Keeping You Up To Speed

by Maureen Becker
Executive Director

The IPMBA Winter Product Guide is a harbinger of spring. Its arrival is a reminder of the importance of preparing for the busiest months of the year for public safety cycling – spring through fall. Each year the guide has a specific focus, and this year is no exception. As IPMBA members around the country make their plans to attend the 18th Annual IPMBA Conference in Indianapolis, they start thinking about the best way to travel to the conference. Often, the decision is made to drive, primarily because of the need to transport a bicycle and other necessary equipment for both bike and rider. The most practical way to transport a bike to the conference on a car is to use a rack. The plan for this issue of IPMBA News was to test and review several racks, but it proved difficult to convince various rack manufacturers that it was a good idea to allow their racks to be subjected to what author John Brandt terms the “exuberant” driving of emergency response personnel. Fortunately, John provided an excellent overview of the various rack types, and Bob Hatcher put one popular rack to the test, and it passed with flying colors.

Speaking of “exuberant” driving, the race is on in Indianapolis to finalize all the logistics for the 18th Annual IPMBA Conference. Although there are numerous reasons to attend the conference, ranging from the eight pre-conference courses to the more than 50 workshops to the exhibit hall to the obstacle course competition, here’s one more: a chance to pedal around the Indianapolis Motor Speedway racetrack!

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

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

Cops on Bikes Snare Seat Belt Scofflaws

by Mitch Hotts
Macomb Daily Staff Writer
Macomb, Michigan

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

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

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

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

(Continued on page 20)
It’s That Time of Year Again ...

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

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

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

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

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

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

Jim Bowell
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Vehicle-Mounted Bike Racks for Public Safety Cyclists

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

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

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

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

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

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

Trunk-Lid/Bumper Racks
The second type of rack, and the most commonly used public safety bike rack, is the trunk mounted rack or trunk-lid/bumper combination rack. These are generally the least expensive racks on the market, although the nicest ones, like the Saris Bones, certainly aren’t cheap. There are many (Continued on page 7)
public in mind and so they are tested to their feature.

seconds can count, I thought this was a great couple of seconds to drop the bike in the cable in the trunk of the car. The XC only takes a plate. I've even seen an agency put a big cable around the bike, and then lock part of the rack and bike stayed together.

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

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

Overall, the performance and the price of this rack are great. After our Product Purchase Program discount, the XC was about $150. It comes with either a 2” or 1 ½” hitch and Swagman offers an adapter to convert the 1 ¼” into a 2”. They are coming out with a new rack very similar to the XC; however, it will have a better adjustment for the wheel hoops and will be a bit more durable. The price will be slightly higher but the lower price XC will still be available for purchase. For more information, visit www.swagman.net. To order at the PPP price, contact Debbie at 800-469-7924 or debbie@swagman.net.

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

- John Brandt

Bike Rack Caveats

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

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

This rack type’s greatest advantages are lower cost, flexibility of use on multiple vehicles, and the ability to fold them up and store them in a relatively small space. However, trunk racks do have their drawbacks. Except in very rare cases, all trunk racks contact the paint on the trunk lid in two to four places, not counting the straps. The exceptions are SUVs and a few other vehicles where the rack rests on the glass (back window) and the bumper. In most cases, however, no amount of careful mounting, constant tightening, cleaning, extra waxing, or other effort will prevent the contact points from eventually moving and scratching your paint. When stressed, nylon straps will stretch and nothing can stop them. No matter how tightly you mount the rack, there will always be play; the rack and bike just weigh too much to stay perfectly fixed in place, especially during hard driving. The only cure for this is to cover the paint with something that protects it from the moving rack, like reflective tape strip, glued-on rubber patches, or something else (not Teflon; the rack would slide more). I can’t offer any advice there because we’ve never tried this, but I have the paint scratches on numerous trunk lids to prove that you can’t keep trunk/bumper mounted racks from moving. If you run priority, it just gets worse, and this applies to all vehicles. If the rack somehow loosens during a priority run or a vehicle chase, the rack can slide back and forth a great deal and leave your trunk lid or tailgate looking like a vandal got to it with a screwdriver. If a rack strap or two pops loose, you have a 50-80 pound (total) weight hanging onto your car by one or two nylon straps, while the whole contraption flies around behind you like a game of “crack the whip.” We haven’t had any come completely loose, but we routinely find the lower straps pop off during “exuberant” driving.

Trunk racks are also easy to vandalize and/or steal. They’re only secured to the vehicle by nylon straps with nothing to prevent them from being cut or detached from the vehicle and stolen, even with a bike or two on them. You need some sort of locking device. Locking your bike to the rack isn’t a good solution if the rack can be removed from the car by hand. There are some cables out there that are just a straight cable with a ball on each end; you can even make one. You run the cable through the bike and the rack and then throw the cable-ends into the trunk and close it. The cable can’t be pulled out until the trunk is opened, but this can be a pain if your trunk is tightly tied down by the rack. Lastly, trunk racks can make trunk access very difficult and very slow. Although some racks, like the Saris Bones, allow trunk access, many of the racks have straps that run under the back of the car, essentially tying your trunk lid closed. In many cases, you have to remove a couple of straps to get the trunk to open at all. This is a problem if you routinely need to access your trunk for equipment or if you carry critical emergency equipment (shotguns, etc.) in your trunk.

Hitch-Mounted Racks

There are two basic designs to hitch racks, but they all mount into a towing hitch receiver that is attached to the vehicle frame. The basic rule is that the bigger the receiver (hitch mount), the heavier the gauge of metal used in the rack, and the stronger the rack. A 2” receiver will be a great deal stronger than a 1.25” receiver. Strong is good—remember, we need to drive our cars more radically than normal people, so we want a strong mount as well as a strong rack. Hitch-mounted racks have huge advantages for public safety cyclists. The biggest advantage is that hitch-mount racks don’t interfere with opening the trunk. They are attached at the hitch and they stand off the back of the vehicle. Some models even tilt away from an SUV (even when loaded with bikes) and allow the lift gate to swing open. Hitch-mounted racks also don’t contact the painted parts of a vehicle, so damage is rare and there usually aren’t any nylon straps to worry about unless you choose to add an after-market safety strap. You also generally don’t have to lift the bicycle as far up to mount it on the rack; hitch racks ride at the rear of the vehicle and are usually lower than trunk racks. Hitch racks, depending on the model, can handle from one to five bikes, but the greater the weight carried, the more stress on the rack and the hitch. Driving priority or getting into a pursuit with a full bike rack, of any kind, is a recipe for disaster. I adjust my racks so that only one bike fits at a time and it stays close to the car (more on this later); this limits the strain on the rack and hitch during emergency driving. A last small advantage to hitch racks is that they can be locked to the vehicle. Most have accessory locks and those that don’t can be locked with an after-market lock, just like any normal hitch-ball can.

By now it should be obvious that if you’re trying to get the best rack that meets your performance needs, you’re probably going to want a hitch-mounted rack. (Continued on page 8)

(Continued from page 5)
it even fits the new vehicle. Cost is usually the sticking point to purchasing hitch-mounted racks, but here are the points you can use to justify the additional expense:

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

Once you’ve made the decision to buy a hitch rack, there are two basic styles to consider. The first (most common and least expensive) holds the bikes just like a trunk rack does. The main support comes up from the receiver, and it has rods that project off to the rear of the vehicle. The bikes are hung over the rods, one at a time by their top-tubes, and must be removed the same way; just like bikes on a trunk rack. Of course, if you’re never carrying more than one bike, this won’t be a problem.

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

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

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

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

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

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Police Departments often have to store hundreds of abandoned or stolen bicycles as efficiently as possible, often for an extended period of time. Many local law enforcement organizations provide unclaimed bicycles to needy children at Christmas or use recovered bicycles for bicycle safety training programs or rodeos, necessitating orderly long-term organization to avoid damage. Many unclaimed bikes are put up for auction and need to be available for examination prior to bidding. Some agencies have large bicycle fleets which require orderly storage. To transform your bike storage room from this (left) to this (right), check out the Track Rack from Dero Bike Rack.

The Track Rack has a unique staggered, sliding hook design that creates the greatest bike room storage efficiency, while still providing easy access to any particular bike. When adding or removing a bike to the rack, you simply slide the surrounding bikes out of the way. The modular system fits nearly any space and mounting can be to the floor, ceiling or wall. Prices range from $259 to $539 for an eight foot storage unit that will hold 13 bicycles.

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

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**Fuji Listens!**

by Ron Burkitt, PCI #488

IPMBA Industry Liaison

Hilliard (OH) Police Department

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

I recall observing the Fuji display and thinking, “That is an entirely different design than last year!” It was immediately apparent that Fuji had invested a substantial amount of effort and dedication in the bikes they would deliver to the public safety community. The most noticeable upgrade was the disc brakes. Steve told me this was the upgrade IPMBA members were most adamant about pursuing. I began to talk with Steve in an attempt to get my hands on a bike to test. I wanted to test the bike not only for myself, but also for the ones who had so much to do with its changes, the members of IPMBA.

Later in the spring, I received the bike box and proceeded to get out my tools. As I assembled the bike, I could not help but to notice the new frame design, which Steve told me is unique to Fuji’s police bikes. Fuji has installed two gussets on the down tube and top tube to increase the strength of the frame. I can’t swear that it is “Al Simpson proof” (he broke two frames in Baton Rouge); however, the importance of bulking up the frame on public safety bikes should not be overlooked. We tend to carry a significant amount of weight around when we ride, some more than others, not to mention all of the equipment.

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

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

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

Ron has been with the Hilliard Police Department for 16 years, including 11 on bike patrol. He enjoys off-road riding and has been an IPMBA Instructor since 2001. He is currently serving as IPMBA’s Industry Liaison and can be reached at ron_burkitt@hboe.org.
Report from the 2007 International Cycle Show

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

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

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

Our exhibit space had doubled in size from previous years. The show was run on the Saturday by Sergeant Dave Prashner from City of London Police. It was good to see him again after meeting him during the run up to the Emergency Services Cycle Patrol Seminar earlier in the year. We had safety and security information to distribute as well as examples of good quality bike locks to show. There were also several police and ambulance bikes for the public to look at and play with. A friend of mine came to the show with his 13-year-old son, Jonathan. At the Tour de France, I had promised him that if there was a test track at the show, he could put my gear on and ride my patrol bike round the track. Well, there was a track and he did ride. It looks like he enjoyed it!

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

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

(Continued on page 12)

More Clothing From Cannondale: L.E. Carbon

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

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

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

The first product I tried was a pair of Cannondale’s L.E. socks. If you get a chance to wear a pair of these, make sure you look for the “L” and “R”. Designers of the L.E. socks actually went so far as to make each sock specific to the left and right foot. Once you have them on the correct feet, you will immediately begin to feel the difference that Cocona™ makes. They’re lightweight, cool, and comfortable, but most notably, they don’t stink! If for no other reason than the last one, you want to try these.

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

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

Brad is an IPMBA PC instructor and has been a police cyclist since 2002. He has been a life long cyclist and can be found riding trails in the Appalachian mountains in central Pennsylvania. He can be reached at lpdmiller@dejazzd.com.
Report from Interbike 2007

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

As I sat in a room swirling with purple and gold shirts, I looked down at my plate to find pounds of boiled crawfish waiting to be eaten. It was the last night of the conference in Baton Rouge and my thoughts floated to Las Vegas and Interbike. This had been my first full conference as a board member and I’ll never forget it. The East Baton Rouge EMS and all of their supporters had set the bar high during the past week. The vendors in the hall and those that donated to the silent auction went above and beyond with products. During the week I was again elected to the position of Industry Liaison. This time I had some idea of what to do and what to expect. In 2006, I’d arrived at in Las Vegas for the first time in my life. My goal was to experience Interbike, talk to vendors who already support IPMBA in various ways, make contact with potential vendors, and scout out new and interesting products. That trip resulted in a newsletter featuring reviews of products available to you at discounts through the Product Purchase Program (PPP) and a taste of Interbike. I had come away from the show feeling somewhat overwhelmed by the possibilities and the challenge of visiting every booth that seemed to offer something for IPMBA members.

I began to plan for Interbike 2007 right away, getting approval to bring an additional board member and making reservations early. The question of who to take had many possible answers. The list included people I owed, some who offered bribes and one individual who said, “I’m the President of IPMBA and I’m going with you!” As I heard those words, I decided to ask Jim Bowell, President of IPMBA, to accompany me to Las Vegas, and we started to plan our handling of this critical incident. We enlisted some help from our Treasurer, Kurt Feavel, who was in Las Vegas for a separate conference. We then headed into the Sands Convention Center with our manpower in place. The first order of business was to get the “lay of the land” as Interbike can be more than a little overwhelming. While walking the aisles, we stopped to say hello to many of our vendors and thank them for their support of IPMBA. There was Kryptonite, Lin, Kenda, Fuji, Sigma Sport, Cycle Source Group, ProGold, Brave Soldier, Kuji, Marwi, Cane Creek, WTB, Do Wrap, Terry Precision Cycling, and Rudy Project, just to name a few. All of the reps were glad to see us and thanked us for stopping by. However, they hadn’t spent all that time and money at Interbike to talk, they had three days to sell as much product as possible, and so we moved on quickly. As with last year this took the entire day.

“Divide and conquer” was the theme of the second day. Jim spent the day making contacts with companies which seemed likely prospects for the PPP. When we met for dinner, he handed me a stack of business cards. The prospective vendors included the Soze Group (a sole insert company), Camelbak, Rhino Socks, Lizard Skins, Genuine Innovations (CO2 inflators and pumps), Hydropedes Insoles, Seattle Sports Outdoor Gear, Inertia Designs (cycling packs), Chrome Transport (urban riding gear), Bugaboos, Tifosi, and Axley Sport Optics (eyewear), and more. Look for the PPP to grow this year from these great contacts.

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

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

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

Ron has been with the Hilliard Police Department for 16 years, including 11 on bike patrol. He enjoys off-road riding and has been an IPMBA Instructor since 2001. He is currently serving as IPMBA’s Industry Liaison and can be reached at ron_burkitt@kboe.org.
(Continued from page 10)

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

Another interesting light, at the opposite end of the scale, is the Frog light from Knog (left). This is a single LED light in a small housing. It is powered by two flat cell batteries, similar to those used in car key fobs. The housing is a silicone rubber unit with integral band and hook which you can strap to just about anything as it works like an O ring. On their display they had them all over a bike frame and wheel hubs. I have a white one that I have affixed to my helmet. At night the LED, which projects to the front, makes the whole housing glow, increasing your conspicuity. I have seen written debates in the UK about lights and, many feel that in the urban environment, bike mounted lighting, no matter how bright, can get lost in the background. Raising a flashing LED above all this may increase your chances of being seen. So far, I have noticed an apparent reduction in the number of vehicles seeing me at the last moment at junctions. This is anecdotal evidence as opposed to scientific, but it works for me. Knog offers other lights as well as some really funky bags. The Knog catalogue can be downloaded at www.knog.com.au.

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

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

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

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

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

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

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

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

#### Products and Services

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<tr>
<th>Product</th>
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<td><a href="http://www.alltuff.com">www.alltuff.com</a></td>
<td>260-471-5003</td>
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<tr>
<td>AMC Media From A to Z by Bike</td>
<td><a href="http://www.amcmmedia.net">www.amcmmedia.net</a></td>
<td>800-667-6119</td>
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<td>Andusa &amp; Co. Montague Folding Bikes</td>
<td><a href="http://www.andusa-andusaco.com">www.andusa-andusaco.com</a></td>
<td>++(0)2082419826</td>
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<tr>
<td>Bike World Bicycles, Parts, Accessories</td>
<td><a href="http://www.bikeworld.com">www.bikeworld.com</a></td>
<td>800-928-5558/210-828-5558</td>
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<tr>
<td>Boundtree Medical Medical Supply</td>
<td><a href="http://www.boundtree.com">www.boundtree.com</a></td>
<td>541-892-5344</td>
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<tr>
<td>Brake Director One-Hand Power Braking System</td>
<td><a href="http://www.brakedirector.com">www.brakedirector.com</a></td>
<td>206-283-6542</td>
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<td>Bratwear Unforms</td>
<td><a href="http://www.bratwear.com">www.bratwear.com</a></td>
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<td>BroForm.com Pro-Purchase</td>
<td><a href="http://www.broform.com">www.broform.com</a></td>
<td>877-420-2766</td>
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<td>Bushwacker USA Trunk Bags</td>
<td><a href="http://www.bushwackerbags.com">www.bushwackerbags.com</a></td>
<td>801-829-6801/800-344-1026</td>
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<td>Cane Creek Suspension Seatposts</td>
<td><a href="http://www.caneccreek.com">www.caneccreek.com</a></td>
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<td>Cannondale Bicycles &amp; Accessories</td>
<td><a href="http://www.cannondale.com">www.cannondale.com</a></td>
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<td>CardioScience AEDs</td>
<td><a href="http://www.cardioscience.com">www.cardioscience.com</a></td>
<td>425-402-2057</td>
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<td>CatEye Electronics Lighting Systems</td>
<td><a href="http://www.cateye.com">www.cateye.com</a></td>
<td>303-440-9224</td>
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<tr>
<td>Cycle Force UK Bicycles, Moeen Uniforms, Patrol Cycle Shoes</td>
<td><a href="http://www.cycleforce.co.uk">www.cycleforce.co.uk</a></td>
<td>++(0)1344 862550</td>
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<td>Cyclops Bicycle &amp; Tactical Ops Equipment &amp; Accessories</td>
<td><a href="http://www.swbikes.com">www.swbikes.com</a></td>
<td>843-259-8368</td>
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<td>Demand Technology, Ltd. Lightriter Cycle Light</td>
<td><a href="http://www.lightriter.co.uk">www.lightriter.co.uk</a></td>
<td>(01252) 612661</td>
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<td>Dero Bike Racks Bicycle Storage Systems &amp; Bicycle Racks</td>
<td><a href="http://www.dero.com">www.dero.com</a></td>
<td>612-359-0689</td>
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<td>Desert Sun First Aid &amp; EMS Supplies</td>
<td><a href="http://www.desertsun.com">www.desertsun.com</a></td>
<td>760-468-1800</td>
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<td>Do Wrap Performance Headwear High-tech under helmet headbands and bandanas</td>
<td><a href="http://www.dowrap.com">www.dowrap.com</a>; <a href="http://www.sweatvac.com">www.sweatvac.com</a></td>
<td>773-770-4200/800-359-2514</td>
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<td>Dynamic Bicycles Shaft-Driven Bicycle</td>
<td><a href="http://www.dynamicbicycles.com">www.dynamicbicycles.com</a></td>
<td>508-376-9552/800-935-9553</td>
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<td>Electric Transportation Solutions TidalForce Electric Assist Mountain Bike</td>
<td><a href="http://www.electrictransport.net">www.electrictransport.net</a></td>
<td>914-844-4809/866-343-5551</td>
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<td>Electrik Motion Electric Bike</td>
<td><a href="http://www.electrikmotion.com">www.electrikmotion.com</a></td>
<td>845-639-9046/866-372-6687</td>
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<td>ELHN Badge &amp; Emblem Design Custom Police Badges, Emblems, Pins, Coins</td>
<td><a href="http://www.elhnbadge.com">www.elhnbadge.com</a></td>
<td>203-364-8644</td>
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<td>Emergency Response Message Int'l Massage for Emergency Workers</td>
<td><a href="http://www.emassage.org">www.emassage.org</a></td>
<td>318-518-1187</td>
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<td>Ergo, LLC Ergonomic Bike Seat</td>
<td><a href="http://www.thecomfortseat.com">www.thecomfortseat.com</a></td>
<td>425-333-6161</td>
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<td>EV Tech TidalForce Electric Assist Mountain Bike</td>
<td><a href="http://www.texaselectricbikes.com">www.texaselectricbikes.com</a></td>
<td>972-851-9900</td>
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<td>Finish Line Bicycle Care Products</td>
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<td>Foster Grant Sunglasses Ironman Sunglasses</td>
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<td>215-335-9218</td>
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<td>Fuji America Bicycles, Parts and Accessories</td>
<td><a href="http://www.fujibikes.com">www.fujibikes.com</a></td>
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<td>Gatorz Eyewear Billet Aluminum Eyewear</td>
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<td>Gita Sporting Goods Giordana Apparel</td>
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<td>Gould &amp; Goodrich Holsters, Belts, Accessories</td>
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<td>IMBA Mountain Bike Advocacy</td>
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<td>888-442-IMBA/303-545-9011 x 106</td>
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<td>Iosso Products Lubes</td>
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<td>John E. Reid &amp; Assoc Street Crimes Seminar</td>
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<td>800-275-4915</td>
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<td><a href="http://www.kendausa.com">www.kendausa.com</a></td>
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<td>Kuji Sports Co., Ltd. Ironman Cycling Helmets</td>
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<td>Lightrider Cycle Light Bicycle Racks</td>
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<td>(01252) 612661</td>
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<td>Mountain Bike Cycloracing</td>
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Lane Sunglasses Inc  
Product: Protective Eyewear and Goggles  
Phone: 800-542-7850  
Website: www.lanesunglasses.com

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

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

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

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

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

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

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

Marwi USA, Inc.  
Product: Lighting Systems  
Phone: 800-448-3876  
Website: www.marwisusa.com

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

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

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

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

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

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

National Institute for Occupational Safety & Health  
Product: Reproductive Health Research  
Phone: 513-533-8290

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

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

Olympic Uniforms/J. Marcel  
Product: Uniforms  
Phone: 206-722-1412  
Website: www.olyuniforms.com

Openhouse Products  
Product: Emergency Services Bags and other Products  
Phone: +44 (0) 1422847777  
Website: www.openhouseproducts.com

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

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

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

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

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

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

Promark Int'l Inc.  
Product: LE Equipment  
Phone: 800-645-4443  
Website: www.publicsafetymall.com

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Trek Bicycle Corporation  
Product: Bikes & Accessories  
Phone: 920-478-2191 x 4911  
Website: www.trekbikes.com

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

TuffRhin0 Safety Supply  
Product: Safety Gear, Hi-Viz Apparel, Cooling Products  
Phone: 866-922-4488  
Website: www.tuffrhino.com

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

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

Vision 2000 Leeds Ltd.  
Product: Mobile Surveillance Systems for Push Bikes  
Phone: 01132 370293  
Website: www.vk2.co.uk

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

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

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

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

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

Zoic Clothing  
Product: Cycling Apparel  
Phone: 866-355-9642  
Website: www.zoic.com
Welcome to the IPMBA Product Purchase Program! Since its humble beginnings in 1997 with just four members, this members-only discount program has grown to include more than 80 companies. This program is designed to save you money and connect you with businesses which have made a commitment to support public safety cyclists. Please have your IPMBA membership card handy when placing your orders.

These listings are abbreviated to accommodate more participants, but the full listings can be found on the Industry & Resources section at www.ipmba.org. Many thanks to IPMBA members Jim Fish and Bob Hatcher for their assistance in ensuring that the listings have been updated for 2008. Pages 15-18.

Product Purchase Program

ABS SPORTS
Product: Super Saddle
Cost to Members: $89
Contact Name: Van Zevenbergen
Contact Info: 609-371-1554/sales@abs-sports.com
Website: www.abs-sports.com

ALERTE SYSTEMS Int’L
Product: "Trail-Blazer" Bike Light Kit
Cost to Members: 10% off 1-10 units; 15% off 11-20 units
Contact Name: Bill Phillips
Contact Info: 800-728-1556/sales@alerteesystems.com
Website: www.alerteesystems.com

ANDUSA & Co.
Product: Montague Paratrooper Folding Bike
Cost to Members: $475 - Delivery
Contact Name: Chulan Weeresinghe
Contact Info: +(0)2082419826/sales@montaguebikes.co.uk
Website: www.montaguebikes.co.uk

Bike TAC Designs
Product: Siren, Helmet Earphone, Smith & Wesson Bikes & Accessories
Cost to Members: Contact for Discounts
Contact Name: Shelley Gale
Contact Info: 541-892-5344/lt.gale@biketac.com
Website: www.biketac.com
Send email with IPMBA membership number with order.

Bike World
Product: Bicycles and bike accessories.
Cost to Members: Wholesale + 35%
Contact Name: Mike Beatty
Contact Info: 800-928-5558/mike.beatty@bikeworld.com
Website: www.bikeworld.com
Contact Mike Beatty at 1-800-928-5558.

Brake Director
Product: Brake Director: One-Hand Power Braking System for Bicycles
Cost to Members: $100
Contact Name: David Krafcik
Contact Info: 206-285-6518/davidk@brakedirector.com
Website: www.brakedirector.com
Contact with member number for directions to a special purchase page.

Bratwear
Product: Bike Uniforms
Cost to Members: 10% off Standard Price List
Contact Name: Sara or Sally
Contact Info: 253-517-4000/sara@bratwear.com or sally@bratwear.com
Website: www.bratwear.com

Brave Soldier
Product: Ointments, Shave Gels, Lip Balms, etc.
Cost to Members: 40% off Retail
Contact Name: IPMBA Coordinator
Contact Info: 888-711-BRAVE/contact@bravesoldier.com
Website: www.bravesoldier.com

BroForm.com Pro-Purchase Marketplace
Product: Outdoor-Bike-Action Sports Gear
Cost to Members: Promotional Prices on Gear; Free Membership
Contact Name: John Shelly
Contact Info: 877-420-2766/js@broform.com or info@broform.com
Website: www.broform.com
Email full name, department name, email address, IPMBA membership number & expiration date to BroForm contact.

Bushwhacker USA
Product: MESA Rear Rack Trunk
Cost to Members: $35
Contact Name: Jeff Sims
Contact Info: 800-344-1256/js@aoel.com
Website: www.bushwhackerbags.com

Bycycle, Inc.
Product: Bicycle Saddle
Cost to Members: 20% off Retail on any Product
Contact Name: Jim Bombardier
Contact Info: 877-397-2165/bycycleinc@qwest.net
Website: www.bycycleinc.com

Cane Creek Cycling Components
Product: Suspension Seatpost
Cost to Members: $90
Contact Name: Lena Warren
Contact Info: 800-234-2725/lena@cane creek.com
Website: www.cane creek.com

Cascade Design
Product: Platypus Hydration Systems
Cost to Members: Wholesale Pricing
Contact Name: Jonathan Shapua
Contact Info: 800-527-1527/jonathan.shapua@cascade designs.com
Website: www.cascadedesigns.com

Catherine Electronics
Product: Computers, Heart Rate Monitors, Lighting Systems
Cost to Members: Pro-Deal Pricing
Contact Name: Ellen Hall
Contact Info: 800-522-8393/ellen@cateye.com
Website: www.cateye.com
Contact Ellen for Pro-Deal form, pricing, and availability. Group and bulk orders preferred; one contact per agency/order.

Cycle Source Group
Product: Bikes & Accessories
Cost to Members: 20-35% off Retail
Contact Name: Peter Carey
Contact Info: 877-533-7245/peterc@cyclesg.com
Website: www.cyclesg.com

Cycle Source Group
Product: Bicycle & Tactical Ops Equipment & Accessories
Cost to Members: 10-30% off Retail
Contact Name: Ashley Foster
Contact Info: 843-259-8368/cyclestac@yahoo.com

Danalco
Product: Seal Skinz & Chillblocker Waterproof Socks & Gloves
Cost to Members: Net Price
Contact Name: Sam Matthews
Contact Info: 800-868-2629/sam@danalco.com
Website: www.danalco.com

De Soto Sport
Product: Triathlon Clothing and Wet Suits
Cost to Members: 40% off Retail
Contact Name: Emilio De Soto II
Contact Info: 800-453-6673/contact@desotosport.com
Website: www.desotosport.com

Demand Technology, Ltd.
Product: Lightrider Cycle Light
Cost to Members: £23.70; Case of 16: £18 each
Contact Name: Gill Hawkins
Contact Info: (01252) 612661/gill@demandtechnology.com
Website: www.lightrider.co.uk

Desert Sun
Product: Bike First Aid Kits
Cost to Members: 1-9 units: 10% off; 10+ units: 15% off
Contact Name: Bertie Anderson
Contact Info: 760-468-1800/bertiea@hotmail.com
Include IPMBA membership number & expire date with order.

The Product Purchase Program was updated January 2008. The information has been provided by the participating companies and is subject to change without notice. A company’s participation in the Product Purchase Program does not indicate endorsement by IPMBA, nor does it indicate the company’s sponsorship of IPMBA.
<table>
<thead>
<tr>
<th><strong>DO WRAP PERFORMANCE WEAR</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Headwear</strong></td>
</tr>
<tr>
<td><strong>Product:</strong> Under Helmet Headbands &amp; Bandanas</td>
</tr>
<tr>
<td><strong>Cost to Members:</strong> 25% off Retail</td>
</tr>
<tr>
<td><strong>Contact Name:</strong> John Okon, Rebecca Skooh</td>
</tr>
<tr>
<td><strong>Contact Info:</strong> 800-359-2514/john@dowrapp.com</td>
</tr>
<tr>
<td><strong>Website:</strong> <a href="http://www.dowrapp.com">www.dowrapp.com</a>; <a href="http://www.sweatvac.com">www.sweatvac.com</a></td>
</tr>
<tr>
<td><strong>Dynamic Bicycles</strong></td>
</tr>
<tr>
<td><strong>Product:</strong> Chainless Police Bikes</td>
</tr>
<tr>
<td><strong>Cost to Members:</strong> Contact for Special Pricing.</td>
</tr>
<tr>
<td><strong>Contact Name:</strong> Patrick Perugini</td>
</tr>
<tr>
<td><strong>Contact Info:</strong> 800-935-9553/ <a href="mailto:info@dynamicbicycles.com">info@dynamicbicycles.com</a></td>
</tr>
<tr>
<td><strong>Website:</strong> <a href="http://www.dynamicsbicycles.com">www.dynamicsbicycles.com</a></td>
</tr>
<tr>
<td><strong>Electric Transportation Solutions</strong></td>
</tr>
<tr>
<td><strong>Product:</strong> Bikes &amp; Accessories for LE and EMS</td>
</tr>
<tr>
<td><strong>Cost to Members:</strong> Contact for special pricing on all items.</td>
</tr>
<tr>
<td><strong>Contact Name:</strong> Seth Leitman</td>
</tr>
<tr>
<td><strong>Contact Info:</strong> 866-895-2238/ <a href="mailto:ets@electrictransport.net">ets@electrictransport.net</a></td>
</tr>
<tr>
<td><strong>Website:</strong> <a href="http://www.electrictransport.net">www.electrictransport.net</a></td>
</tr>
<tr>
<td><strong>ELHN BADGE &amp; EMBLEM DESIGN</strong></td>
</tr>
<tr>
<td><strong>Product:</strong> Custom Police Badges, Emblems, Pins, Coins</td>
</tr>
<tr>
<td><strong>Cost to Members:</strong> 25% off</td>
</tr>
<tr>
<td><strong>Contact Name:</strong> ELHN Rep</td>
</tr>
<tr>
<td><strong>Contact Info:</strong> 203-364-8644/ <a href="mailto:elhnbadgedesign@aol.com">elhnbadgedesign@aol.com</a></td>
</tr>
<tr>
<td><strong>Website:</strong> <a href="http://www.elhnbadge.com">www.elhnbadge.com</a></td>
</tr>
<tr>
<td><strong>ERGO, LLC</strong></td>
</tr>
<tr>
<td><strong>Product:</strong> &quot;The Seat&quot; Ergonomic Bike Seat</td>
</tr>
<tr>
<td><strong>Cost to Members:</strong> $30 lyca/gel; $23 vinyl; $15 faux leather</td>
</tr>
<tr>
<td><strong>Contact Name:</strong> Thomas White</td>
</tr>
<tr>
<td><strong>Contact Info:</strong> 425-333-6161/daedalus@mwlink.com</td>
</tr>
<tr>
<td><strong>Website:</strong> <a href="http://www.thecomfortseat.com">www.thecomfortseat.com</a></td>
</tr>
<tr>
<td><strong>EV TECH</strong></td>
</tr>
<tr>
<td><strong>Product:</strong> Bikes, Accessories, Montague Bikes, Siren Kit</td>
</tr>
<tr>
<td><strong>Cost to Members:</strong> Contact for special pricing on all items.</td>
</tr>
<tr>
<td><strong>Contact Name:</strong> Doug Canfield</td>
</tr>
<tr>
<td><strong>Contact Info:</strong> 972-851-9990/dcanfield@evtech.us</td>
</tr>
<tr>
<td><strong>Website:</strong> <a href="http://www.texaselectricbikes.com">www.texaselectricbikes.com</a></td>
</tr>
<tr>
<td><strong>EXPOSURE/USE (ULTIMATE SPORTS ENGINEERING)</strong>*</td>
</tr>
<tr>
<td><strong>Product:</strong> Lighting Systems</td>
</tr>
<tr>
<td><strong>Cost to Members:</strong> Contact for Discount Details</td>
</tr>
<tr>
<td><strong>Contact Name:</strong> Jonathan Sharpe</td>
</tr>
<tr>
<td><strong>Contact Info:</strong> +0 (0) 1798 344477/ <a href="mailto:info@exposurelights.com">info@exposurelights.com</a></td>
</tr>
<tr>
<td><strong>Website:</strong> <a href="http://www.uses.com">www.uses.com</a></td>
</tr>
<tr>
<td><strong>EYE SAFETY SYSTEMS, INC.</strong></td>
</tr>
<tr>
<td><strong>Product:</strong> Protective Eyewear - Military, LE, Tactical</td>
</tr>
<tr>
<td><strong>Cost to Members:</strong> 30-40% off List Price</td>
</tr>
<tr>
<td><strong>Contact Name:</strong> Willy Breen</td>
</tr>
<tr>
<td><strong>Contact Info:</strong> 208-726-4072/ <a href="mailto:wbreen@essgoggles.com">wbreen@essgoggles.com</a></td>
</tr>
<tr>
<td><strong>Website:</strong> <a href="http://www.essgoggles.com">www.essgoggles.com</a></td>
</tr>
<tr>
<td><strong>FINISH LINE</strong></td>
</tr>
<tr>
<td><strong>Product:</strong> Bicycle Care Products</td>
</tr>
<tr>
<td><strong>Cost to Members:</strong> 50% off MSRP &amp; Free Shipping</td>
</tr>
<tr>
<td><strong>Contact Name:</strong> David Clopton</td>
</tr>
<tr>
<td><strong>Contact Info:</strong> 631-666-7300/ <a href="mailto:davidclopton@finishlineusa.com">davidclopton@finishlineusa.com</a></td>
</tr>
<tr>
<td><strong>Website:</strong> <a href="http://www.finishlineusa.com">www.finishlineusa.com</a></td>
</tr>
<tr>
<td><strong>Custom orders available.</strong></td>
</tr>
<tr>
<td><strong>FUJI AMERICA</strong></td>
</tr>
<tr>
<td><strong>Product:</strong> Bikes &amp; Accessories</td>
</tr>
<tr>
<td><strong>Cost to Members:</strong> Special Prices on Selected Models</td>
</tr>
<tr>
<td><strong>Contact Name:</strong> Steve Hardal</td>
</tr>
<tr>
<td><strong>Contact Info:</strong> 215-824-3854 x1111/ <a href="mailto:sharad@fujibikes.com">sharad@fujibikes.com</a></td>
</tr>
<tr>
<td><strong>Website:</strong> <a href="http://www.fujibikes.com">www.fujibikes.com</a></td>
</tr>
<tr>
<td><strong>Foster Grant Sunglasses</strong></td>
</tr>
<tr>
<td><strong>Product:</strong> Ironman Sunglasses</td>
</tr>
<tr>
<td><strong>Cost to Members:</strong> 40% off MSRP</td>
</tr>
<tr>
<td><strong>Contact Name:</strong> Bill Paine</td>
</tr>
<tr>
<td><strong>Contact Info:</strong> 215-335-9218/painews@aol.com</td>
</tr>
<tr>
<td><strong>GATORZ EYEWEAR</strong></td>
</tr>
<tr>
<td><strong>Product:</strong> Eyewear</td>
</tr>
<tr>
<td><strong>Cost to Members:</strong> 25% off published retail rates</td>
</tr>
<tr>
<td><strong>Contact Name:</strong> Tom Harwood</td>
</tr>
<tr>
<td><strong>Contact Info:</strong> 800-767-4287 x104/tom@gatorz.com</td>
</tr>
<tr>
<td><strong>Website:</strong> <a href="http://www.gatorz.com">www.gatorz.com</a></td>
</tr>
<tr>
<td><strong>Must contact Tom directly.</strong></td>
</tr>
<tr>
<td><strong>Gita Sporting Goods</strong></td>
</tr>
<tr>
<td><strong>Product:</strong> Giordana Apparel</td>
</tr>
<tr>
<td><strong>Cost to Members:</strong> 10% off Giordana</td>
</tr>
<tr>
<td><strong>Contact Name:</strong> Nelson Frazier</td>
</tr>
<tr>
<td><strong>Contact Info:</strong> 800-FON-GITA x 319 800-FON-GITA x 319/info@gitabike.com</td>
</tr>
<tr>
<td><strong>Website:</strong> <a href="http://www.gitabike.com">www.gitabike.com</a></td>
</tr>
<tr>
<td><strong>LightCycles</strong></td>
</tr>
<tr>
<td><strong>Product:</strong> Bicycle Parts &amp; Accessories</td>
</tr>
<tr>
<td><strong>Cost to Members:</strong> 20-25% off Retail</td>
</tr>
<tr>
<td><strong>Contact Name:</strong> Bob Light</td>
</tr>
<tr>
<td><strong>Contact Info:</strong> 518-420-4666/light@plattsburgh.edu</td>
</tr>
<tr>
<td><strong>IMBA</strong></td>
</tr>
<tr>
<td><strong>Product:</strong> IMBA Membership</td>
</tr>
<tr>
<td><strong>Cost to Members:</strong> $10 off National Mountain Bike Patrol Membership</td>
</tr>
<tr>
<td><strong>Contact Name:</strong> Spencer Powelson</td>
</tr>
<tr>
<td><strong>Contact Info:</strong> 888-442-IMBA x101/ <a href="mailto:membership@imba.com">membership@imba.com</a></td>
</tr>
<tr>
<td><strong>Website:</strong> <a href="http://www.imba.com">www.imba.com</a></td>
</tr>
<tr>
<td><strong>Submit copy of IPMBA membership card with NMBP membership application or renewal notice.</strong></td>
</tr>
<tr>
<td><strong>IOSSO PRODUCTS</strong></td>
</tr>
<tr>
<td><strong>Product:</strong> Cleaners &amp; Lubes for Guns &amp; Bikes</td>
</tr>
<tr>
<td><strong>Cost to Members:</strong> 20% off Retail</td>
</tr>
<tr>
<td><strong>Contact Name:</strong> Marianne Isso</td>
</tr>
<tr>
<td><strong>Contact Info:</strong> 888-747-4332/ iossoproducetoxicso.com</td>
</tr>
<tr>
<td><strong>Website:</strong> <a href="http://www.iioso.com">www.iioso.com</a></td>
</tr>
<tr>
<td><strong>Kenda USA</strong></td>
</tr>
<tr>
<td><strong>Product:</strong> Premium Bicycle Tires &amp; Tubes</td>
</tr>
<tr>
<td><strong>Cost to Members:</strong> 60% off MSRP</td>
</tr>
<tr>
<td><strong>Contact Name:</strong> Karen or Cindy</td>
</tr>
<tr>
<td><strong>Contact Info:</strong> 614-866-9803/bicycle@kendausa.com</td>
</tr>
<tr>
<td><strong>Website:</strong> <a href="http://www.kendausa.com">www.kendausa.com</a></td>
</tr>
<tr>
<td><strong>Leonard Consulting Group</strong></td>
</tr>
<tr>
<td><strong>Product:</strong> Swiss &amp; Fuji Bikes, Lightman Strobes, Duty Gear, Tactical Radio Accessories</td>
</tr>
<tr>
<td><strong>Cost to Members:</strong> 10% off Regular Prices</td>
</tr>
<tr>
<td><strong>Contact Name:</strong> Mark Leonard</td>
</tr>
<tr>
<td><strong>Contact Info:</strong> 501-517-5338/LG blendsglobal.com</td>
</tr>
<tr>
<td><strong>Website:</strong> <a href="http://www.themaskedmerchant.com">www.themaskedmerchant.com</a>, <a href="http://www.4bike-polic.com">www.4bike-polic.com</a></td>
</tr>
<tr>
<td><strong>Lift &amp; Storage Systems, Inc.</strong></td>
</tr>
<tr>
<td><strong>Product:</strong> Automatic Bike Lift Storage Systems</td>
</tr>
<tr>
<td><strong>Cost to Members:</strong> $4,000 (30 bikes); $6,000 (60 bikes)</td>
</tr>
<tr>
<td><strong>Contact Name:</strong> Shawn Jones</td>
</tr>
<tr>
<td><strong>Contact Info:</strong> 800-825-4777/jones@liftstore.com</td>
</tr>
<tr>
<td><strong>Website:</strong> <a href="http://www.liftstore.com">www.liftstore.com</a></td>
</tr>
<tr>
<td><strong>Louka Tactical Training LLC</strong></td>
</tr>
<tr>
<td><strong>Product:</strong> Video: Firearms &amp; Training Issues</td>
</tr>
<tr>
<td><strong>Cost to Members:</strong> $23, incl. shipping</td>
</tr>
<tr>
<td><strong>Contact Name:</strong> Lou Ann Hamblin</td>
</tr>
<tr>
<td><strong>Contact Info:</strong> 734-697-6342/ <a href="mailto:lhamblin@louka.com">lhamblin@louka.com</a></td>
</tr>
<tr>
<td><strong>Website:</strong> <a href="http://www.loukat.com">www.loukat.com</a></td>
</tr>
<tr>
<td><strong>Madison Bicycle Shop</strong></td>
</tr>
<tr>
<td><strong>Product:</strong> Bikes, Uniforms, and Accessories</td>
</tr>
<tr>
<td><strong>Cost to Members:</strong> To 15% off; up to 12 months financing same as cash</td>
</tr>
<tr>
<td><strong>Contact Name:</strong> Sal Piccolo</td>
</tr>
<tr>
<td><strong>Contact Info:</strong> 973-377-6616/ <a href="mailto:contact@madisonbicycles.com">contact@madisonbicycles.com</a></td>
</tr>
<tr>
<td><strong>Website:</strong> <a href="http://www.madisonbicycles.com">www.madisonbicycles.com</a></td>
</tr>
<tr>
<td><strong>Submit copy of IPMBA membership card with NMBP membership application or renewal notice.</strong></td>
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</tbody>
</table>
**Product Purchase Program**

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

**Marwi Usa, Inc.**
- **Product:** Lighting Systems
- **Cost to Members:** Contact for Discount
- **Contact Name:** Buck Mitchell
- **Contact Info:** 800-448-3876/buck@magrausa.com
- **Website:** www.marwiusa.com

**Maxit Designs**
- **Product:** Headgator(TM)/Hothead ™/Thermal Beanie ™
- **Cost to Members:** $10.50 Headgator(TM)/Hothead (TM); $9.40 (Beanie)
- **Contact Name:** Liz
- **Contact Info:** 800-556-2948/info@maxit-inc.com
- **Website:** www.maxit-inc.com, www.headgator.com

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

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

**Montague Bikes**
- **Product:** Paratrooper Tactical Folding Mountain Bike
- **Cost to Members:** Free Folding Pedals & Kickstand with Purchase
- **Contact Name:** Dave Winding
- **Contact Info:** 800-736-5348/949-272-2458/dwinding@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 Rohrick
- **Contact Info:** 888-421-2032/krohrick@nugonutrition.com
- **Website:** www.nugonutrition.com

**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@olyuniforms.com
- **Website:** www.olyuniforms.com

**Openhouse Products**
- **Product:** Panniers, Cycle Bags, Lyteline High-Viz Products
- **Cost to Members:** 15% off Regular Prices
- **Contact Name:** Bruce Burns
- **Contact Info:** +44 (0) 1422 824777/bruce@openhouseproducts.com
- **Website:** www.openhouseproducts.com

**Paradigm Tactical Products**
- **Product:** FRISKER PRO Hand Worn Metal Detector
- **Cost to Members:** $115 + S&H
- **Contact Name:** Camilla Cutler
- **Contact Info:** 978-352-6633/sales@paradigmtactical.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

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

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

**Promark Int'l Inc.**
- **Product:** Full Line Law Enforcement Equipment
- **Cost to Members:** 40% off Most Products
- **Contact Name:** Kenneth Battcher
- **Contact Info:** 800-645-4443/promarkint@aol.com
- **Website:** www.publicsafetymall.com

**Public Safety Logos**
- **Product:** Badges/Badge Cases/Jewelry/Patches/Etc.
- **Cost to Members:** 10% off + drop ship free on $150
- **Contact Name:** Michael Carrizales
- **Contact Info:** 800-276-0706/sales@publicsafetylogos.com
- **Website:** www.publicsafetylogos.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

**Rudy Project**
- **Product:** Sunglasses, Sport Eyewear, Helmets, Goggles
- **Cost to Members:** 40% off Retail
- **Contact Name:** Craig Mintzaff
- **Contact Info:** 949-272-2458/craig@rudyprojectusa.com
- **Website:** www.rudyprojectusa.com

**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

**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

**Signal Measurement Co.**
- **Product:** GPS & Communication Mounts
- **Cost to Members:** 30% off Retail
- **Contact Name:** Tom Polcyn
- **Contact Info:** 800-527-1079/topolcyn@smc-amp.com
- **Website:** www.smc-amp.com

**Superior Gear**
- **Product:** Chain Stain Away Pant Protector
- **Cost to Members:** 10% off Regular Price; quantity discount for 10 or more.
- **Contact Name:** Frank Pollari
- **Contact Info:** 888-519-2250/sales@superiorgear.com
- **Website:** www.chainsataway.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/debbie@swagman.net
Website: www.swagman.net
All Shipments Made from Orville, WA.

TERRY PRECISION CYCLING
Product: Bikes, Accessories, Seats, Apparel
Cost to Members: Terry Apparel -- wholesale; see notes for more.
Contact Name: Ginny Weisel
Contact Info: 800-289-8379 x 13/
ginny@terrybicycles.com
Website: www.terrybicycles.com
Contact Ginny via email for pro deal form.

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.

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@bisp.net
Website: www.unitedbicyclesupply.com
Call to establish an account for your department to be eligible for wholesale pricing on all products.

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 "IPMBA30".

ZOGICS LLC
Product: Citrawipe Degreasing Hand Wipes
Cost to Members: 25-50% of MSRP
Contact Name: Paul LeBlanc
Contact Info: 888-623-0088/413-235-0007
Website: www.zogics.com
Contact for public safety special order form.

ZOIC CLOTHING
Product: Cycling Apparel
Cost to Members: 30% off Retail
Contact Name: Eric Swenson
Contact Info: 866-355-9642/eric@zoic.com
Website: www.zoic.com

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.

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

Moccean
Bill Levitt
949-646-1701
mocceanbl@aol.com
www.moccean.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, inc.
David Belton
419-594-2743/800-553-1911
info@rdfab.com
www.rdfab.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

Note: No express or implied endorsements are being made by IPMBA for any product, service, program, or organization.
PoliceBikeStore.com – Our name says it all. We are in business to fulfill all of your Police Bike Patrol needs. Whether you need to outfit one bike, or your entire department, we can fulfill all of your biking needs – from bikes, lights and tools, to eyewear, helmets and gloves plus much more.

Setting New Standards - Fuji Police Bikes
The bikes that have been long anticipated are now available for immediate shipment, ranging in size from 15” to 22” Frames complete with Fuji’s state-of-the-art Alfaire frame technology.
- Dual Disc Brakes
- 24 and 27 Speed Models
- Quality Shimano Gears
- Rock Shox Recon Air Fork with Remote Lockout
- Combination Packages Available
- Tried the Rest - Now Ride the Best!

Allen Bike Carriers
Allen Bike Carriers are the perfect way to get your bikes into the field. Available in 2-5 bike carrier models. Choose from Trunk Mounted, Hitch Mounts and Spare Tire Versions.

Allen Racks feature a lifetime warranty and are safe, reliable & easy to use.

Recent Customer Comment
I credit you and your company for exceptional Customer Service and professionalism!
Mary L, Defense Supply Center

Safe, Easy and Secure Online ordering. Plus, we accept Purchase Orders, PO’s and can invoice your department.

Brand New Alerte Trailblazer III Light System - This system has everything you need right out of the box
- New and Improved bright LED Headlights
- Super bright pursuit lights available in a variety of color combinations
- Rear commuter taillight and pursuit lights - visible from front and rear
- Built in Siren available in Hi-Lo or Wail
- Includes spare long lasting battery - never run out of power when out on patrol
The officer on the bike will ride up to the stopped car, ask for their driver’s license and then direct them to the waiting officer. The officers have some of the tickets written out ahead of time and merely add in the offender’s name, driver license number and other pertinent information.

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

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

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

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

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

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

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

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

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

This article appeared in the August 2, 2007, edition of the Macomb Daily, Mount Clemens, Michigan.
Hello again from the east side of ‘The Pond’! I start writing this whilst recovering from the traditional overindulgence practiced during the Christmas Holiday.

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

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

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

The response of some Police Forces to the death whilst on cycle patrol of PCSO Christopher Macluré has caused more than a few people to voice their concerns and dismay. These Forces have, in some cases, put a freeze on the use of Cycle Patrol, whilst in other cases, they have stopped ‘inexperienced’ cyclists from using their bikes. In response Mary Maczkowiak, chairman of the Alderley Edge parish council, said, “I found out in the summer that our PCSO wasn’t using her bike and they were all issued with fantastic, top of the range bikes. Because one person has been knocked off and killed they withdrew them and they all have to go on cycling proficiency tests that are probably only accessible by foot or bike”, he said. “They also have a helmet-mounted camera which allows us to gather more evidence but more importantly it allows them to cover a much bigger area, with officers regularly doing 25 miles a shift and up to 4,000 miles a year. It is making sure that when patrols are out they can communicate with the public, they’re seen and they are still accessible. One big thing we have found is that we can get to a job more quickly and quietly, often offenders don’t know we have arrived and some give up running as they know an officer on a bike can catch them.”

Before an officer can take to the streets on a bike, they have to complete a three-day training course which shows them how to ride over a variety of terrains, riding tactically in different situations and how to use the bike to make an arrest. Kevin is in charge of the training course and has also helped introduce it to other parts of the country. He is often seen out and about on his bike and finds it can be a great ice breaker with young people. “Often the kids see the bike before the uniform and they ask all sorts of questions about the kit we use,” he said. “It’s a great way to break down barriers and build trust with them.”

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

Community safety officers from Central Scotland Fire and Rescue Service will be going out on bicycles to areas where there is a problem with fires being deliberately started or malicious calls being made. Statistics show young people are to blame for most cases of wilful fire-raising and senior management hope high visibility patrols by officers on mountain bikes will reduce the problem. Firefighters will be able to talk to youngsters and highlight the dangers – loss of life, danger to property and risk to fire crews. The service is the first in Scotland to introduce the community project, which will run for six months before being reviewed, although it runs successfully down south.

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

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

(Continued on page 22)
News from the UK

(Continued from page 21)

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

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

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

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

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

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

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

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

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

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

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

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

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

This proved to be both the most effective and the safest as part way down, one rider was forced to dismount and walk his bike over a particularly hazardous series of obstacles. The remainder of the sector comprised narrow tracks with undergrowth but these efforts all proved fruitless.

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

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

Back at the ICP all the searchers were de-briefed by the Search Controller and the decision to abandon the search for the day was taken by the Police Search Advisor. So it was that Wiltshire Search and Rescue team had deployed its bike team for the first time in support of Wiltshire Constabulary. All members of Wiltshire Search and Rescue are unpaid volunteers who give their time freely to assist in the search for missing persons.

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

LAS Cycle Response Unit Heathrow Expands

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

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

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

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

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

One Team One Airport will be really taking off!

2008 Conference Updates

Kryptonite to Sponsor: Tackling Bike Theft Workshop

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

Internationally respected bicycle lock manufacturer Kryptonite will sponsor the Tackling Bike Theft workshop, which will be conducted by Constables Elizabeth Bouchard and Steve Forbes of the University of Guelph (Ontario) Police Department. This workshop will provide key information about bike theft as well as both enforcement and community-based strategies and initiatives – including education programs, loaner locks, bait bikes, and GPS – to help bring bike theft under control. A Kryptonite representative will demonstrate proper lock-up techniques utilizing various types of Kryptonite locks.

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

Workshop Cancellation:
Dignitary Protection Operations on Bicycles

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

Workshop Description:
Developing a Course of Fire for Police Cyclists

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

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

by Laren Weber, Toledo Blade Staff Writer
Toledo, Ohio

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

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

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

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

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

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

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

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

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

The Dayton Police Department started a bicycle unit in 1988 and Cincinnati police have used bicycles since 1995. While the bike officers said they understand struggles within the department to address the decrease in officers, they can go places - such as vacant lots and small alleys - that patrol vehicles can’t easily maneuver through.

Often times, the bike officers are unseen and unheard as they patrol dimly-lit streets.

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

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

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

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

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

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

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

This article appeared in the September 7, 2007, edition of the Toledo Blade.
IPMBA Member Hit by Teen Driving Limo

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

IPMBA Board Openings Announcement

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

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

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

a. Submitting a letter of interest to the Executive Director after the official notice and no later than 45 days prior to the first day of the Annual IPMBA Conference (last day to submit letter and resume will be March 5, 2008).

b. A resume or C.V. must accompany the letter of interest. If a resume or C.V. is not submitted, the candidate’s name will be deleted from the list of potential candidates.

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

*by Dr. Michael Stroberger CPO, CSS, CPP*

One of the most fundamental facts of our industry is that training is critical to success. In some cases, training specifics are mandated by law; in others, common sense must prevail. In all cases, some basic theories must be taken into account, if the process is to be effective, efficient and thorough. In the initial stages of development, a training facilitator should identify any mandated aspect of the training program, based on prevailing law. In addition to this, a familiarity with the industry standards, formalized or otherwise, should also be pursued vigorously. Regardless of the specific legal requirements and industry standards, some underlying threads must be present.

**MAINTAIN INTEREST**

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

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

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

**DEMONSTRATE APPLICATION TO DUTIES**

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

**MAINTAIN REALISM**

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

**DOCUMENTATION IS CRITICAL**

So, you’ve designed a program which meets the legal requirements, exceeds the industry standards, kept them on the edge of their seats in the classroom, cleverly fed them the background concepts behind their duties, and then shocked them with an alarming level of realism in the final stages of training. Now what? Well, as they say in many fields “If it’s not in writing, it did not happen.” Make sure that you have been documenting every step of the program, and each individual’s progress. The proof of training is almost as valuable, in some cases more valuable, than the training itself.

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**Instructor Corner**

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

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**Complete Guide Contributors Addendum**

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

On Saturday April 26, 2008, riders on the See You at the Speedway Bike Tour will be invited to do a lap around the track at the Indianapolis Motor Speedway (IMS). The bike ride will depart from the Crowne Plaza at approximately 0900 (time subject to change based on track availability) and travel about five miles to the IMS. Riders will enter the tunnel and emerge onto the track, where they will complete a 2.5 mile lap or two before gathering for a group photo. After the lap and photo, participants can visit the museum ($3) and gift shop, or take in the excitement as race car drivers practice laps around the track. Riders can return to the hotel on their own or with the group.

Don’t pass up this opportunity to ride on one of the most famous – and historic – automobile racetracks in the world! Register today for the 18th Annual IPMBA Conference, April 19-26, 2008, in Indianapolis, Indiana!