it comes to bike patrol equipment, it is up to you to inform them what you need. You also have to educate your higher-ups why you need it and why it is better than something else. Take a bike, for instance. It’s just a bike right? Why can’t we go to Wal-Mart and buy a $125 bike? It is up to you to educate your administration about every aspect of safety, longevity, and comfort. It is more than worth it over the next three to five years to buy high-quality, police-specific equipment. Most equipment that is made for recreational biking is not designed to withstand the weather and the bumps and bruises that come with police patrolling. There is so much information in The Complete Guide To Public Safety Cycling and the IPMBA website to help you not only make your equipment selections, but also justify them.

Use all the available resources to educate your police administration as well as your citizens as to the value of a bike patrol and what it takes to keep one rolling. It is a never-ending job, but well worth it if you enjoy police cycling and want to maintain or expand your unit. There are lots of ways you can help with funding from grants and community groups, but that is a whole other issue. There have been articles in the IPMBA News on the subject. You have to get creative to get support. I suggest that you go to the Community Watch meetings and give a presentation on bike patrol. Let the community get their hands on the equipment and meet the officers and you will find a newfound love for the bike patrol. Do a presentation on the different types of equipment and why some is better for police patrol than others, and go to your department’s administration so they can better understand why you want to spend $1200 to $1300 on an outfitted bike.

Whatever you do, don’t ever stop promoting your bike team, to its members, the administration, and the community. A little self-promotion can go a long way.

Jay got out of the United States Army in 1988, went back in for Desert Storm, and started his law enforcement career in 1989, with the Winston-Salem PD. He has been in Nags Head for the last 11 years. He is a general instructor for the state of North Carolina, teaching patrol techniques and officer safety. He has been on bike patrol since 1998. He can be reached at j18bravo@aol.com.
We receive calls every week from happy clients exclaiming how long our uniforms last and how great they look. Here are some excerpts from letters we recently received:

Dear Olympic,
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Sergeant Chris Laster Mounted Unit Supervisor
Special Operations / Sarasota Sheriff’s Office

Dear Julie,
Hi, my name is Bill Tierney.
I am a lieutenant with the Hatfield Township Police Department in Pennsylvania. I wanted to take a minute to let you know how pleased our Department is with the uniform products that have been provided to us by Olympic Uniforms. Once we made the jump to Olympic Uniforms, I found the Officers were much more physically comfortable and they received numerous compliments on how professional they looked to the public. I have found your representatives to be outstanding. In both demeanor and effort, I could not ask for more, as I have never dealt with a more pleasant vendor.

Sincerely,
Lt. William J. Tierney
Patrol Commander
Hatfield Township Police Department


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UPI Photo from The Fad that Lasted: A Short History of Bicycling