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news

Newsletter of the International Police Mountain Bike Association

IPMBA: Promoting and Advocating Education and Organization for Public Safety Bicyclists.

Vol. 11, No. 1

Reviewing the “Fund-amentals”

Approaches for creative and traditional funding

By **Maureen Becker**
Executive Director, IPMBA

In an ideal world, funding for bike units would be a high priority for all departments. Need a new bike? You’ve got it. Ready for some advanced training? Absolutely. Additional personnel? Not a problem. The bike team is essential to our operations, so if there is anything you need, it’s yours for the asking.

Then there is reality. Funding for bike units can be difficult to secure. Even if you have justified your existence repeatedly, your department is likely to be unable or unwilling to pay for the equipment, training, and personnel that you need. So what do you do? Your options are pretty limited. You can do without, you can buy it yourself, or you can find someone else to pay for it.

Since this issue of *IPMBA News* addresses the fiscal side of bike patrol, we will start with the following assumptions: Assumption #1: Most police and EMS cyclists are not wealthy enough to provide personal funding for a bike unit. Assumption #2: “Doing without” is not an option. So what’s left? Seeking financial support from an outside source.

Research non-traditional sources of funding and examine them from all angles. You might just find an unexpected fit.

under Department of Justice programs such as COPs and Weed & Seed, but don’t stop there. Research non-traditional sources of funding and examine them from all angles. You might just find an unexpected fit. Just ask Officer Rick Troy of the University of Pittsburgh Police Department, who successfully procured \$70,000 in federal transportation enhancements funds (*see story, page 5.*) Other agencies, such as the police department in Charlotte, North Carolina, have found success by partnering with community-based foundations (*see story, page 7.*)

On page 8, you will find a short list of various funding resources. Some are sources of actual financial support; others are tools that may help increase your chances of success when applying for grants. Consider the information simply a foundation upon which to build the funding formula that works for you.

And please, share your successes with IPMBA. Send your stories to ipmbambb@aol.com so they can be published in *IPMBA News*.

Best wishes for a safe and prosperous New Year.

Riding in a Winter Wonderland

Tips for riding safely in snow and ice

Reprinted with permission from www.enteract.com/~icebike

Ed.’s Note: *IPMBA’s resident winter rider, past president Kirby Beck (Coon Rapids PD, Coon Rapids, MN) reviewed the following information for IPMBA News. He wants the reader to note that while the information is useful and does not run counter to any teachings of IPMBA, it was not written by public safety cyclists, but rather by commuters and enthusiasts who enjoy the challenge of ice biking. The techniques listed herein are the advice of the authors, not IPMBA.*



Black ice, that thin layer of ice covering roads, can be one of the most insidious winter risks. You can be riding along on bare pavement one minute and the next instant you find yourself sliding down the road.

Black ice gets its name from the color of the underlying pavement. It is very thin, and it often has the impression of having some surface irregularity, which in turn gives the appearance that it will supply some traction. This irregularity can be deceiving, because as soon as you apply your brakes or make significant turning movements, you start to slide.

Turning on black ice is best accomplished by keeping the bike as upright as possible. This may require offsetting your upper body to the side (toward the direction you want to turn) while at the same time keeping the bike upright.

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For the Love of the Job

When we first started our police, EMS, or other uniformed service jobs, there was so much to learn. It took a few years for us to become comfortable with our responsibilities, and to feel confident that we could handle whatever came our way. In the beginning, we didn't realize how much effort it took to run "code 3" to a call, navigate our way through an unfamiliar area, and actually comprehend all of the updates and radio traffic. All this while breaking a red at an intersection. That's funny, it didn't look that hard on TV! Eventually our polyphasic skills developed and matured in respect to our work. We found ourselves able to

Suddenly it WAS as easy as it looked on TV. We had "settled in" and were comfortable with every aspect of our jobs, and we started to feel that it just couldn't get any better.

Once we were on "autopilot" with our day-to-day responsibilities, we started taking interest in developing our expertise. We became interested in various specialized areas, such as SWAT, firearms, field training, fitness, neonatal EMS, supervision, and, of course, mountain bikes. We hungered to participate in training courses in our chosen specialties, and we sought them

out. We discovered that there is a wealth of knowledge out there and available to us, but not for free. We found that even though training can avert tragedy, the training budget is one of the first to be cut during crunch times. It often seems that it is only after tragedy has occurred that adequate money is spent on training and equipment.

We finally realized that if we waited around for our employers to spend training money on us,

we would still be waiting five, ten, fifteen years later. We realized that the ole "if my department doesn't send me,

then I'm not going" was a useless attitude. Use my OWN vacation time? Pay for it MYSELF? Are you CRAZY??? Well, I guess so. Why?

Spend your own money and use your own time, because it is YOUR life, your reputation, and your family.

Because your department won't be standing next to you when you're on your bike pursuing that suspect and he turns and pulls out a gun. Your department won't be

there to help you when you're maneuvering through the festival crowd on your bicycle to get to a man suffering a cardiac arrest. It will be up to YOU to succeed, not your department.

Can't afford it? Find a sponsor in your community. Apply for a grant. Ask your family for one single birthday present instead of many smaller ones. Scrape up the money and attend one survival course, one advanced EMS course, one bicycle skills course. Spend your own money and use your own time, because it is YOUR life, your reputation, and your family. Take advantage of what is out there and available. Ride the wave while it lasts. Be a sponge.

See you in Ogden. Ride your gluteus to its maximus!

Kathleen D. Vonk



IPMBA president Kathleen Vonk's bike unit was the recipient of a donation from the local Target. Target donated \$1,500 to the Ann Arbor Police Department to purchase another police bicycle. Pictured, l-r: Deputy Chief Larry Jerue, Chief Daniel Oates, Target Representative Felicia George and Officer Kathleen Vonk.

run lights and siren, drink a cup of coffee, clear an intersection, and talk on a cell phone all at the same time.

Please send **all** correspondence to IPMBA's new address:
IPMBA ~ 583 Frederick Rd., Suite 5B ~ Baltimore, MD 21228
New Phone: 410-744-2400 ~ New Fax: 410-744-5504
 E-mail and website remain the same: ipmba@aol.com and www.ipmba.org

SMITH & WESSON 2002 LAW ENFORCEMENT **BIKES**

Smith & Wesson builds bikes to fit the needs of professionals. Ergonomics and comfort are designed into each bicycle. Our bikes are designed to provide a smooth, dependable and silent ride. Three models are available. Each model includes an adjustable front fork suspension, a heavy-duty rear rack and a rear-mounted kickstand. Each bike is built, tuned and adjusted by hand and is shipped directly to our customers ready for duty. Smith & Wesson also offers a full line of accessories (lights, bags etc...) to complete the needs of any agency. From first time bike patrols to long established bike units, customers can choose price and features which are best suited for their needs. Ask about our exclusive lease program or visit us online at www.Smith-Wesson.com.

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Register Today for the 12th Annual IPMBA Conference, May 9-11, 2002, in Ogden, Utah

The IPMBA conference opens with a series of six pre-conference courses: IPMBA Police Cyclist, IPMBA EMS Cyclist, IPMBA Police Cyclist Advanced, IPMBA Instructor, IPMBA Maintenance Officer, and Bicycle Rapid Response Team Training.

The pre-conference courses come to a close on the afternoon of Wednesday, May 8, just in time for the opening of the nation's largest public safety cyclist product exhibition. You will have the opportunity to visit with representatives from companies offering a wide range of products, including bikes and accessories, uniforms, communications, rainwear and outerwear, sunglasses, portable medical equipment, and bicycle storage systems.

The 12th Annual Police on Bikes Conference officially begins on Thursday, May 9, with the Opening Ceremonies. The Chief of Police for Ogden City will provide the welcoming address, and the newly elected board members and officers will be announced.

Thursday and Friday, May 9-10, offer attendees an array of training opportunities. IPMBA is proud to offer eighteen essential, dynamic, and innovative on-bike sessions and over 40 insightful and information-filled in-class workshops.

The Ogden Police Department will host a variety of activities for pre-conference and conference attendees, including off-road rides, "IPMBA Nights" at local restaurants and clubs, a fabulous B-B-Q, and a "happy hour" at Union Station, home to the Browning Firearms Museum.

The conference comes to a close on Saturday, May 11, with the annual IPMBA Obstacle Course Competition, an exciting test of cycling skills that challenges even the best riders. As if the competition is not exciting enough, the Bicycle Polo Association of America will host a tournament to select players

for the team representing the U.S. in the World Championships in Paris.

The 12th Annual Police on Bikes Conference & Product Exhibition

Some will argue that the final event is one of the most exciting – a training excursion to world-famous Moab. This training session is designed to promote technical riding skills, enhance night-riding and team-building skills, and to practice mechanical break-down "survival-on-the-fly." All this, and an incredible setting, too. See you in Ogden!

Call 410-744-2400 or visit www.ipmba.org for more information

IPMBA Welcomes Maintenance Guru Lennard Zinn to the 12th Annual IPMBA Conference



Some knowledge of bike maintenance and repair is a must for every public safety cyclist. Even if you have no ambition to become your department maintenance officer, understanding the mechanics of the bike and gaining proficiency in basic repairs will make you a more effective bike team member.

As a student in IPMBA's *Beginning Maintenance* workshop, you will gain these skills from master frame builder and technical guru Lennard Zinn. Zinn is a senior technical writer for *VeloNews* and *Inside Triathlon* and the founder of Zinn Cycles, a custom bike building company. He has authored several books, including *Mountain Bike Owner's Manual*, *Mountain Bike Performance Manual*, and *Zinn and the Art of Mountain Bike Maintenance*.

IPMBA's *Beginning Maintenance* workshop is designed to familiarize students with the tools and techniques necessary to keep a bike in good working order, reducing the need for more costly repairs. Topics to be addressed include common bike adjustments and inspections, fixing flats; cable, barrel, and derailleur adjustments; and chain and brake cleaning and adjustment.

IPMBA is pleased to announce the participation of the Tri-State Regional Community Policing Institute (RCPI) in the 12th Annual Police on Bikes Conference. Tri-State RCPI will present two workshop topics during the conference: *Introduction to Community Policing* and *Ethics Self-Assessment*. *Introduction to Community Policing* presents, as a foundation, the philosophy and origins of Community Oriented Policing, the duties of the C.O.P. officer, and the future of policing. *Ethics Self-Assessment* examines personal decision-making processes, defines the concepts of ethics, integrity, and professionalism; and analyzes the ethical roles unique to law enforcement. These workshops are scheduled as follows:

Introduction to Community Policing: Thursday, May 9, 0930-1045; and Friday, May 10, 1100-1215.

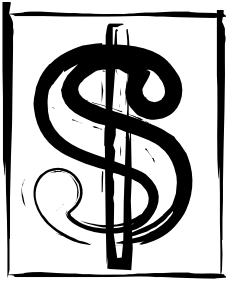
Ethics Self-Assessment: Thursday, May 9, 1100-1215; and Friday, May 10, 1530-1645.

The Tri-State Regional Community Policing Institute (Cincinnati, Ohio) is committed to facilitating collaborative partnerships between law enforcement, education, and community partners.

Please note: the above workshops (except for the Friday section of *Intro. to Community Policing*) are not listed in the print edition of the 2002 IPMBA Conference Registration materials; however, they do appear on the PDF available at www.ipmba.org. If you are registering with the print edition, please use the following numbers to sign up for any of these workshops: *Intro to Community Policing*, Thursday (#92) and Friday (#64); *Ethics Self-Assessment*, Thursday (#93) and Friday (#94.)

Important Information regarding the 2002 IPMBA Conference. Please read if you plan to attend!

Please note: the telephone number for the Ogden Marriott that appears in the last issue of *IPMBA News* is incorrect. The correct telephone number is 801-627-1190. We apologize for any inconvenience.



Dollars and Sense

Success stories, resources, and tips to inspire, guide and assist you in the never-ending quest for funding. Pages 5 - 10.

Funding Bike Patrols with Non-Departmental Money

By Officer Rick Troy, PCI #293
University of Pittsburgh Police Department (PA)

I was asked by a chief from a local police department how to start a police mountain bike unit without using departmental funds. That question started me thinking, "how can I train and equip forty officers from different police departments at no cost?" My goal was to sponsor an IPMBA Police Cyclist training course for forty officers from 20 different departments. And I wanted each officer who attended to receive a Smith & Wesson police bike, a helmet, classroom materials, a full bike uniform from Bratwear, and IPMBA membership and certification.

I started to research various grants, including COPS, Community Block, and Department of Justice grants. None fit my project. As I broadened my research, I came across the Pennsylvania Department of Transportation (DOT) project enhancement program, and I started thinking about the project in a different way. The communities whose officers I was looking to train had one thing in common – access to a rail-trail. The rail-trail proved to be the key to funding through the DOT's enhancement program.

The enhancement program is a reimbursement program that stems from the federal transportation funding known as TEA-21. Under TEA-21 (the Transportation Efficiency Act for the 21st Century), every state is required to set aside a certain percentage of federal transportation funding for projects that encourage alternative transportation, such as bike lanes and pedestrian access. Because of the restricted nature of the funds, your program must fall under one of the categories listed in the application, one of which is bike safety and educational programs. The application requires you to answer various questions in regard to your project. You also must have a government agency sponsor your project and complete

a spending or federal fund request sheet that includes all costs related to your project. Once your application is completed, funding must be approved by several committees set up by the DOT.

The Allegheny County Police Academy (Allegheny County, PA) was my sponsor. The project is called the Allegheny County Police Academy Bike Safety and Education Program, and it focuses on providing training and equipment for police departments located along one of Pennsylvania's network of rail trails. The scope of the funding allows for the

following costs to outfit and train 40 officers from 20 different departments:

- 40 Smith & Wesson bikes
- 40 sets of Bratwear bike uniforms
- 40 *Complete Guide to Police Cycling* books
- 40 IPMBA memberships and certifications
- One laptop computer with all software for instructor
- Instructor fees (10-15% of the funding)


The total cost of the project (amount of funds requested) was \$70,000.

The project was approved; the officers were trained and equipped. In exchange for the training and equipment, the officers are required to teach bike safety and education programs in their communities. They are also required to patrol their communities' sections of the rail trail. They must keep records of the times they patrol as well as how many bike education programs they sponsor and who attends. At the end of the year,

the officers must forward this information to the project manager (instructor) who keeps a database on the laptop in case the project is audited by the federal government.

If you decide to pursue funding of this type, remember that this is a reimbursement, not a grant. Once your project is approved for funding, the state DOT sets up an account with the funds allocated to your project. The sponsoring agency sends out purchase orders for equipment, uniforms and training. They also

send a bill for reimbursement to the DOT. The DOT then sends a reimbursement check to the sponsoring agency, which forwards payment to the bike and uniform companies and also to the instructor. As you can see, no department money has to be spent. The only money used is from the funding account.

If this program does not fit your needs, contact your local state representatives and your district attorney's office. Your state representative will send you a grant application, and your D.A.'s office may be able to fund your bike patrol out of their forfeiture fund. By seeking funding from the Pennsylvania Department of Transportation, the state representatives and the district attorney's office, I have helped secure over \$150,000 in funds to start bike units and provide training and equipment to over 250 bike officers at no cost to the local police departments. 

If you would like more information about these funding sources, please contact Officer Rick Troy at rtroy@police.pitt.edu.

Resources

Below are some resources that offer a wide variety of funding-related assistance. Check them out — and explore them thoroughly. You'll find that these resources provide multiple paths on which to travel for more funding ideas and links to even more resources. Good luck!

Name: **The U.S. Department of Justice (DOJ) Response Center**
Contact: 800-421-6770 to receive the latest criminal justice program funding information and publications. Open Monday through Friday, 9:00a.m – 5:00pm Eastern Time.
Website: www.ojp.usdoj.gov and www.usdoj.gov/cops
Description: The Response Center was established in 1993 by DOJ and is managed by the Office of Community Oriented Policing Services (COPS). It provides information on programs, grants and funding, and application processes for COPS and the five Office of Justice Programs (OJP) bureaus – the Bureau of Justice Assistance (BJA), the Bureau of Justice Statistics (BJS), the National Institute of Justice (NIJ), the Office of Juvenile Justice and Delinquency Prevention (OJJDP), and the Office for Victims of Crime (OVC) – and for the OJP Program Offices – Corrections Program Office (COP), Drug Courts Program Office (CPO), Executive Office for Weed and Seed (EOWS), Office for State and Local Domestic Preparedness support (OSLDPS), Violence Against Women Office (VAWO), and Office of the Police Corps and Law Enforcement Education (Police Corps).
Note: The DOJ Response Center provides the criminal and juvenile justice communities and the general public with the most up-to-date information on available funding sources for research and development, program evaluation, and innovative approaches to community partnerships.

Name: **The Catalog of Federal Domestic Assistance (CFDA)**
Website: www.cfda.gov
Description: The CFDA website provides access to a database of all Federal programs available to state and local governments. You can search this database to find assistance programs meeting your requirements and for which you are eligible. You can then contact the office that administers the program and find out how to apply.
Note: Among the hundreds of pieces of useful information you'll find navigating this website is *Grant Writing: A Best Practice Guide* by Bridget Newell, a useful tool in applying for grants.

Name: **The Foundation Center**
Website: www.fdncenter.org
Description: The most authoritative source of up-to-date information on private philanthropy in the United States.
Note: The area of the website entitled *Grant Sources* will help direct you to local, state, federal and international funding sources.

Websites of Note . . .

Emergency Medical Services for Children's website offers a comprehensive list of funding sources for the EMS community at <http://www.ems-c.org/cfusion/funding.cfm>.

US Fire Administration is an entity of the Federal Emergency Management Agency. The mission of the USFA is to reduce life and economic losses due to fire and related emergencies, through leadership, advocacy, coordination, and support. Funding information for EMS is available at <http://www.usfa.fema.gov>.

North Carolina Justice Academy's website is a good example of how local and state agencies can be useful tools in pulling financing together. Visit www.just.state.nc.us/NCJA/grants.htm to see the comprehensive list of sources NCJA provides.

FirstGov is a federally administered, public-private website that offers a powerful search engine that searches every word of every U.S. government document in a quarter of a second or less. You can access local and state governments from this website. Check it out at www.firstgov.gov.

Community Safety Bookstore provides a comprehensive list of books about grant-writing as well as links to other books of interest to both the public safety officer and the civilian. Find them at www.be-safe.org/books/books_grantwriting/grant_books.html. (*This website is an affiliate of Barnes&Noble.com.*)

From soup to nuts tips on the funding process

By Deputy Robert Wood
Cattaraugus County Sheriff's Office (NY)

Grants and projects are a source of real frustration to many law enforcement agencies. The project/funding manager's first real challenge is not in accomplishing the desired goals, but getting the necessary understanding and support from policymakers.

Basic Requirements of Successful Grantsmanship and Project Development

Develop a mission or position statement. This (1) should express the support of the agency for the importance of the mission, (2) define the authority of the position within the chain-of-command, and (3) state the objectives of the position in broad terms.

Educate management. Using success stories of other agencies and grantor recommendations, policymakers must be convinced that the effort is worth a firm commitment of resources. Not just a desk, phone, and computer; but dedicated time to train and support a specialist to research, develop, and manage such programs as the agency desires. Nothing short of life-threatening situations should pull a project specialist away from the assigned duties.

Develop contacts. Yes, grants are designed to be fair and competitive or "formula" funding that is pre-ordained in size. No, the world is not perfectly round nor fair. The more grant specialists you know, the more pitfalls you avoid. The more purse-string controllers of funds that know you, the less you become one of the faceless masses with outstretched hands. Red tape runs rampant through grantsmanship and the more mentors you can look to, both formally and informally, the smoother will be your personal progress as well as your projects.

Copy success. Unless you have unlimited time and no compelling need for the new project or funding, why re-invent the wheel? From your contacts with specialists and foundations, get a proposal that works, revise it with your agency's unique features, scale the proposal to your needs by adding or dropping components, and ABOVE ALL acknowledge the assistance of the original writers. This will help their careers, promote future cooperation, and give your presentation added authority.

Gain credibility. If your proposal deals with nuclear fuels security and your

expertise is in community policing, you need to do some serious homework for a week or three. I recommend familiarizing yourself with a new discipline by reading a couple overviews like those found in encyclopedias. Then work backwards, reading about the most current events/news first. What happened in the 50's (or 60's) probably isn't germane to anything now...unless your research shows that the foundation you are applying to played a key role in that discipline's development through the 50's and 60's. Find knowledgeable people for your proposal and bring them "on-board". Pick their brains, consider their ideas, bounce ideas off them, and be sure to give them lots of credit. In fact, laud their contributions from the rooftops.

Focus your proposal. Writing a brilliant paper on an innovation for inner-city youth, then submitting it to a foundation that funds rural development is something like pouring a little coffee on your eggs and taking a big swig of Louisiana Hot Sauce; everybody thinks it's hilarious except you. Along the same line, submitting a proposal before or after a foundation is accepting them is a lot like trap shooting with blanks; good practice


A grant-writing Confucius might have said "project specialist who flies by the seat of his pants often encounters sliver."

but not much progress. Make the effort to learn what your benefactor's interests are, when they are receptive to proposals, the size of the proposal they'll consider (many don't want to be bothered with small projects), what they will require in reports, audits, contracts, and forms. Learn as much as you can about your benefactor's people, their backgrounds, their dislikes. If your dynamite proposal doesn't fit a foundation's requirements or format, don't bend the proposal to fit. Find another sponsor.

Research. Do extensive research with some effort going back to the very basics. A proposal built on an assumption suffers from free-fall when the assumption is invalid. Carefully build your case and document every step of the way. Time spent on this step is rewarded during the evaluation phase of grant acceptance. It also simplifies the process of debugging. A grant-writing Confucius might have said "project specialist who flies by the seat of his pants often encounters sliver."

Follow-up, follow-up, follow-up. And more follow-up. Do NOT simply mail off

your precious baby of a proposal to an anonymous address, sit back and wait. First, contact whoever is going to be receiving your baby. Make sure, one last time, that your format fits their particular desires and that all necessary forms are included. Also, you are personalizing the process by letting them know it is headed for them. Get a timeframe from the decision makers and religiously re-contact them at that time. When your project is approved, follow the reporting procedures, financial requests and audits to the letter. This will (a) ensure the continuation of support to the completion of the project and (b) be an invaluable aid to future project support.

Never get complacent. As you go through your daily routine, learn to add an extra filter to your senses. The extra filter is "can I use this in my work?" When you are using the phone, always make a note of who you spoke with and their phone number; it may prove very useful. Wherever you go, be alert to new ideas, new systems, new colors that could augment an existing project or begin an entirely new one. Despite people going to school for years to learn grantsmanship, there are no "canned formulas". Fresh concepts, clear focus, solid research, integrity of purpose, and a proven track record are the keys to success. 

Our network of grant writers is off to a great start. We currently have people from New York to Texas to California. Our site (www.sheriff.cattco.org/grants.htm) is updated semi-regularly with e-mail and agency information. We need representation from all regions of the country, since each area has requirements and/or protocols unique unto themselves. I would also greatly appreciate "one-time-only" contributions from other development specialists. Let me know of your interest by writing to me at bobsal57@buffnet.net

California — L.A. P.D. (retired). Ron Lander; rlander@ix.netcom.com.

Indiana — University of Indianapolis. Teresa Kite; DODKite@aol.com.

Louisiana — Rayne P.D. Ricky Gray; ricky@iamerica.net.


New York — Fulton County Sheriff's Dept. Sgt. Hillier; 1SHERIFF@KILINK.NET.

South Carolina — Sumter P.D. Linn Skipper; askipper@FTC-I.NET.

Texas — Independent Consultant. Veda MacGregor; vedamac@iglobal.net.

Texas — Coke County. Debbie Harris; slatshome@aol.com.

By Lt. Dan Greenhalgh
Ogden Police Department (UT)

In February 2001, the east central section of the city of Ogden received formal designation as a Department of Justice Weed and Seed site. In Ogden, the Community Policing Bureau's component of the local strategic plan is to "increase the presence and visibility of Community Policing officers in the area, particularly bike patrols." In order to achieve this goal, the Community Policing bureau was awarded \$150,000 per year for five years. The funds are earmarked to purchase new bicycles and related equipment as well as crime analysis software. They will also be used as overtime funds for the bike patrols. This award will enable the Community Policing/bike unit to continue to improve its effectiveness, not only in the designated Weed and Seed site, but throughout the entire city. 

Note: Operation Weed and Seed is a federal program which aims to prevent, control, and reduce violent crime, drug abuse, and gang activity in targeted high-crime neighborhoods across the country. See <http://www.ojp.usdoj.gov/eows/welcome.html> for more information about the program and how to qualify for assistance.

Winter Riding

Reprinted with permission from www.enteract.com/~icebike, a website prepared for and by commuters and enthusiasts who enjoy the challenge of ice biking.



Selecting winter cycling clothes is a challenge. They must keep the rider warm but not too warm, be tight enough not to flap in the breeze but not binding, and be water wicking but not water absorbent.

The task is made worse by the never-ending selection of fabrics with "magic bullet" names, mountains of hype and advertising claims, and expensive price tags. How can the average cyclist determine what's true and what's hype? Which manufacturers claims and counterclaims should you believe?

Here we set out to gather this information and summarize it in a useful manner. We will explain the concept of layering, discuss various fabrics, and attempt to explain the buzzwords in an effort to help you keep warm and dry while riding in the winter.

Wicking Fabrics — The Base Layer

You often hear that a wicking base layer is important and an absorbent base layer must be avoided.

So what's the difference? Absorbent fabrics soak up water and hold on to it. Wicking fabrics transfer water somewhere else, without absorbing it. At least, that's the claim.

All wicking fabrics rely on capillary action, often combined with water repelling coatings of the fibers. Most are some form of

Figuring Fabrics

Unraveling the mysteries of foul-weather fabric

polyester, except for polypropylene. Some are microfibers. (Microfibers are not fibers unto themselves. Microfiber is the result of a technology developed to produce an ultra-fine fiber, and then weave or knit it into a very high quality fabric. DuPont introduced the first polyester Microfibers in 1989.)

Capillary action (wicking in the truest sense) will attract water from locations where it is abundant and transport it to areas where it is less abundant. When all parts of a garment are equally wet, capillary action ceases.

Normally, water in a fabric tries to coat all parts of each fiber. If the fibers of the fabric can be made water repellent, the water, instead of clinging to each fiber, will act like water on the hood of a waxed car, and will try to bead up. If the structure of the fibers is such that it is conducive to wicking (that is, long parallel strands), capillary action will pull the water in all directions to where there is lesser density of water.

Most fabrics that are touted as having good wicking characteristics will cause a single drop of water to bead up when dropped onto the fabric. Try this on some Thermax or Capilene and the bead will sit there for some time – even minutes. If the water drop hits a non-horizontal fabric surface, it might just bead up and roll off. Put a drop of water on cotton and it will instantly disappear into the fabric. Polypropylene does not wick very well, but will absorb a drop of water quickly.

You might think this indicates that Thermax or Capilene would be a poor transporter of water since it tends to repel water. Conversely, you might think cotton and Polypropylene would be good wicking fabrics. The truth is that capillary action is a

weak force, and if the fabric is to wick, it must have no affinity for water. Cotton has a great affinity for water. It soaks up water quickly and holds on to it, keeping it near your skin.

It seems likely that store personnel will take a very dim view of you dropping water on garments in the store, so do these tests at home and be prepared before you shop.

Wicking fabrics tend to move perspiration away from the source (you) to any drier place. It is not unusual for an outer garment to be soaked and the inner one to be comparatively dry. This is because, unless it is warm enough for the moisture to evaporate, the upper layer is as far as water transport can go before colder temperatures slow it down. This saturation will eventually work its way backwards, building water closer and closer to your skin. When that happens, you are going to get cold as soon as you stop exercising.

Warmth Fabrics — The Middle Layer

If this article addressed natural fabrics, wool would be high on the list. Still a good choice for cyclists, wool middle layers provide excellent thermal properties and keep you warm even when wet. However, you know wool.

Today's middle layers are the newer "fleece" fabrics. These fabrics are tightly woven meshes, usually of Microfibers, that provide air entrapment, wicking and high insulation properties while retaining light weight.

Probably the best known is Polartec from Malden Mills; however, there are several others, such as Synchron fleece and Capilene fleece. Some of these are made from

(Continued on page 11)

(Continued from page 10)

recycled soda bottles which are melted and spun into polyester fibers.

These fleeces are far lower maintenance than wool; they dry more quickly and provide wicking so that moisture wicked up by your base layer is moved away from you. Fleece garments do not shed water very well and usually require a shell of some sort.

The other "new" insulation fabric is Thinsulate, by the 3M company. "New" because although it has been around in one form or another since 1978, new varieties appear regularly. Thinsulate is a blend of polyester and olefin (neither of those terms are all that specific, but it is hard to pry these secrets from big companies). Thinsulate is a Microfibers material and can often be found in some of the same types of garments as fleeces. Some Thinsulate is recycled material.

The fleece fabrics were designed specifically for warmth, and they even work well when wet. However, fleece is not very durable and needs a shell to protect it, and garments can pick up odors if not washed frequently.

Breathable Fabrics – The Outer Layer

Breathability is the ability of a fabric to pass water vapor while at the same time blocking water. Breathable fabrics usually have micro-pores, which are holes too small to allow liquid water in but large enough to allow water vapor out.

One would think that a molecule of water is the same regardless of its physical state - one Oxygen atom bound to two Hydrogen atoms. However, in the liquid state, the molecules tend to clump together and to have surface tension. These two forces combine to prevent the passage of liquid water through the membrane. Apply a little soap to the outside of any microporous fabric (thereby destroying surface tension of liquid water) and your rain jacket will pass water just like cotton.

These microporous fabrics (e.g., Gore-Tex) work on a partial pressure differential between the sides of the fabric. It must be more moist and warm inside the jacket than outside the jacket or the fabric will not pass water vapor in the preferred direction. In addition, any accumulated rain on the surface tends to block the holes, preventing the breathing effect that we count on to carry away water vapor.

It is a common misconception that as soon as the outside of your Gore-Tex cycling jacket is wet, it loses its ability to breathe. This is

not true because, although the shell is wet, the Gore-Tex is not. The Gore-Tex is actually sandwiched under the shell; that is, it is laminated to the base (outer) fabric, which is usually nylon and always treated with a water-repellant finish. Gore-Tex is far too delicate to serve as an outside layer. It is also too delicate to serve as an inside layer, so it is usually protected by a sewn-in liner. (You can see the Gore-Tex itself by looking at the inside of the shell in any place there is no liner, such as at pit-zips or shoulder vents.) However, if your shell layer is saturated, the result may be the same even if the Gore-Tex is still breathing. Breathable layers are ineffective if the outer layers



It is a common misconception that as soon as the outside of your Gore-Tex cycling jacket is wet, it loses its ability to breathe.

prevent all breathing when they become saturated.

Not all breathable fabrics are made this way. Some are coatings applied to a base fabric. (The difference between a coating and a laminate is largely a difference in the construction process). Lowe Alpine and Unitika Industries manufacture a fabric called *Triplepoint Ceramic* which uses two coatings to achieve breathability. The first layer is the microporous, water-repelling layer, and the second is a water-attracting, non-porous layer (the exterior of the garment.) A water-repellant finish is then added on to the exterior layer.

After a good soaking, your breathable fabric does stop breathing to an extent. Tests showed that all fabrics lose an element of breathability in wet conditions. The various configurations of Gore-Tex lost between 34 and 43% of their breathability; Helly-Tech's decline was just short of 75%, but Lowe Alpine's Triple Point Ceramic 1200 lost just 15% of its breathability. So don't believe the naysayers who tell you that your breathable jacket stops breathing in the slightest rain.

As far as I can tell, all breathable but waterproof fabrics rely heavily on the water repellent outer finish to prevent the microporous layers from getting plugged by

water or grease, dirt, and oils. You may be able to replenish this water repellent layer as it ages by using a spray-on commercial product such as *Nikwax* or *Scotchgard Water Repellent for Outdoor Fabrics*. There have been raging debates on this subject on various bicycle mailing lists, but the key point to remember is that the fabric manufacturers themselves apply such a coating. Only spray the outside surface and don't rub or iron it in; the water repellency is needed only on the surface. (Note: ICEBIKER is trying to find out from 3M as to the suitability of this repellent on Gore-Tex, Activent, and other common fabrics.)

In addition to waterproof fabrics, there are windproof fabrics for use in outer shells. These may be the heavier pack-cloth or Cordura type of fabric, or the newer microfleece which incorporate a windproof layer.

The windproof microfleece are some of the better fabrics for winter cycling, especially at below-freezing temperatures, because they are highly breathable, very warm, and light. These garments often weigh less than half as much as a conventional winter garment and are less restrictive to movement. And, since they are highly breathable, much more so than any of the raingear fabrics, you will not get as clammy wearing them when working hard. These garments typically can serve as a mid layer or an outer layer and as such are very versatile.

Windstopper is the trademark of Gore for microfleece with a windproof layer. This fabric is used in windproof garments by Pearl Izumi, The North Face, and many others.

None of the manufacturers of waterproof fabrics make specific claims about breathability in very cold weather. There is some speculation that water vapor dutifully vented through the microporous layer will become trapped in that layer or the shell layer as it freezes upon contact with the cold. You may have seen evidence of this while biking in very cold temperatures, as frost may have formed on your jacket. For this reason, and for the fact that rain is typically not a major concern in cold temperatures, many cyclists switch to some other outer layer when it gets really cold. The windproof fleeces are designed for the cold, so they typically perform better in this environment than the waterproof materials.

For additional information, including the content and properties of various brand-name fabrics, see www.enteract.com/~icebike and look for the article entitled *Figuring Fabrics*.



Riding in a Winter Wonderland

(Continued from page 1)

The primary reason for keeping the bike upright is not to keep more of your tire tread (or studs) in contact with the road. It is simply because a leaning bike applies lateral force to the tire at the contact patch. The contact patch — where the rubber meets the ice — is that preciously small area providing all the traction. Black ice frequently does not supply enough traction to counteract this lateral force, so the tire slips out from under you, and down you go.

Making turns with the bike mostly vertical implies making slow turns. That, more than anything, is the name of the game.

Braking on black ice will cause a slight melting of the surface layer of the ice, producing a very thin layer of water. Ice becomes more slippery when there is water on its surface.

Braking must be done with great care, and principally with the back brake. The front brake of a bicycle supplies way more braking power than the back brake. The more it works, the more weight is transferred to the front wheel, and the more the braking force is applied to the contact patch. The problem with using the front brake on ice is that you will quickly break traction, and once you do, your chances of remaining upright are minimal. Reserve the limited traction of the front wheel solely for steering and brake with the back wheel. Transfer your weight back (stick your rear out behind the seat) to keep as much weight as possible over the braking tire.

As long as you can steer you have a good chance of remaining upright. Avoid braking with the front wheel. Even with a

locked up rear brake, and the rear wheel skidding, as long as you stay off the front brake, you can steer all the way down icy hills too slippery to walk.

At the side of the road there is usually an area covered either with sand and other debris, or by fresh, untracked snow. In black ice conditions, this grit becomes “glued down” by the same ice that is covering the road, making it like riding on sandpaper. There is far more traction in the grit than on the black ice itself.

Similarly, when there is some snow cover,

the snow will often provide more traction than the ice. Even light snow directly on top of black ice may provide better traction than just the black ice. This is because snow is angular, and the angular particles catch and bind on one another, your tires, and the ice-covered surface. Once it begins to melt, however, snow can add to the slipperiness of the underlying ice, so test the traction occasionally with the rear brake.

The best way to handle black ice is to look for the traction and stay off the front brake. Test the black ice conditions when going straight, by slowly applying the rear brake until you get a feel for how slippery it is. As soon as the back wheel slides, ease up on the brake. It is best to test the conditions early in the ride so you will have an idea of how long it will take to stop. Watch the hills. On sharp corners, slow down and drag the foot that is on the inside of the turn. Do not brake in the turn; the back wheel will spin out if you do. Finally, stop with care. Bike tires always seem to have more traction than shoes. It is embarrassing to blithely handle ten miles of black ice and then fall at the front door.

HARDPACK

Hardpack is the result of cars driving over the snow and packing it down. This is usually still white, but may be anywhere

from a 1/4” - 4” inches thick. It is almost as hard as ice, but not quite.

If the hardpack is relatively smooth, it presents no

special problems, other than being slippery. However, there are some downsides (pun fully intended) to hardpack. Sometimes it can have a smooth-as-glass surface, but more often it is bumpy and rutted from frozen-over car tracks and footprints. On the road, hardpack is often bladed off by road maintenance crews, making it skating rink smooth. If this smooth surface gets a little wet, it can be very slippery.


Hardpack will, of course, eventually melt, making for some very bumpy riding

conditions. The hardpack will usually be broken into chunks by automobile traffic, and these chunks can be very effective in diverting the front wheel.

The hardpack that develops on multi-use and single-track trails is difficult to maneuver on because the frozen-over footprints can be quite deep. This leads to an incredibly jolting ride. Taking the bumps with as much speed as you can manage sometimes works (especially with studs) as you will skim the tops of the bumps rather than falling into every hole. When such trails are hard frozen, there is often enough traction to take them at moderate speeds, but they can be very difficult to ride when they begin to thaw.

Hardpack on roadways often develops ruts as shallow as 1/4 inch and as deep as four inches and polished as hard as solid ice. Longitudinal ruts (running in the same direction as you are traveling) are very dangerous, as they will divert your front wheel. Steering through longitudinal ruts requires 100% concentration. You have to plan every transition from rut-top to rut-bottom. You also need to manage your momentum, going just fast enough to steer. Cross tire ruts as close to perpendicularly as possible. Do not try to steer out of a deep rut; rather, try jumping the front wheel out or traveling along the rut until there is a good place to steer out. Again, maintain just enough speed to maneuver. Studded tires will help reduce wheel diversions.

Tire pressure will affect your bike’s performance on hardpack. If you have studded tires and the hardpack is smooth, pump them up to the rated pressure. If the hardpack is embedded with a significant amount of gravel, even regular tires can be pumped hard. For rutted hardpack or foot paths, reduce the tire pressure to allow the tires to supply some smoothing to the ruts and to grab the back side of small ridges that the wheel is still climbing the front side. Lower pressure puts more of your tire tread in contact with the surface, supplying more traction.

Most winter riders agree that riding on black ice and hardpack, while requiring caution and care, is an excellent way to improve your bike-handling skills. There is nothing like it in summer riding other than rocky places like streambeds and they don’t even come close. 



Most winter riders agree that riding on black ice and hardpack, while requiring caution and care, is an excellent way to improve your bike-handling skills.

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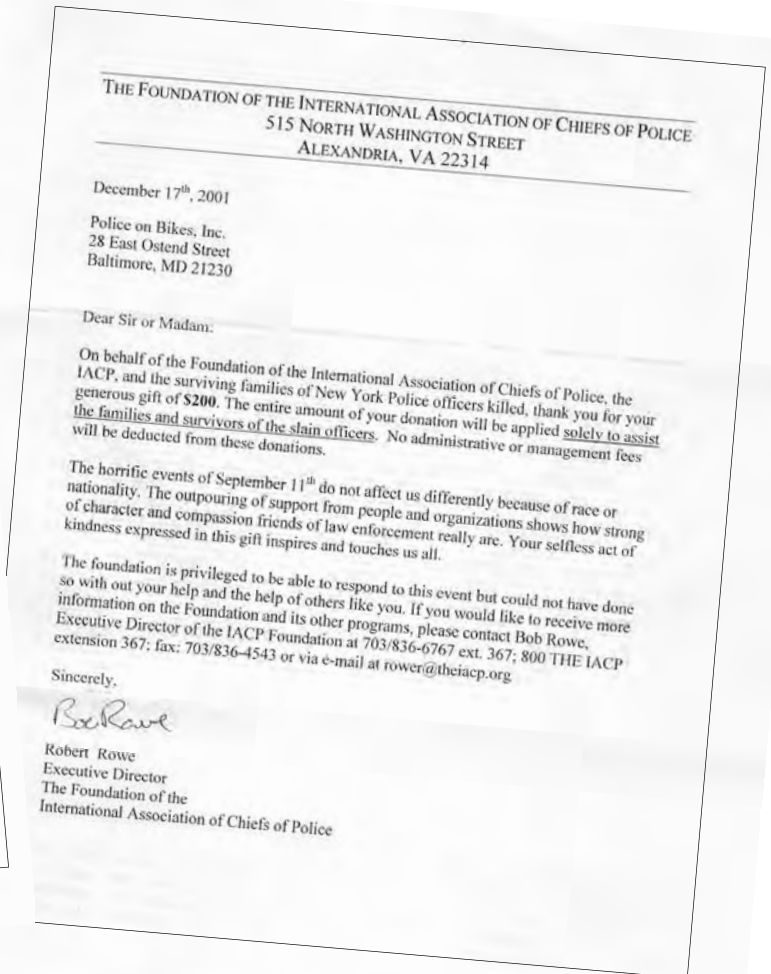

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Help for 9/11

IPMBA shares the letters of thanks received from the *International Association of Fire Fighters* and the *International Association of Chiefs of Police*



And on a Lighter Note ...

Bicycle Ride Across Georgia thanks IPMBA for putting the word out, and invites our members to join them again in 2002

January 2, 2002
Maureen Becker
IPMBA

Dear Maureen,

I would like to take this opportunity to thank you for publicizing the 2001 Bicycle Ride Across Georgia in your newsletter last year to police officers around the nation.

Several police officers did participate in BRAG 2001, and I would like to thank them for their participation: Marty Nix, Clermont, GA; Mark Bradberry, Newnan, GA (Hapeville PD); Michael Sanders, Austell, GA (Hapeville PD); Ken Moates, Braselton, GA; Darrell Odom, Lovejoy, GA (Clayton City Sheriff's Dept.); John Sandy, Loganville, GA; Bob Dryden, Midland, GA; Caren Pollaccia, Pompano Beach, FL (Broward Sheriff's Office); Mike Tovey, Upatoi, GA (Columbus Police Dept.); Rhonda Sanderson, Fernandina Beach, FL (Fernandina Beach Police); James Carroll, Jonesboro, GA (Hapeville PD); James Ferguson, Locust Grove, GA (Hapeville PD); John Bradanick, Rincon, GA (Rincon PD); and Martin James Runge, Rincon, GA (Rincon PD). They were in uniform every day while riding. This presented a positive, safe environment for our cyclists. I hope they enjoyed riding with BRAG as much as we enjoyed having them. We certainly welcome their return to BRAG 2002 along with any other police officers who would like to participate.

Once again thank you for your assistance in publicizing our event.

Come ride with us! And, please, share the road with bicycles.

Sincerely,

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



INVITATION TO RIDE

The Bicycle Ride Across Georgia (BRAG) invites bicycling police officers to join our BRAG Security Team on BRAG 2002, June 15 - 22, 2002. We need you to help us courteously enforce our BRAG Safety Pledge (wear your helmet, single file in traffic, etc.) on the ride. We also need you to assist at any accidents, help us watch out for unregistered locals roaming through camp, and help enforce our Quiet Time at 10 p.m. If you will be an active member of our BRAG Security Team, we will refund your BRAG registration fee after the ride. You do not need to wear your uniform on the ride; however, if you agree to wear it every day on the ride, we will waive the registration fee in advance. For more information, contact Deputy Darrell Odom of the Clayton County, Georgia, Sheriff's Dept. at Modo4459@aol.com, or call BRAG HQ at 770-921-6166.

BRATWEAR™



IPMBA MEMBER WINTER SPECIALS

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Official Notice of IPMBA Board Openings

Four seats on the IPMBA Board of Directors will be up for election/re-election at the 2002 IPMBA Conference in Ogden. 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 PCI or EMSCI.

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 Police on Bikes Conference (last day to submit letter and resume will be March 25, 2002).
- b. A resume must accompany the letter of interest. If the resume 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 between November 30, 2001, and March 25, 2002. Mail your letter of interest and resume to IPMBA, 583 Frederick Rd., Suite 5B, Baltimore, MD 21228. You will be expected to address the board during its pre-conference meeting, May 7, 2002.

Want to Become an IPMBA Instructor?

Want to become an IPMBA-Certified Police Cyclist or EMS Cyclist Instructor? Call 410-744-2400 to obtain an instructor application packet, specifying Police or EMS. In the simplest of terms, to become an Instructor, you must meet the criteria outlined in the packet, apply to IPMBA headquarters, then attend one of the Instructor Courses offered around the country—information on 2002 Courses is below. We'd love to have you! Good luck!

Announcing: The 2002 Instructor Courses

The locations for the 2002 series of IPMBA Instructor Certification Courses are below. The IPMBA Instructor Course is required of all prospective instructors as well as current PC/EMSCIs who have not already taken the PCID. Current instructors and candidates must complete the IPMBA Instructor Course by May 2002 in order to retain their certification. The Instructor Course locations are as follows:

- Fort Lauderdale, Florida: February 18-22, 2002
- Ogden, Utah: May 4-8, 2002
- Nashville, Tennessee: July 15-19, 2002
- Seattle, Washington: Dates TBA
- College Park, Maryland: Dates TBA
- San Antonio, Texas: Dates TBA

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



Newsletter of the
International Police Mountain Bike Association

583 Frederick Road, Suite 5B
Baltimore, MD 21228
PH: 410-744-2400 • FX: 410-744-5504
E-mail: ipmba@aol.com
Web site: www.ipmba.org

Officer Kathleen Vonk: IPMBA President
Maureen Becker: Executive Director, Managing Editor
Keith Lorenz: Program Manager
Jennifer Horan: Design and Layout

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The International Police Mountain Bike Association is a non-profit educational organization providing resources, networking opportunities, and training for public safety bicyclists.

Membership in IPMBA is \$40.00 per year. See membership form in this issue.

Submissions are welcomed and encouraged.
Call Maureen (410-744-2400) for information.



IPMBA

**Yes, I'd like to join IPMBA.
Membership is \$40.00**

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FAX to 410-744-5504

- Benefits of membership include:*
- ⇒ Discounts to Annual Conference
 - ⇒ The informative and essential read: the *IPMBA News*
 - ⇒ Access to the IPMBA's exclusive Product Purchase Program
 - ⇒ Membership decals: one for your bike, one for your car

Product Purchase Program

IPMBA's Product Purchase Program offers IPMBA members a great selection* of bike patrol related products at reduced prices. This page provides discount details from the participating companies. You **MUST** be a current IPMBA member to receive these discounts. **Have your IPMBA member number ready. Enjoy the discounts.**

Company Name: ABS Sports Inc
Contact Name: Van Zeverbergen
Address: 683 Rt. 33
 Hightstown, NJ 08520
Phone: 609-371-1554
Fax: 609-371-7133
E-Mail: sales@abs-sports.com
Website: www.abs-sports.com
Product: Super Saddle
Regular Cost: \$99.00
Cost to Members: \$89.00
Notes:
Form of Payment: DC, MC, PO, V
Ordering Options: Phone, Fax, E-Mail

Company Name: Nutri-Plex, Inc.
Contact Name: Mike Menkes
Address: 3517 NW 35 Terrace
 Ft. Lauderdale, FL 33309
Phone: 954-486-4590
Fax: 954-486-4026
E-Mail: k2max@hotmail.com
Website:
Product: Sports and Nutritional Supplements
Regular Cost: Wholesale prices
Cost to Members: Wholesale prices
Notes:
Form of Payment: AX, CH, MC, V, PO
Ordering Options: Phone, Fax, E-Mail, Mail

Company Name: Eko Sport
Contact Name: Christy Fry
Address: 580 North Westgate Drive
 Grand Junction, CO 81505
Phone: 970-241-3518 (800-999-8277)
Fax: 970-241-3529
E-Mail: chry@ekosport.com
Website: www.ekosport.com
Product: Power grips pedal straps, total air suspension upgrades & pumps
Regular Cost: 20% off retail prices
Cost to Members: CR, MC, V, D
Form of Payment: Phone, Fax, E-Mail, Website
Ordering Options:

Company Name: Bike Control Inc
Contact Name: Lester Etison
Address: PO Box 1895
 Beaverton OR 97075
Phone: 503-579-9729
Fax: 503-571-7465
E-Mail: info@bikecontrol.com
Website: www.shockster.com
Product: Add-on Rear Suspension
Regular Cost: \$199.00
Cost to Members: \$169.00
Notes:
Form of Payment: C, DC, MC, V
Ordering Options: Phone, Fax, Website

Company Name: Bushwhacker USA
Contact Name: Jeff Sims
Address: 395 E. 300 N.
 Morgan UT 84050
Phone: 801-829-6801
Fax: 801-829-6104
E-Mail: jss1205@aol.com
Website: www.bushwhackerbags.com
Product: MESA Rear Rack Trunk
Regular Cost: \$55.00
Cost to Members: \$35.00
Notes:
Form of Payment: AX, C, CK, MC, V
Ordering Options: Phone, Fax, E-Mail

Company Name: Cascade Designs
Contact Name: John Farley
Address: 4000 First Ave. S.
 Seattle WA 98136
Phone: 800-527-1527
Fax: 800-583-7583
E-Mail: john.farley@cascaadedesigns.com
Website: cascaadedesigns.com
Product: Playpups Hydration Systems
Regular Cost: Wholesale minus 10%
Cost to Members: Wholesale minus 10%
Notes:
Form of Payment: CK, Money Order accompanied by pro-form
Ordering Options: Mail-in only

Company Name: De Soto Sport
Contact Name: Emilio De Soto II
Address: 5262 Eastgate Mall
 San Diego CA 92121
Phone: 858-453-6672
Fax: 858-453-6783
E-Mail: desoloinfo@aol.com
Website: n/a
Product: All Products
Regular Cost: 40% off retail
Cost to Members: AX, MC, V
Form of Payment: Phone, Fax, E-Mail, Website
Ordering Options:

Company Name: Diadora
Contact Name: Chris Goodwin
Address: 12600 Steele Creek Rd
 Charlotte NC 28273
Phone: 800-FON-GITA ext. 318
Fax: 704-588-4322
E-Mail: info@giabike.com
Website: www.giabike.com
Product: Bike Patrol Shoe
Regular Cost: \$90.00
Cost to Members: \$80.00
Notes:
Form of Payment: MC, V
Ordering Options: Phone, fax

Company Name: Fuji America
Contact Name: Kevin Moran
Address: 118 Bauer Drive
 Oakland NJ 07436
Phone: 800-631-8474
Fax: 201-337-1752
E-Mail: info@fujibikes.com
Website: www.fujibikes.com
Product: Bicycles and Related Products
Regular Cost: Call for special pricing on bikes
Cost to Members:
Notes: C, CH, MC, PO, V
Form of Payment: Phone, Fax, E-Mail, Mail
Ordering Options:

Company Name: Heckler & Koch Intl. Training Division
Contact Name: Pat Rios
Address: 21480 Pacific Blvd.
 Sterling VA 20166
Phone: 703-450-1900 ext. 293
Fax: 703-406-2361
E-Mail: prios@hk-usa.com
Website:
Product: *Officer Survival for the Mountain Bike Officer*
Regular Cost: \$50 off class price
Cost to Members: \$50 off class price
Notes:
Form of Payment: Pre-payment or purchase order
Ordering Options: Phone for information

Company Name: Lane Sunglasses
Contact Name: Neal Dykstra
Address: 7640 N. 400 W.
 Rensselaer IN 47978
Phone: 800-542-7850
Fax: 219-956-2112
E-Mail: eyewear@nartico.net
Website: www.lanesunglasses.com
Product: Protective Eyewear and Goggles
Regular Cost: Wholesale to members
Cost to Members: Call toll free for a free brochure
Form of Payment: CH, DC, MC, V
Ordering Options: Phone, Fax, E-Mail, Website, Mail

Company Name: Maklite
Contact Name: William Makl
Address: 1823 W. Webster Ave.
 Chicago IL 60614
Phone: 800-888-5427
Fax: 773-276-3331
E-Mail: ilbre.safety@prodigy.net
Website:
Product: Illuminated Safety Light Products
Regular Cost: \$12.95
Cost to Members: \$9.00
Notes:
Form of Payment: AX, D, DC, MC, PO, V
Ordering Options: Phone, Fax

Company Name: Marwi Lights
Contact Name: Karol Philippe-Watson
Address: 3571 N Union Dr
 Olney IL 62450
Phone: 618-392-2000
Fax: 618-392-2030
E-Mail: karol.watson@marwiusa.com
Website: www.marwiusa.com
Product: Bike Lighting Systems
Regular Cost: \$99.00 - \$259.00
Cost to Members: Contact directly for discount
Notes:
Form of Payment: Visa, MC, COD
Ordering Options: Phone, Fax, E-Mail, Mail

Company Name: Maxxis Tires
Contact Name: Michael Kleinhenz
Address: 545 Old Peachtree Rd
 Suwanee GA 30024
Phone: 770-962-8229 ext. 124
Fax: 770-962-7705
E-Mail: n/a
Website: www.maxxis tires.com
Product: MTB Tires and Tubes
Regular Cost: \$20.00
Cost to Members: \$8.00
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Ordering Options: Phone

Company Name: Mocoan
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Address: 1635 Monrovia Avenue
 Costa Mesa CA 92627
Phone: 949-646-1701
Fax: 949-646-1590
E-Mail: mocoan@aqd.com
Website: www.mocoan.net
Product: Bike & Standard Patrol Wear
Regular Cost: Retail
Cost to Members: 20% off retail
Notes:
Form of Payment: AZ, C, CH, DC, MC, PO, V
Ordering Options:

Company Name: Model Rectifier Corporation
Contact Name: Frank Ritico
Address: 80 Newfield Ave
 Edison NJ 08837
Phone: 732-225-2100
Fax: 732-225-0091
E-Mail: n/a
Website: www.modelrec.com
Product: Helmet Gear, Cycle Visor
Regular Cost: \$14.98
Cost to Members: \$7.50
Notes:
Form of Payment: C, CK, MC, PO, V
Ordering Options: Phone, Fax

*A company's participation in the Program does not indicate endorsement by IPMBA, nor does it indicate the company's sponsorship of IPMBA.

ABBREVIATIONS:
 AX = American Express
 C = Cash
 CH = Personal Check
 DC = Department Check
 D = Discover
 MC = MasterCard
 PO = Purchase Order
 V = Visa

The Product Purchase Program was updated January 2001. The information has been provided by the participating companies and is subject to change without notice.

Product Purchase Program

IPMBA's Product Purchase Program offers IPMBA members a great selection* of bike patrol related products at reduced prices. This page provides discount details from the participating companies. You **MUST** be a current IPMBA member to receive these discounts. **Have your IPMBA member number ready. Enjoy the discounts.**

Company Name: Nuke Proof Industries
Contact Name: Jim Tremayne
Address: 443 Century St., SW
 Grand Rapids MI 49503
Phone: 616-493-9000
Fax: 616-493-4300
E-Mail: nukerpr@nukeproof.com
Website: www.nukeproof.com
Product: Police Edition Warhead Wheelsets
Regular Cost: Call for details.
Cost to Members: Call for more details.
Notes: C, CH, DC, MC, PO, V
Form of Payment: Phone, Fax, E-Mail, Website, Mail
Ordering Options:

Company Name: Original Footwear Co.
Contact Name: Tedd Dumanway
Address: 4901 Cloucher Dr., Suite B
 Modesto CA 95350
Phone: 888-476-7700
Fax: 209-549-2739
E-Mail: info@originalswat.com
Website: www.originalswat.com
Product: L.E. footwear that feels like cross trainers
Cost to Members: Call or e-mail for member specials
Notes: C, CH, DC, MC, PO, V, D
Form of Payment: Phone, Fax, E-Mail, Website, Mail
Ordering Options:

Company Name: RedMan Training Gear
Contact Name: David Avonow/Eric Heck
Address: 10045 102nd Terrace
 Sebastian FL 32958
Phone: 800-865-7840
Fax: 800-459-2598
E-Mail: www.redmangear.com
Website: Defensive tactics training
Product: gear
Cost to Members: 10% off list
Notes: AX, V, MC, PO, DC
Form of Payment: Phone, Fax, Mail
Ordering Options:

Company Name: ProGold Products
Contact Name: Doug or Van
Address: 4106 Starks Rd.
 College Park GA 30349
Phone: 800-421-5823
Fax: 404-768-3977
E-Mail: progoldmtr@aol.com
Website: www.progoldmtr.com
Product: ProLink Chain Lube, Progold lube, EPX Grease/more
Cost to Members: Call for details; 40% off retail
Notes: C, CH, DC, MC, PO, V
Form of Payment: Phone, Fax, E-Mail, Website, Mail
Ordering Options:

Company Name: Promark International Inc
Contact Name: Kenneth Batchler
Address: 35 E. Willow St.
 Massapequa NY 11758
Phone: 800-645-4443
Fax: 516-795-6543
E-Mail: promarkint@aol.com
Website: www.pubcisaletyrial.com
Product: Full Line of Law Enforcement Equipment
Regular Cost: 40% off most equipment
Cost to Members: Catalogs available upon request
Notes: C, CH, DC, MC, PO, V
Form of Payment: CH, MC, V
Ordering Options:

Company Name: PVI Inc. Spokes Wear
Contact Name: Fred Hutchinson
Address: 12532 Beverly Pk Rd
 Lynnwood WA 98037
Phone: 425-355-3669
Fax: 425-355-3661
E-Mail: pvi@pviinc.com
Website: pviinc/spokeswear.com
Product: The Glove
Regular Cost: \$30.00
Cost to Members: \$15.00
Notes: C, DC, MC, V
Form of Payment: Phone, Fax, E-Mail
Ordering Options:

Company Name: Rudy Project
Contact Name: Dave Kane
Address: 971 Calle Amanecer
 San Clemente CA 92673
Phone: 888-860-7597
Fax: 800-316-8733
E-Mail: rpn@aol.com
Website: rudyproject.it
Product: Sunglasses and Sport Eyewear
Regular Cost: 10% over wholesale
Cost to Members: 10% over wholesale
Notes: MC, V
Form of Payment: Phone
Ordering Options:

Company Name: Signal Measurement Corp.
Contact Name: Ronnie Dowell
Address: 12519 Wanda Lane
 Magnolia TX 77354
Phone: 800-527-1079
Fax: 281-356-0099
E-Mail: ronnie@smc-corp.com
Website: www.smc-corp.com
Product: Mounts for GPS & hand held comm.
Regular Cost: \$56.19
Cost to Members: \$33.71
Notes: And more savings...
Form of Payment: C, D, DC, MC, PO, V
Ordering Options: Phone, Fax

Company Name: SportWorks Northwest Inc
Contact Name: Julie Gregg
Address: 15500 WoodRed Rd NE #C-800
 Woodinville WA 98072
Phone: 425-483-7000
Fax: 425-488-9001
E-Mail: julieg@swnw.com
Website: www.bicycleracks.com
Product: Hitch-mounted quick load bike racks
Regular Cost: \$300.00 (2 bike) \$430.00 (3 bike)
Cost to Members: \$240.00 (2 bike) \$344.00 (3 bike)
Notes: For 4 bike: \$424 v. \$530 normally
Form of Payment: C, DC, MC, V
Ordering Options: Phone, Fax, E-Mail, Website

Company Name: Swagman
Contact Name: Jim or Don
Address: 300-1880 Government St
 Penitico BC CANADA V2A7J1
Phone: 800-469-7924
Fax: 800-469-7893
E-Mail: jim@swagman.net
Website: www.swagman.net
Product: Bicycle carries roof/hitch/trunk
Regular Cost: \$99 and up
Cost to Members: Less 15%
Notes: C, DC, MC, V
Form of Payment: Phone, E-Mail
Ordering Options:

Company Name: Tamer Suspension Seatposts
Contact Name: Kevin Maret
Address: 4231 Progressive Ave. #2
 Lincoln NE 68504
Phone: 800-297-4689
Fax: 402-465-4534
E-Mail: tamersusa@aol.com
Website: www.tamersusa.com
Product: Suspension Seatposts
Regular Cost: \$109.95 - \$149.95
Cost to Members: \$60.00 - \$80.00
Notes: Pivoting & Telescoping Styles
Form of Payment: C, DC, MC, PO, V
Ordering Options: Phone, Fax, E-Mail, Website

Company Name: Terry Precision Cycling
Contact Name: Jackie Marchand
Address: 1657 East Park Drive
 Macedon NY 14502
Phone: 800-289-8379
Fax: 315-986-2104
E-Mail: jackie@terrybicycles.com
Website: www.terrybicycles.com
Product: Bicycles, Apparel, Accessories, Seats
Regular Cost: Wholesale prices on all goods
Cost to Members: Wholesale prices on all goods
Notes: C, CH, DC, D, MC, V
Form of Payment: Phone, Fax, E-Mail, Mail, Website
Ordering Options:

Company Name: Thudbuster Seatposts
Contact Name: Ryan McFarland
Address: 424 E Chicago St
 Rapid City, SD 57701
Phone: 605-342-3232
Fax: 605-342-3233
E-Mail: ryan@thudbuster.com
Website: www.thudbuster.com
Product: Suspension Seatpost
Regular Cost: \$159.00
Cost to Members: \$99.00
Notes: MC, Visa
Form of Payment: Phone, Fax, Website
Ordering Options:

Company Name: Wilderness Trail Bikes
Contact Name: Travis Haft
Address: 475 Miller Ave.
 Mill Valley CA 94941
Phone: 415-389-5040
Fax: 415-389-5044
E-Mail: www.wtbikes@parbell.net
Website: www.wtb.com
Product: Bike Frames, Tires, Saddles, Parts, and more
Regular Cost: Wholesale to members
Cost to Members: Wholesale to members
Notes: CK, DC, MC, V
Form of Payment: Phone, Fax
Ordering Options:

Company Name: R&B Fabrications, Inc.
Contact Name: 20128 Road 138
Address: Oakwood OH 45873
Phone: 800-553-1911
Fax: 800-742-5345
E-Mail: rblab@bighl.net
Website: www.rtblab.com
Product: Safety vests and bike panniers
Regular Cost: 15% below retail
Cost to Members: 15% below retail
Notes: V, MC, DC
Form of Payment: Phone, Fax, E-Mail, Mail
Ordering Options:

*A company's participation in the Program does not indicate endorsement by IPMBA, nor does it indicate the company's sponsorship of IPMBA.

ABBREVIATIONS:
 AX = American Express
 C = Cash
 CH = Personal Check
 DC = Department Check
 D = Discover
 MC = MasterCard
 PO = Purchase Order
 V = Visa

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MORE SAVINGS FOR IPMBA MEMBERS

Below are additions* to the Program — there are so many savings we can't fit them all on two pages!

Company Name: Tracy Leigh Enterprises
Contact Name: Robert Grippo
Address: PO Box 831
 Brodheadsville PA 18322
Phone: 570-992-9989/877-570-6963
Fax: 570-992-5026
E-Mail: gandg@uplink.net
Website: www.allwebscooters.com
Product: Electric bikes and scooters
Regular Cost: \$2,500 and \$1,900 (Police bikes)
Cost to Members: \$1,999 and \$1,600 (Police bikes)
Form of Payment: AX, C, CH, DC, D, MC, PO, V
Ordering Options: Phone, Fax, E-Mail, Website, Mail

Company Name: Danalco
Contact Name: Sam Matthews
Address: 1020 Hamilton Rd.
 Duarte CA 91010
Phone: 800-868-2629
Fax: 800-216-9938
E-Mail: sam@danalco.com
Website: www.danalco.com
Product: SealSkinz waterproof socks & gloves
Regular Cost: \$29.95-\$39.95 socks; \$28 gloves
Cost to Members: \$15-\$20 socks; \$14.25 gloves
Form of Payment: C, CH, DC, MC, PO, V
Ordering Options: Phone, Fax, E-Mail, Website, Mail

Company Name: Bike Track
Contact Name: Carol Weingest
Phone: 888-663-8537
Website: www.biketrack.com
Product: Mini-Mum vertical bicycle hanger
Regular Cost: \$28.00 basic/ \$45.00 w/ cable
Cost to Members: \$16.00 basic/ \$25.00 w/ cable
Form of Payment: AX, MC, V
Ordering Options: Phone

Company Name: Brave Soldier
Contact Name: Jeffrey Neal
Address: 8330 Beverly Blvd.
 Los Angeles CA 90048
Phone: 323-653-6900
Fax: 323-653-5670
E-Mail: Info@bravesoldier.com
Website: www.bravesoldier.com
Product: Road rash ointment, first defense, crash paks, solar shield
Cost to Members: 40% discount for all products
Form of Payment: AX, C, CH, DC, D, MC, PO, V
Ordering Options: Phone, Fax, E-Mail, Website, Mail

Company Name: Wiley X Eyewear
Contact Name: Dan Freeman
Address: 4777 Bennett Drive Suite D
 Livermore CA 94550
Phone: 925-243-9810
Fax: 925-455-8860
E-Mail: dfreeman@wiley-x.com
Website: www.wiley-x.com
Product: Entire Wiley X line
Regular Cost: Full retail
Cost to Members: 20% discount off retail; Up to 40% with purchase of six or more pairs
Form of Payment: AX, C, CH, DC, D, MC, PO, V
Ordering Options: Phone, Fax, E-Mail, Mail

Company Name: CS Ferrules
Contact Name: David Ortega
Address: 1903 Marylyn Circle
 Petaluma CA 94954
Phone: 707-781-9339
Fax: 707-781-9339
E-Mail: csferrules@yahoo.com
Website: www.csferrules.com
Product: Precision machined housing ferrules for sealing cable
Regular Cost: \$2.00
Cost to Members: \$1.00
Form of Payment: AX, C, CH, DC, D, MC, PO, V
Ordering Options: Phone, Fax, E-Mail, Website, Mail

Company Name: Smith & Wesson
Contact Name: Art Frates
Address: 2100 Roosevelt Ave
 Springfield MA 01004
Phone: 800-331-0852 ext. 512
Fax: 413-747-3532
E-Mail: Afrates@smith-wesson.com
Website: www.smith-wesson.com
Product: Bicycles and accessories
Cost to Members: 20% to 35% off retail
Form of Payment: C, CH, DC, D, MC, PO, V
Ordering Options: Phone, Fax, E-Mail, Mail

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Riding Under the Influence



Photo courtesy of the Arcata Eye.

Officer Roger Schmeltzer of the Humboldt State University Police Department in Arcata, California, submitted this photo of Arcata Police Officers Nick Selders and Drake Goodale with a harvest of marijuana plants uprooted after an anonymous tip. Schmeltzer reports that the two officers rode for about a mile and a half with their cargo slung over their shoulders.

As a side note, he added that the Arcata Police Department has put two weeks of bike patrol into their FTO program. New hires ride bikes for two weeks with a bike patrol officer/FTO, even if they are not interested in bike patrol. Schmeltzer figures that they have figured out that bike patrol can provide all those suspect contacts you need to get through FTO.

IPMBA BOARD

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 3510 S. Michigan Street
 Chicago IL 60605
 fuzzycop@dellepro.com

IPMBA HAS MOVED!

IPMBA relocated in October 2001 because of an extensive and ongoing renovation at the old location. Please make note of our new contact information and start using it immediately.

IPMBA ~ 583 Frederick Rd., Suite 5B ~ Baltimore, MD 21228

Phone: 410-744-2400 ~ Fax: 410-744-5504

E-mail & website remain the same: ipmba@aol.com ~ www.ipmba.org

A Word from Our Conference Hosts



The Ogden Police Department, even with the 2002 Winter Olympics looming large, is excited to be hosting the 12th Annual Police on Bike Conference and Product Exhibition (May 4-11, 2002). **(If you don't have registration materials, please visit www.ipmba.org or call 410-744-2400 to receive your materials today.)**

Ogden P.D. is committed to providing you with a unique conference week of information, entertainment and challenge, all set here in the Mountain West. In addition to riding the greatest mountain trails in the world, you'll enjoy the entertainment section of our famous (or infamous) 25th Street, whose restaurants and taverns are just a parking lot away from our host hotel. Close by, Union Station houses the John Browning Museum, (the founder of Browning Arms), featuring the prototype of every firearm he invented, from the .50 caliber machine gun to the .45 pistol.

TOP 10 REASONS TO COME TO OGDEN FOR THE IPMBA CONFERENCE

10. Mountains of Wasatch Front, up to 10,000 feet elevation
9. Olympic Venue Sites
8. Nearby Great Salt Lake and Antelope Island
7. Browning Firearms Museum
6. Restaurants and Taverns of Historic 25th Street
5. Close proximity to Moab and the Nevada Casinos
4. The Hill Air Force Base Air Museum
3. The Ogden Weber River Parkway Trails
2. The greatest mountain trail systems around, some rising

This Issue: Focus on Funding



International Police Mountain Bike Association
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