



IPMBA NEWS



Official Newsletter of The International Police Mountain Bike Association

IPMBA Police Cyclist Course On-Line

by Robin D. Miller
IPMBA Manager

As you are aware, the use of mountain bikes for patrol duty is one of the fastest growing trends in law enforcement today. While many officers know how to ride bikes, few know the correct methods for cycling safely and effectively in complex traffic. Bicycle-mounted officers are not always able to choose the "less traveled" route as many recreational cyclists can. Instead, they must ride when and where situations demand - in heavy traffic, down stairs, over curbs - and may need to pursue suspects on foot after riding hard.

Do you know where to ride on a multi-lane or channelized roadway? Do you know how to brake safely with maximum control and effectiveness? Are you able to perform emergency maneuvers if a car or object suddenly appears in your path? To be an effective police cyclist you must be able to ascend and descend curbs, stairs and other obstacles that are part of your environment. You must know what tactics to use in a pursuit and how to quickly, but safely, dismount your bike to perform an arrest or fire your sidearm.

IPMBA, in response to requests from agencies across the country, developed a training and certification course for police bicycle officers. The IPMBA Police Cyclist (PC) Course provides bicycle patrol officers with knowledge and skills that will enable them to reduce their chance of injury and the department's liability. Developed by bicycle officers across the United States, the course brings together proven training techniques from many departments.

The four-day course, taught by certified IPMBA Police Cyclist Instructors nationwide, teaches officers how to perform emergency maneuvers such as the "rock dodge" and "panic stop." Officers receive training in patrol procedures, tactical maneuvers, and a variety of dismounts - crossover, top tube, and over the saddle, to name a few. All IPMBA Police Cyclist Instructors (PCIs) are experienced bicycle patrol officers, have met rigid certification requirements and teach with a low student to instructor ratio to ensure individualized in-

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An Analysis of Police Stress, Fitness and Job Performance Opinions

by Officer Anthony Zapata, Rochester Police Department
Rochester, New York

Police officers who have to handle stress daily, regardless of years on the force and location or type of assignment, should be in good physical condition to meet the psychological and physical stress challenges of police work today.

As an original member of the newly formed Rochester Police Department Bike Unit, I can see that the preceding is all too true. Ask any police bicyclist who has had to chase a fleeing suspect, dismount and run after the suspect, and then physically confront him in order to affect an arrest.

The area of police opinions concerning the interrelation of stress, fitness, and job performance with police work has been of interest to me since joining the force. When I look at some of the officers who continually handle stressful situations poorly and perform the same while being grossly out of shape, I wonder if the officer's fitness has a positive or negative effect on his or her management of stress and subsequent job performance. Thus, I set out to research just how Western New York Police Officers feel about stress, fitness and job performance and how these relate to their job.

In a survey conducted by the FBI, which contacted nearly every police department in the country and asked, "What is the number one training need in your depart-

ment?", police respondents listed everything from crime scene searches to fingerprint identification to DNA identifications. However, the most frequent response was training methods to handle stress!

Research has long shown that fitness has been recog-

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Cycling Clubs Provide Good Funding Options

I just returned from the L.A.W. National Rally/Board Meeting in Kutztown, Pennsylvania, and I must say I'm pleased with our success. I lobbied the Board of Directors into changing the L.A.W. bylaws to make the IPMBA Chair a full Board position, complete with a vote. Since IPMBA's inception, the Chair held a seat on the Board but had no vote or say in any matter. In my opinion, IPMBA brings too much to the table not to have a clear voice. Now we have that voice.

I would also like to pass along some of the positive comments and feelings I received at the Rally. Cyclists of all sorts are crazy about cops on bikes. Everyone wanted to know how to get their local law enforcement agency on bicycles. Civilian cyclist's enthusiasm is a boom to our organization. It's a proven fact that getting funds for start up and training costs are much easier in communities where civilians are the driving force for starting a bike patrol.

Speaking of funding, money is hard to come by when your unit is nothing more than an idea or so new that it hasn't been written into your department's budget. In the past, enterprising law enforcement officers have turned to business and neighborhood groups for help in obtaining equip-

ment and training. In many cases this turns out to be a problem because it limits your effectiveness as a law enforcement officer. Many times the neighborhood or businesses want to lay claim to "their cops" and routinely ask for service that is inappropriate.

For example, a businessman, who helped donate equipment, requests that you "not be so hard on his customers" with the parking regulations. The problem here is so clear and basic that most police departments won't allow their officers to take a free meal on their beat. So if a free hotdog or apple compromises your ability to do your job, why do police departments ask you to garner thousands of dollars in the same manner?

The L.A.W. and other cycling groups encourage and promote police on bikes every chance they get. We offer civilian cyclists legitimacy on the road. I've helped many patrols that were just getting started and in need of money. I put them in contact with cycling clubs and advocacy groups who gave them money for training and equipment and wanted nothing more in return than to see the cops riding on patrol. An association like this will in no way compromise your ability to enforce the law. Ask your local cycling club to put on a "Bike

Patrol Century Ride" where all the proceeds of this 100 mile jaunt go to starting, training, or maintaining a local bike patrol. Cyclists would routinely pay \$25 to ride in an event like this to have a t-shirt that says "Bike Patrol Century", and a bike patrol in their town.

On another note, the IPMBA Board has made a formal request to the Department of Justice to do a study of bike cops and the risks we take. I personally feel that if you can recognize and understand risk you can effectively manage it. I'll let you know more as this progresses.

Speaking of managing risk, while I was in Pennsylvania riding with my newfound friend Gary Klein, owner of Klein Bicycles, I fell victim to the pavement magnet. Well, not really the pavement magnet, but the steel grate bridge magnet. When these babies get wet, walk your skinny tired bike across or call me in advance so I can see it! I tweaked my ride, but Gary straightened it right up and it is as good as new. The moral of this story is nobody is too good to go down, so wear a helmet everytime you ride. Did I? You bet, but I wish it had covered my butt a little better! Until next time, don't let the bad guys get ya!

- Allan

Education Column

Training Tips for Panic Stops and Stair Climbing

by Kirby Beck, Coon Rapids Police Department
IPMBA Education Liaison

The following training tips should be useful in your continuous training programs.

Panic Stops: Proper body position upon the bicycle is incredibly important when learning a panic stop. Improper body position can lead to a disastrous fall, therefore correct body position should be practiced before it is attempted on the move. A good way to do this is to pair up and have one partner hold the handlebars and keep the bike upright for the person on the bike. The person on the bike can then practice proper body positioning and is able to feel how the pedals should be positioned, where their buttocks should be in relation to the saddle and rear tire. This should clarify the correct position and avoid preventable injuries while practicing the technique.

Stair Climbing: The use of wooden pallets stacked to resemble stairs has become popular when practicing stair climbing techniques, working well to build confidence and enhance skills. One word of caution, however. Pallets are built with open faces to enable fork lifts to insert their tangs. It is possible for riders to catch their toes under these open ends, causing a loss of momentum and a lot of pain. Modification of the pallets is recommended to avoid these situations. Simply attach a board to the open end of the pallet facing the rider. This same problem can occur on open-faced stairways, so be careful if you are a novice rider.

IPMBA News

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formation on International Police Mountain
Bike Association (IPMBA) mem-
bership please contact League head-
quarters.

From Boats to Bikes

Pedal-powered Coast Guardsmen Check the Docks for Pollution

by Ed Moreth, U.S. Coast Guard
Honolulu, HI

The Coast Guard is taking advantage of Honolulu's year-round mild climate by cruising the piers with bikes instead of boats.

Only a few months ago, the Coast Guard's Marine Safety Office Honolulu formed a bicycle team to patrol Honolulu's docks. They are armed with 21-speed, custom-made mountain bikes in an all-out effort to reduce pollution in Honolulu's harbors. And it looks like it is working, according to Lt. j.g. Biff Capune, who heads the new unit.

"I can already see a drop in cases of minor spills and sheens of fuel in the water," Capune said. He believes it is a combination of the Coast Guard bikers' efforts to educate boaters and the visibility of the patrols.

Clad in light blue shirts, dark blue shorts and white helmets with the traditional Coast Guard racing stripe on its side, the team of eight hit the streets in February.

The marine safety office, located in downtown Honolulu, is responsible for pollution prevention and response throughout the state of Hawaii. Marine Safety Office Puget Sound in Seattle is the only other Coast Guard unit with a bike patrol. In Honolulu, however, the patrol can be used all year because of the weather. The Navy, Air Force and Army on the island of Oahu use the same type of patrols for their base law enforcement.

"With the bikes we can be more effective and thorough than when we patrolled the docks in cars," said Capune. Petty Officer 2nd Class Michael P. Schwartz, who developed the patrol here, said the bikes help cover areas that aren't easily accessible by car, or take too long on foot. Capune said the teams talk with a lot more people now that they are on bikes. "It's more personable; there's more interaction with the public and that's what we want," he said.

The MSO bikers patrol the docks on a daily basis. They log more than 30 miles a day during a four-hour patrol. And they cover twice as much dock area as they did in cars. It's also easier for them to check out the narrow finger piers. "On bikes, we can sometimes smell the oil before we see it," said Petty Officer 3rd Class William B. Williams, a member of the bicycle unit.

It wasn't designed to be a stealth patrol, yet the pedal-pushing Coast Guardsmen periodically catch people off guard. One day, they caught a man washing fuel off his boat into the harbor, and on another occasion a person was found sleeping while refueling his fishing vessel. "He was sup-



Petty Officer 2nd Class Michael P. Schwartz (front) and Petty Officer 3rd Class Randy Insley patrol one of Honolulu's several marinas.

posed to be monitoring the operation," said Schwartz. "He didn't even hear us coming." However, Capune insisted the patrol's main goal is to educate the public about pollution prevention rather than catching someone dumping fuel into the water.

The patrol constantly hands out literature about pollutants, changed laws and new regulations. When they spot a sheen in the water, they try to locate the source, which sometimes means taking a sample of the fuel in the water and samples from boats in the area. Each biker carries a pollution investigator's kit, which can be used to take samples from the water, dock, or vessel.

With the year-round good weather in Honolulu, the bikes are the logical course for the marine safety office, according to Capune. "They're much less expensive than cars and we don't have to worry about parking," he said. The entire fleet of bikes with uniforms and equipment cost about

\$5,500, much less than the price of one automobile. The team provides its own maintenance—sometimes while on patrol. "Plus, we're helping to reduce air pollution," he said.

The specifically-designed law enforcement bikes are rugged, built with reinforced frames and wide tires. Travelling in teams of two, each person carries a bicycle repair kit, pollution kit, camera, various forms, literature, a radio, and a cellular telephone. The bikers are required to wear safety glasses and a specially-designed safety helmet. Schwartz purchased his own bike for the patrol, which he also uses to get to work.

Most of the bikers completed a three-day safety course conducted by Fort Shafter's military police. Schwartz, one of the first Coast Guardsmen to complete the course, provides additional training for the rest of the team. There haven't been any major injuries yet, said Schwartz, but one member has acquired a few scrapes and bruises.

Bicycle-Mounted Officers Serve as Role Models to Cyclists in Community

With the recent growth of bicycle patrols, more and more cities, towns, colleges, and universities are gearing up officers to pedal their beats. This explosion of bicycle patrols parallels a growth in bicycling as a form of recreation, transportation and exercise. Bicycle patrol officers are in a unique situation, serving as role models for cyclists young and old, and increasing awareness of cyclists' rights within their departments and community.

The community is the base for most bicycle patrol work. It is the members of this community

with whom officers continually come in contact. It is these officers that the members of the community come to know, rely on, and ultimately respect. That is why it is so important to be positive role models, not only on, but off your bicycle.

Bike cops are ambassadors for bike safety and effective cycling techniques. They are in the public eye all day long. There are many ways bike cops can provide the public with a positive image of cyclists, from riding in the correct lane of traffic, to obeying traffic signals, to wearing a helmet.

One of the things many youngsters hear when growing up is, "Do as I say, not as I do." L.A.W. encourages bicycle patrol officers to be "effective cyclists", to obey the rules of the road when not responding to a call, and to educate the community on cyclist and motorist responsibility. In other words, be positive role models for other cyclists.

For more information on how bicycle patrol officers can be "effective cyclists" and for a list of educational materials, call Susan Jones, L.A.W. Education Director at (410) 539-3399.

Analysis - From Page 1

nized as a coping mechanism for stress. Research has also shown that the age of death for the average male is around seventy-three years of age. Unfortunately, the average for a police officer is fifty-seven to fifty-eight years of age. What makes police officers so different from the rest of the population - different enough to cost officers fourteen or fifteen years of their life? Is it the stress of the job? Could the results be different with proper fitness management on the

part of the officers throughout their careers?

My study revealed that 83 percent of the officers surveyed would feel less stress if they were in better physical condition prior to confronting a violent situation.

I do not know of any police cyclist who hasn't stated that he or she does not 'feel' better physically and mentally since joining the bike unit. Policing on bikes is not only a rewarding venture for the cyclist in terms of performance, it pro-

notes fitness and stress reduction. Ideally, all officers should be on bikes or at least walking beats to help with fitness maintenance and stress reduction.

Officer Zapata, Rochester Police Department, NY, recently completed his thesis for a Masters Degree in Health Education. For a more complete report on his findings, send a SASE to IPMBA headquarters.

New units are getting pedals all over the country. IPMBA recently received word of the following new units. Keep sending those articles!

Harrisonburg, Virginia, PD started up a bicycle patrol program in May. They currently have two officers riding 20 to 25 miles a day.

Salem, Massachusetts, PD launched a three member bicycle unit after months of preparation.

Lisle, Illinois, PD started their program in July with two part-time officers paired for four hour shifts on weekends only. They hope to expand as money and manpower permit.

Cleburne, Texas, PD put five officers on bicycles in July.

Ormond Beach, Florida, PD began their bicycle patrol program in style on July 4th with seven officers.

Fremont, California, PD put four officers on bikes in July. In four days they had arrested three suspected drug dealers and drunks and issued more than a dozen citations for littering, trespassing, spray painting and tearing down signs.

The Bigger We Are The Stronger We Are...

IPMBA membership has been steadily growing over the last year, and we are excited about the programs we are able to offer members. However, we can only offer these and others with continued support from our members. Don't forget to renew your membership and spread the word! IPMBA membership has many great benefits - this newsletter is only one. A subscription to Bicycle USA, access to L.A.W. touring services, discounted registration to the annual IPMBA Police on Bikes Conference, and free bicycle transportation on selected airlines when making your plane reservations through the L.A.W. travel center. Encourage your whole unit to join!

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A Look At a Small Community Bike Patrol

*by Ptl. Alan R. Clark, Troy Police Department
Troy, Ohio*

Bicycle patrols are becoming increasingly popular across the United States. Patrolling by bike has the excellent quality of being adaptable to a multitude of law enforcement community situations. While many bicycle patrols originate in large cities to address specific problems, bicycle-mounted officers in small communities can perform a variety of functions.

The city of Troy, Ohio is located in the Southwestern portion of the state, approximately 20 miles north of Dayton. With a population of over 20,000, Troy covers approximately 8.1 square miles and has 20 city parks encompassing 189 acres of land. In addition, Troy has a bike trail, a public golf course, and more than 300 diversified retail and service businesses.

The Troy Police Department, with an authorized strength of 35 sworn personnel, currently has an 18 member bike squad. Myself and Officer Jeff Kunkleman are the only two officers that patrol on bike eight hours a day, five days a week. Our patrol area is one square mile and consists of a downtown business district centered around a public square, a large community park, a bike

path, a community golf course, two schools, a stadium, an arena and a main business strip, as well as a couple of high crime areas.

Interaction with members of the community, especially in a smaller community, is very personal. When the bike unit first started, my partner and I contacted the merchants in the downtown business district to listen to their needs and concerns and discuss our function with them. Our unique "ride-along" program allows civilians, news media, city councilmen and police officers from other departments to ride along with us. We also have a "Safe Rider" program which rewards juveniles who wear helmets and practice safe cycling techniques.

The functions and duties of the small community bike patrol vary from day to day. We work special events and give bicycle safety talks at schools. In addition, we patrol, respond to calls, and enforce bicycle laws. We have attended Easter egg hunts, "guarded" Santa Claus, and periodically shoot hoops with the kids. Bicycle patrols certainly have proven to be adaptable and effective in both large and small communities.

IPMBA MEMBERSHIP APPLICATION

Name _____

Home Address _____

City _____ State _____ Zip _____

Telephone(____) _____

Police Dept. _____

Membership is \$35 for an individual, \$40 for family.
IPMBA membership is not offered to
police departments.

Add \$15 for postage to foreign countries.
Pay by check drawn in U.S. dollars from U.S. bank, or international
money order.

Enclose Payment or choose:

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Exp. Date: _____

Signature: _____

Make Check Payable to:

League of American Wheelmen

190 W. Ostend St., Suite 120

Baltimore, MD 21230-3755

1-800-288-BIKE (membership only)

(410) 539-3399

Letters to the Editor

Dear Editor:

Sooner or later it is going to happen. Hopefully it won't be during a parade or when chasing a fleeing felon, but it is bound to happen. You are going to fall. When I was trained, we jokingly categorized falls. If after falling, the rider still had any portion of the body contacting the bike, the fall was only called a "mishap." However, if no portion of the body was in contact with the bike, it was a full fledged "crash." Many an officer clung desperately to their bikes on the way down in order to avoid the "crash" category.

Good falling skills should have been developed in defensive tactics training. The same basic rules still apply to falls involving bikes. IPMBA members might want to think about the following in anticipation of their next fall:

1. Make yourself round - a bowling ball rolls along fine because it has no sharp points to slow it down. Take a piece of broomstick and put it in one of the finger holes then roll the ball. It rolls until the stick hits the ground. The stick digs in or breaks, just like a wrist, elbow, arm or shoulder left dangling or thrown out to "catch" yourself.

2. Gravity - if you are going to fall, then fall. Fighting to regain hopelessly lost balance only keeps your attention long enough for the ground to sneak up on you. Gravity will always win so concentrate on the ground, look for smooth areas, aim away from obstacles and use a "pat out" or "break fall" to disperse energy of the fall.

3. Tuck your chin - the bike helmet may save you some abrasions but it is not designed to protect your neck. Any questions, see rule #1.

4. Practice - with mats, helmets, and

spotters, most falls can be safely practiced. If your agency has padded suits for defensive tactics use them also. Start from a stall and work up to low speed side falls. End-over falls cannot be safely practiced with the bikes. Practice forward rolls instead. In the event of a real end-over, get clear of the bike and let it go so it doesn't fall on you. Once good timing is developed a rider can begin to let the bike take the fall by impacting the ground with the outside of the bars first.

There is no way to avoid the embarrassment of falling in front of civilians but at least you can get up and laugh with them and save yourself some skin and bones.

- Ofc. James Fairfield
Tallahassee Police Department

Editor's Note: Good information! For those reading this - Officer Fairfield is a State certified instructor of Defensive Tactics and Firearms, has a Black Belt in Okinawan Uechi-Ryu Karate, is a National Competitor for the United States Karate Federation, and a survivor of too many mishaps and crashes to count.

Dear Editor:

Are you tired of rounding up trucks to carry all the traffic cones you need for your training courses? I developed an effective alternative for my civilian patrol training courses which you might want to consider.

"Cheap" was my original criteria; but I got a lot more. Here's the deal. Drop by your local tennis club and ask for 50 old tennis balls. Both orange and yellow/green work well. Use a well

sharpened knife to slice them all in half.

This gives you a hundred markers you can carry in your bike trunk bag. They're easy to set out. They don't move much, even when hit. A trainee hitting a marker runs little risk of being dumped. They're easy to see and the course layout is much clearer. Storage is a breeze... and they're cheap!

If you want to get really fancy, make up stop signs, directional arrows, and instructions on a computer graphics program; print them on high visibility card stock; heat seal them in plastic; and set them out along the course.

With these aids, course set up and operation is fast and easy and you can concentrate on the other things which need your attention.

- L.H. "Chip" Dawson
Volunteer Bike Patrol Coordinator
Rochester Police Department
PAC-TAC Program

Editor's Note: This is a great idea. I would like to add that cones are still needed on some exercises because they add more visual pressure. Mr. Dawson, you get the stoker of the month award.

Broken Spokes

We have put the "air back in the tires" of this column. With your help, bike patrols can receive valuable information and patrol tips.

Q: Have any departments experimented with any car pieces for their portable radios? We are having a problem hearing radio traffic when cycling in heavy traffic and when we are trying to do drug dealing surveillance from our bicycles.

-Officer G.A. Deeds
Harrisonburg, Virginia, PD Bike Patrol

Editor's Note: Please send your suggestions for Officer Deeds to IPMBA headquarters and we will print them in the next issue of IPMBA News. Let's put our network into action!

See Your Name In Print!

Aside from joining IPMBA, there are many ways in which you can get involved and help support and strengthen bicycle patrols across the country. One way is to write an article for IPMBA News. We welcome articles from our members on any of the following:

- Training tips
- Unique funding
- Legal information
- and any other item of interest to your fellow bicycle patrol officers
- Patrol tactics
- Community involvement
- Equipment

If you have an idea or article you would like to share, please send it to Robin Miller, IPMBA Manager, 190 W. Ostend Street, Suite 120, Baltimore, MD 21230.

Police Cyclist Lapel Pin

Police Cyclist lapel pins have arrived! If you have taken an IPMBA Police Cyclist Course and have become a certified IPMBA Police Cyclist, you can order a pin to wear on your uniform. The pins are \$5.00, and can be ordered by sending a check to L.A.W., or calling 1-800-288-BIKE with your Visa or Mastercard number.



*(the pin is gold with black writing
and blue design)*

Course - From page 1

struction. They give their students "real life" examples of how bicycles are used in patrol duty. One student stated, "My instructor really cared about us becoming the safest bikers we could be."

As the only nationally-recognized training and certification program, the IPMBA Police Cyclist Course has been extremely successful since its inception. Course evaluations have revealed the following comments: "I received lots of practical experience and hands-on training." "The course made me aware of my limitations and strengths." "I would definitely recommend this course to other law enforcement agencies who wish to pursue bicycle patrol training."

For more information on how you can become a certified IPMBA Police Cyclist or for a list of certified IPMBA Police Cyclist Instructors, please call Robin Miller at IPMBA headquarters at (410) 539-3399. We look forward to helping you get the training you need!

Nutrition Tips

Did you know that proper fluid replacement before, during, and after physical activity positively influences your performance? Maintaining body fluid levels during exercise becomes especially important when the body water loss from skin and respiratory surfaces exceeds two liters per hour, as it often does in hot weather.

Thirst is an unreliable indicator of fluid needs after exercising in hot weather, partly because the intake of water quickly dulls the thirst sensation. Further, rehydration with plain water dilutes the blood rapidly and stimulates an increase in urine production that leads to greater dehydration.

Rehydration will occur more rapidly when beverages containing sodium - the major electrolyte lost in sweat - are consumed. Ingesting a beverage containing sodium allows the plasma sodium to remain elevated during the rehydration period and helps maintain thirst while delaying stimulation of urine production. The rehydration beverage should also contain glucose or sucrose because these carbohydrates provide a source of energy for working muscles, stimulate fluid absorption in the gut, and improve beverage taste.

The following guidelines will help you maintain proper hydration during bicycle patrol duty:

- Drink a rehydration beverage containing sodium to quickly replenish lost body fluids. The beverage should also contain 6 to 8 percent of glucose and sucrose.
- Drink 2 1/2 cups of fluid two hours before cycling.
- Drink 1 1/2 cups of fluid 15 minutes before starting.
- Drink at least 1 cup of fluid every 15 to 20 minutes during patrol.
- Do not restrict fluids before or during patrol duty.
- Avoid beverages containing caffeine or alcohol.

Thank you to Sgt. Jeff Gasiorowski and Sgt. Jeff Brough from the University of Toledo Bicycle Patrol for these helpful hints on rehydration. If you have any nutrition tips that the rest of your bicycling buddies should know about, please send them to IPMBA headquarters.

Bike the Beach '93 - Rehoboth Beach Police Department in Delaware sponsored their 2nd Annual Police Mountain Bike Competition and Children's Safety Rodeo on Sunday, May 9, 1993. Officers from more than 14 Police Departments along the East Coast competed in this dual police bicycle event. After a timed 14 mile endurance ride and a rough obstacle course which included a suspect apprehension, Dover, Delaware Police Department was awarded first place for the second year in a row. Rehoboth Beach, Delaware PD and Atlantic City, New Jersey PD came in second and third place, respectively. Officers who attended were able to compare equipment and trade operating tips. The competition was intense and the action was hot! We hope to see you at next year's event.

- Pfc. Michael J. Costello
Rehoboth Beach Police Department

WIN A NEW L.A. SHERIFF CYCLING TEAM POSTER

OFFER!



Send us your most exciting, bizarre, unusual, unique, or funniest day on bike patrol. Send your experience, along with your name and department by September 30, 1993, to IPMBA News, c/o Robin Miller, 190 W. Ostend Street, Suite 120, Baltimore, MD 21230. We will put all entries into a random drawing and the lucky winners will receive a Chevrolet-L.A. Sheriff Team cycling poster. They are really hot! (IPMBA reserves the right to publish your accounts.)

PC Courses

Watch this column for upcoming IPMBA Police Cyclist Courses. If you are a certified PCI, let us know when your next class is!

• September 20 - 24, 1993, Dayton, Ohio.

For more information, call Allan Howard, (513) 222-5206.

International Notes

IPMBA members have received a warm invitation of hospitality from a bicycle patrol officer in CapeTown, South Africa. If you are interested in visiting, let us know and we will put you in touch.

Unit Notes

The Campbell, California, PD has teamed up with their local Police Explorers to patrol the heavily used Los Gatos Creek Trail. The Explorers, ranging in age from 16 to 21, carry radios while riding the trail in pairs. They serve as eyes and ears for the Campbell Police Department.

The Arapaho National Forest, Colorado hired the first full-time U.S. Forest Service mountain bike ranger to ride the mountain bike trails and recreational roads in the Forest. Although the ranger has law enforcement powers, most of the time on the bike will be spent educating riders about sharing the trail with other users and the importance of riding on established trails so they don't tear up the land. (Rocky Mountain News, June 28, 1993)

The Omaha Police Bicycle Patrol is conducting bike rodeos for the Housing Authority again this summer. Area residents are encouraged to make a tax deductible contribution of used bikes of all sizes and shapes. This is a great way for bicycle patrols to encourage safe cycling in their community.

The University of Toledo Bicycle Patrol was challenged by another bike patrol to ride the "Bike the Bay" ride. Four officers rode a total of 150 miles in two days, averaging a 20 to 22 mph clip on their mountain bikes. The ride was a charity ride benefiting Multiple Sclerosis. Fun was had by all, even though the challenging department never showed!

Bike Cop Blues

*by Lt. Greg Brickey, El Paso PD
El Paso, Texas*

You know I'm a cop,
I work a beat.
But I do my policing,
From a bicycle seat.

I do the same job,
As the guys in the cars.
But when I eat doughnuts,
I'm loading my carbs.

From the top of my helmet
To the soles of my shoes, I got the bike
riding, crime fighting,
Boy does my butt hurt blues.

** with apologies to Muddy Waters*

International Police Mountain Bike Association

League of American Wheelmen
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