



IPMBA NEWS



Official Newsletter of The International Police Mountain Bike Association

Civil Liability. . . A Serious Concern

By Captain Bobby Jones, Knoxville (TN) Police Department

Most of us forget the possible ramifications of our daily activities even though as police officers, we live in a fish bowl. Each move we make, at least any wrong one, is recorded or mentally noted by concerned citizens. At any moment, something could go wrong and you may not be able to protect yourself from a civil lawsuit.

The increase in civil actions over the past few years is staggering, and it is directly reflected in everyone's insurance premium. Lawmakers over the past few years have been presented time and time again with legislation from the insurance industry that would set limits on tort actions across the country, but with no success to date. Unfortunately for the insurance industry, it seems that most of the lawmakers are liberal attorneys.

Civil liability is a serious concern for professionals, particularly police officers and other government agency personnel. Proper training (i.e., IPMBA Police Cyclist Course) is critical in the reduction of liability issues. An increasing number of government entities realize this now more than ever.

What does your certification as an IPMBA certified Police Cyclist really mean? It means you are trained to perform police duties on a bicycle safely and effectively. Think for a moment about the term "effective cycling."

Effective cycling teaches us how to ride safely and make reasonable decisions while maneuvering in traffic - to RIDE EFFECTIVELY. It also means when something goes wrong, your actions better be by the book.

If you are involved in a bicycle-car collision, your action prior to the collision, particularly lane positioning and conspicuity, will be considered. Conspicuity and misjudgment are usually the key factors in collisions. Did you do everything within your scope of training and/or that was humanly possible to avoid the mishap? As a professional, you will be heavily scrutinized in a civil liability debate. Make NO assumptions, and take no chances. BE SAFE and FOLLOW THE RULES. Keep in mind that effective cycling techniques can save your life as well as set a good example for others to follow.

According to the USDOT, in 1992, 722 bicyclists were killed in traffic crashes. This accounted for two percent of all traffic fatalities during the year. The number of bicyclist fatalities in 1992 was 28 percent lower than the 1,003 fatalities reported in 1975. Although a dramatic decrease in the number of deaths, the insurance industry has shown a substantial increase in the

Continued on page 9

Mountain Bike Gears and Shifting

By Officer Kirby Beck, Coon Rapids (MN) Police Department

Glossary:

Derailleurs - devices that move chains from gear to gear.

Indexed Shifting - when each move of the gear lever moves the chain a preset distance, and the rider can feel each gear 'click' into place.

Chainring - part of the crankset. Most mountain bikes have three rings. The size of the rings is determined by the number of teeth.

Freewheel Cog - in the rear of the bicycle. Most mountain bikes have six or seven cogs. The size of the cog is determined by the number of teeth.

The derailleur system uses small mechanical arms, called derailleurs, which move the chain from side to side and derail it onto different freewheel cogs or chainrings. Mountain bikes, like most multi-speed bikes, have two derailleurs, one for the crankset and one for the freewheel. While the derailleurs can be moved when the bike is stationary or coasting, the chain won't derail. The chain must be rotating to enable it to move to another cog, and the shift to take place. Therefore, the cyclist must be pedaling in order to change gears.

To determine the number of "speeds" on a derailleur-equipped bicycle, count the number of cogs on the rear freewheel and multiply it by the number of

chainrings on the crankset. Most mountain bikes are either 18-, 21-, or 24-speeds. Calling a bike a "21-speed," for example, is really a misnomer. In reality, many of the gear ratios created are duplicated by other gear combinations. A 21-speed bike may only have 14 or 15 unique gear ratios. The reason mountain bikes have so many

Continued on page 4

INSIDE

Chair's Column	2
Education Column	2
International News	3
Equipment Needs	7
Unit Notes	12

Bike Patrols Can Make a Difference

When I look at my bike I see, what I consider, the ultimate form of transportation. It gets me from point A to point B without damaging the earth and it enhances my physical fitness, which in turn enhances my quality of life. Lately I see my bike not only as a form of transportation, but also as a form of communication.

In the April issue of *Bicycling* magazine I wrote a story about a couple of idiots in a car who rednecked me while I was riding on duty. To make a long story short, I skinned the driver, towed their boat anchor, and put them afoot. As a result of that story, the subscribers of *Bicycling* responded with numerous letters with positive comments about bicycle patrols and the police. These subscribers come from all walks of life, and I suspect many of them never had a positive thing to say about law enforcement before.

In our daily duties as bike patrol officers we have a tremendous opportunity to sell law en-

forcement to the public. One of the primary reasons for this is that we don't look like 'regular cops.' The alternate form of transportation and the non-traditional uniform are just different enough to get people to drop their preconceived notions and stereotypes about police. When people have their 'guard' down it is easy to create a rapport with them.

The number one way you endear yourself to the community is to do your job to the best of your ability with professionalism. However, there are other ways to gain support from the public. In terms of where we focus our energies, children should be our number one priority.

Children represent the future, and during these troubled times kids need role models and activities they can cling to. In a job like ours the only real way we can make a difference in the world is through prevention. So, if we involve kids in positive things, we can prevent future crime. Using

bike rodeos, children's rides, bike demonstrations, helmet drives, and anything else you can think of, you can ingrain yourself in the community's heart. The best part is, once the adults see your commitment to the children, more specifically *their* children, their hearts and minds will follow.

Now I know some of you are thinking this is a lot of PR bull. And, you don't see how it's gonna make your life any easier or better. Well, let me tell you: since embarking upon my career as a bike patrol officer, I've heard this quote from citizens more times than in my entire 12 1/2 years on the job - "I saw the whole thing, that officer was only doing his job and didn't do anything out of line." That, my friends, is financial security. Until next time, don't let the bad guys or the pavement magnet get ya.

- Allan

Education Column

There is no Substitute for Training

Have I got a story for you. Imagine you are on bike patrol. A nice warm day. You just returned from a two week vacation. You've been out for about an hour when a shot fired call comes out and is followed up by information that several people are shot and down. The shooter is armed with an assault rifle and has obviously gone off the deep end. Your adrenaline is flowing and you are going as fast as you can to get there. You are so focused that you hear nothing but what you have to. Dispatch tells you the shooter has shot several more people and hears screams and gunshots in the background. You ride even faster knowing that the sooner you get there the sooner this animal will be stopped.

You arrive and find you're alone. No other officers have arrived. Suddenly you see him, assault rifle in hand. "POW!!" He shoots a woman right in front of your eyes. You know he's got to be stopped but you're 70 yards away and all you have is your handgun. He brings up his rifle on another person, a man, a father, a husband, a son. You have to stop him. You draw your weapon, instinct and training taking over. You fire a round knowing that if you don't, another person will die. The shooter drops and you move in. You got him, one round, right between the eyes. You finally remember to breathe.

Pretty wild story, right? Well it's true. The shooter, Dean Melburg, who had recently been

discharged from the military for psychological reasons, went on his shooting rampage on Fairchild Air Force Base, Spokane, Washington. Four dead and 23 wounded. It could have been worse, a lot worse, if it had not been for Andrew Brown, a Military Police Officer who had just started a bicycle squad. He was the first officer on the scene and was forced to take a shot from 70 yards away. He struck Melburg right between the eyes. That's one hell of a shot.

Quite clearly, there is no substitute for training - in this case, firearms training. Bicycle officers need firearms training above and beyond that received by other officers. We typically have higher risk contacts overall and commonly use the element of surprise. Several important things should be addressed in this training.

First and foremost is the fatigue factor. We can all stand at the ten yard line and shoot a fairly tight group. But what about the officer riding hard for a mile or two. Bicycle officers' fitness levels will have a dramatic effect on their firing abilities. By having the officers experience this fatigue factor in training they will be better prepared for it on the streets.

Since training should be based on reality whenever possible, full bicycle uniforms, including helmets, gloves and eyewear, should be required during firearms training. The bicycle should also be utilized.

Bicycle officers should develop their skills firing from the cover officer position. They should have to constantly be thinking cover and the quickest most effective way to get there. Dismounts should be practiced and utilized in the live fire exercises. Tactics on high risk calls and contacts should be emphasized and communication between members of teams should be utilized.

While IPMBA does not recommend firing from a moving bicycle as anything other than an absolute last choice, officers should have the opportunity to try it during training. Attempting to fire from a moving bicycle will allow officers to realize why this is nothing but a last choice.

Watch future newsletters for more information on firearms training. IPMBA is in the process of developing a standardized firearms course in writing and on video for your department. In the meantime I would encourage all of you to share this article with your range master. Stay safe and healthy.

- Gene Miller
IPMBA Education Chair
Tacoma (WA) PD

IPMBA Trains and Outfits Russian Bicycle Patrol

By Sgt. Tom Woods, Denton (TX) Police Department

Greetings from the former Soviet Union! By the time you read this, the first Russian police mountain bike patrol will have been established, and they were trained by IPMBA. The officers of the Petrozavodsk Militia in the Republic of Karelia, Russia, send their heartfelt thanks and best wishes to IPMBA and our family of equipment manufacturers.

On May 14th, I 26 other officers and the Project Harmony staff, at JFK airport in New York. Project Harmony is an educational and cultural exchange program. The purpose of the Law Enforcement Exchange is to provide an educational forum for both the Russian and American participants where learning and actual hands-on training take place. Each officer had a specific topic to present to the host agency in Russia, ranging from anti-drug education (D.A.R.E.), homicide investigation (presented by New York's finest), gang activities, organized crime investigations, to diplomat protection, defensive tactics with PR-24's, and use of chemical weapons (specifically OC spray). We definitely hit the high points of modern law enforcement technique as we know it here in the U.S. and Canada but, I think the bike patrol was the icing on the cop cake.

We arrived in Russia via Helsinki, and after about 18 hours of travel--on top of jet lag--I was more than a little disappointed that only one of the five (TREK 830) police bikes I brought had made it onto the plane from Helsinki: the others were promised to be delivered on the next flight. Adrenaline took over though, as we met and went home



Officers from the Petrozavodsk Militia show off their new uniforms and bicycles. The officers received training from IPMBA PCI, Sgt. Tom Woods.

with our host families; a meeting I anticipated with great anxiety, as the extent of my conversational Russian amounts to "zilch." It was a little like doing a 40 mph downhill and noticing your front skewer flopping in the wind.

You hope for the best in those situations and, in this case, it happened. "Mrs. Host Family" (Irina Trifonoff) and the children (Ilyana and Anna) spoke enough English to get us by. "Mr. Host Family" (Sergeiy Trifonoff) and I worked the dictionary pages quite a bit; shook our heads at each other quite a bit; used lots of ambiguous hand gestures, but somehow found ways to communicate.

My first presentation to the police department in Petrozavodsk was in conjunction with another officer's class about prevention of street crimes. Although we had a translator, a young Russian college student, a lot of what I was trying to get across to them was either lost in the translation, or just not interesting from their point of view. The question and answer breaks consisted of inquiries like; "What kind of car do you drive?," "How much money do you make?," and "What kind of gun do you carry?" Couple that with the snickers and pointing fingers I was seeing from my audience, and I was having some "big doubts," (I think there was some concern on their part that I might be advocating the wearing of shorts in their climate). After a 30 minute "tea break," we returned to the classroom to find that the VCR had been removed, and only about 5 of the original audi-

ence (of 25) had returned for the remainder of the class. We called it a day. Thankfully, as it turned out, those were not the officers with whom I was intended to work. Although it had not been communicated to me, this session was intended to be a "general presentation" to keep things rolling until the rest of the bikes arrived--which didn't happen for three more days.

Over the next three nights we (the American officers) would all have the opportunity to ride on patrol with the militia. As their patrol section is comprised of specialized units that handle specific types of calls, we were allowed to choose which to ride with. I chose the "street crimes team" and, after they were issued their weapons by the supervisor, we hit the streets. Weapons are not taken home after shift, another indication of the military influence on their style of policing. Although I was in uniform and was encouraged to participate in the calls we would answer, I had no weapon other than a Spydeco knife, and a couple of fit Russian cops (carrying sawed-off AK-47s and Makarov 9mm pistols) as my "body-guards."

Our mode of transportation for the night was a 4 door, 4-wheeled drive truck, similar to a Ford Bronco, only more military or industrial in design. These trucks are necessary to accommodate patrol service in the snowy winters, as well as to negotiate the poorly maintained roads: they do a lot of 4-wheelin' in Petrozavodsk. All night I tried

IPMBA News

Newsletter of
The International Police Mountain Bike
Association, a division of
the League of American Bicyclists
190 W. Ostend St., Suite 120
Baltimore, MD 21230-3755

410/539-3399

Gary McLaughlin, West Editor
Andy MacLellan, East Editor
Robin Miller, Design & Layout
Allan Howard, IPMBA Chair

Submissions should be sent to IPMBA
News, 190 W. Ostend Street, Suite 120,
Baltimore, MD 21230-3755

Copyright 1994, the League of American
Bicyclists. Reproduction without permis-
sion is prohibited. For more information
on International Police Mountain Bike
Association (IPMBA) membership please
contact League headquarters.

Continued on page 6

Gears - from page 1

gear combinations is to allow a wide range of gears and to minimize the need to shift the front derailleur. Modern derailleur systems use "indexed shifting." Indexed shifting means moving the shifter, or pushing the shifter button which moves the derailleur directly and precisely to the cog desired. One "click" moves it one cog, two "clicks" moves it two cogs, and so on. The old-style "friction shift" systems require the cyclist to move the shift lever back and forth until the desired cog is reached. Friction shifters are much less precise. Front derailleurs are still all friction shifters, regardless of whether they use push button shifters or bar top thumb shifters.

The Rear Derailleur

Spinning is the name given to the style of riding where the cyclist maintains a pedaling cadence with a high number of revolutions per minute. As a cyclist becomes more accustomed to spinning, he will find that he is frequently shifting the rear derailleur to attain the gear that allows him to spin comfortably. In order to maintain a fast cadence, a cyclist must be in a gear that is low enough to allow him to do so.

Power is generated two ways in cycling:

1. pedaling in a high gear and using sheer muscle power, or
2. pedaling in an easier gear at a higher cadence. It is possible to pedal at a fast cadence for a long period of time. This is the technique used by racers and long distance riders because it is the most efficient use of energy. Pedaling in too high a gear will cause the rider to fatigue very quickly and is likely to cause knee injuries. It is important for cyclists to choose a gear that allows them to pedal at a target cadence of at least 75 rpm's when riding for speed or distance. Obviously, if you are using the bike at slower speeds for sight seeing, patrol work, or over rugged terrain, you needn't try to spin. While riding, changes such as hills, wind, or surface texture (e.g. hard surface changing to soft) may require gear changes to adapt. Using the rear derailleur to select a different freewheel cog will quickly and easily provide the small changes necessary.

One of the most common mistakes novice cyclists make is their failure to downshift before coming to a stop or when slowing down. If the cyclist fails to downshift he will find himself starting out in a gear that is too high to be either comfortable or efficient. Don't let your habits as a motor vehicle driver confuse you. Motor vehicles can be downshifted while stationary, bicycles cannot. Downshift as you approach a stop sign or situation from which you know you'll continue riding. There are obvious times when downshifting before stopping may not be advisable, such as when the sound may alert suspects whom you are approaching.

The movements of the chain as it goes from one freewheel cog to another are very small and are made very quickly. This is especially true with indexed systems. Conversely, front derailleurs seldom shift as smoothly. Chainrings are farther

apart and require an instant longer to complete. Since front derailleurs are not indexed, it is possible to miss a shift from time to time. Since mountain bikes today have six, seven, or eight cogs on their freewheels, the rider has a wide range of gears to choose from without having to move the front derailleur. Unless you are concerned about using your gears in precise ascending order (first, second, third, etc.) frequent changes of chainrings should not be necessary.

Derailleurs go out of adjustment occasionally and move the chain completely off the chainrings or freewheel to the inside or the outside of the bike. This requires the cyclist to stop and reattach the chain. Because of the greater number of midrange cogs on the freewheel, as opposed to the crankset,

the chain is much less likely to be thrown off by the rear derailleur. The precision of indexed systems also makes it less likely the chain will be thrown completely off the freewheel.

Although sizes of various freewheel cogs vary, they will be smaller on the outside and larger on the inside. The smaller the rear cogs, the larger the gear is. Larger gears are harder to pedal than smaller ones. If the chain is positioned on the smaller outside freewheel cogs it is in the fastest, but hardest to pedal, gear for that chainring combination.

The Front Derailleur

Mountain bikes have three chainrings attached
Continued on next page



sportsTM

ANTI POLLUTION MASK

The Respro[®] SportsTM mask combines the highest (Hepa) filtration performance associated with sub-micron pollutants, such as pollen dust, with our light weight Neotex[™] aerated mask. Our 'state of the art' Sports[™] Valves are a standard feature, ensuring that no matter how hard you ride, on or off road, only the others will be gasping. For further details or a free catalogue, call now.

colour: Deep Purple & Black/Red Black

PROTECTION FACTOR
Sub-Micron Irritant dusts
Pollen dust
Building dust
Clay dust
Grain dust
Soya dust
Carbon dust
House dust

Others
Black Smoke, Lead,
Tar, Exhaust

Especially effective for those suffering from breathing problems such as; asthma, hay fever, or allergies. Also for those who enjoy all outdoor activities, summer and winter, such as; cycling, running, walking, hiking, in-line skating, even horseback riding, and much more... call us now for further details or a free catalogue.

INFORMATION LINE
Tel: 403 448 0393 Fax: 403 448 9044

All filters in our range of masks are interchangeable

FACE MASKS DEVELOPED BY
RESPRO[®]
www.respro.com.au

TO ORDER CALL 1-800-473-7776

Presently used by Wildland fire fighters across the United States

Gears - from page 4

to the crankset. This is a triple crankset. The front derailleur moves the chain from one chainring to another. Cyclists riding on smooth, level surfaces will soon discover they will rarely need the smallest chainring. This small ring, a "granny gear," is for exceptionally low gearing and is usually used for steep hills and certain off-road conditions. Most riding is done using the middle or large chainrings. This includes riding at slow speeds and in most urban settings. The chainrings are set opposite from the rear cog. Here, the smallest is on the inside and the largest is on the outside. Unlike the freewheel, the large chainring is the largest gear and the smallest ring the smallest gear.

Because the front derailleur is not indexed, movements of the derailleur arm are not as precise. Occasionally the rider will hear a scraping or clattering sound while pedaling. This will occur if one of the sides of the derailleur is rubbing against the chain. This is particularly annoying if you are trying to move noiselessly around an area. Moving the front derailleur slightly away from the chain should eliminate the offensive noise.

Learning to properly use gears will make cyclists more efficient and allow them to have more fun. While it won't take all of the effort out of riding, it will definitely make it easier. Just as a person must still walk behind a self-propelled lawn mower, one must still pedal the bike. Using equipment properly and effectively, whether it's the self-propulsion lawn mower or the gears on a mountain bike, makes the job more enjoyable and much less work. Learning how to use your gears correctly will make you better, safer, and more effective at your important job of bicycle policing. Be careful, be safe, and have fun!

CALL FOR PATCHES



IPMBA is collecting patches from all agencies with bike patrols. Look for the collection at the next conference!

Make sure your unit is not left out - send your patch to:
 Robin Miller
 c/o LAB/IPMBA
 190 W. Ostend Street, Suite 120
 Baltimore, MD 21230

Patrol Bike Systems

6720 Gretchen Lane No. Oakdale, MN 55128-3135



We are striving to become your ONE STOP Patrol Bike Shop.

- Bicycles
- Helmets
- Lighting Systems
- Rack Packs-Bags
- Apparel-Eyewear
- Tools
- Tires
- Accessories
- Night Vision Equipment

We carry fine products from these and other quality companies.

- Avocet
- Bell
- Bike Pro
- Continental
- Giro
- In Motion
- J-Marcel
- Jandd
- Nightsun
- Niterider
- Park Tool
- Pearl Izumi
- Profile
- Scott
- Specialized
- Distalite

CALL FOR A FREE CATALOG

Mention this ad and receive a FREE 28 oz. Patrol Bike Systems water bottle with your next order.

1-800-208-2032

612-773-8763 • FAX 612-773-8762

USA • MC • DISCOVER • CHECKS • MONEY ORDERS • P.O.'S ACCEPTED

Badges, Embroidered emblems, Pins, Reflective products



NBI

800-547-8695

148 FILORS LANE, STONY POINT, NEW YORK 10980 FAX 914-268-6059

Russia - from page 3

to explain to them how much time could have been saved in responding to our calls had we been on bikes, not to mention the elimination of being tossed around the inside of the truck all night. I don't think they believed me.

I think the bottom line is that our "brothers and sisters in blue" do pretty much the same job any where you go in the world. As a matter of fact, during a two-sided question and answer session, one of us asked the Russian officers what their biggest gripes were about their agency. You guessed it! "Not enough manpower; not enough good equipment; not enough pay for the job they do." Incidentally, they haven't implemented the concept of "time and 1/2" yet: a big topic of discussion with us. Any questions?

The next day I was introduced to the commander of the unit with which I would be working. Nickolay Redko is known around the police department as "the terminator," as he possesses several black belts in several forms of the martial arts, and is also the defensive tactics instructor for their agency. His unit is called the "violent crimes response team," and is responsible for handling anything out of the ordinary (read: mundane), such as; armed robberies (more specifically, banks), large fights, bombings, aggravated assaults, Mafia activity, etc. They had all the best equipment, weapons and, no doubt, the most training--kind of like a SWAT team that takes calls for service! What? Again, I had big doubts; and I could see that Nickolay did as well.

The bikes finally arrived and I met Nickolay and his men at the police department to assemble them. My new translator, Lena, tells me, "Nickolay wants you to assemble one bike: his men will assemble the rest. "Now!", I thought, "we're on to something!"

The officers watched me through every aspect of assembling the Treks; mounting the headlights, fenders, and racks/packs, etc. I should note here that, were it not for the marvelous tool kit supplied by Patrol Bike Systems, we'd have been lost (they also pitched in five sets of Zefel fenders). When it was their turn, the Russians went at it like kids on Christmas morning! With only a few minor mistakes they had the remaining three bikes assembled in about one hour.

They were very impressed with the gear, to say the least. The "gear" consisted of; 5 Trek police specials (donated by the Trek Bicycle Company, through rep. Michael Jones, whom a lot of you met at the San Antonio conference), headlight and taillight systems by NiteRider, Nightsun, and

Vistalite (Vistalite, a division of Bell Sports, also donated 5 Bell helmets), full uniforms by BRATWEAR and J. Marcel/Olympic Uniforms, gunbelts and holsters etc. by Michael's of Oregon, and, as mentioned, the tools and fenders by Patrol Bike Systems. In addition to their fine products, BRATWEAR, J. Marcel, and Winner Interna-

or long sets of (slippery, granite) stairs. I was really proud of them. On one of our road rides we were caught by a surprise snow/sleet storm, which then turned to cold rain, and cleared up in a matter of three hours (the fenders were a godsend). The rest of the time the temperatures were in the mid to high fifties during the day with plenty of sunshine, and down to the low forties at night: it was beautiful. CBS news was there to cover a lot of the training, some of which was aired on their show "America Tonight."

The "Effective Cycling" aspect of the training was very much a discussion topic as opposed to practical application: pedestrians and cyclists do not have the right of way in Russia. There are no center lines or lane markers on the city streets; you just stay to the right until you come up behind a slower driver, and then you do what you have to get around them. It's all very simple. As a pedestrian, you'd better move out of the way quickly and pick your best opportunity to cross the street, as you won't get any help or much courtesy from the motoring public. Lane position? Yeah, right.

I saved the uniforms for last, as I didn't know which of the officers Nickolay would select to suit up as a member of the new section of the unit. So, on the last day, we broke them out and put the Sidekick rigs together for our final training session, and formal presentation of "certificates of honorary membership" to IPMBA. The Russians looked great in their uniforms and equipment from the Northwest of America! They were really proud of their accomplishment as they accepted their certificates, and seemed a little star-struck as the CBS crew covered every photo angle. A great day for cycling; a monumental day for IPMBA.

By way of commentary, I think we should all be proud that the "IPMBA family" pulled this one off with great success. Who knows what the future of this relationship will bring? A European chapter, perhaps? Russians attending the Milwaukee conference? The opportunity to spread our training and know-how around the globe? The answer lies in the commitment of our membership to keep the organization where it is now: on top, number one. This excursion proves that we can do it all; and, by "we," I mean the general law enforcement membership and, the people who make our jobs a little easier / safer, by producing the products we use and wear every day on our bikes.



Sgt. Woods explains riding position to officers from the Petrozavodsk Militia in the Republic of Karelia, Russia.

tional (makers of "The Club" security device for cars, and soon for bicycles) gave cash to pay the air travel expenses. Now, is that an awesome display of generosity by our vendors, or what?!

So now we have the bikes together and it's time for a PC Course on the streets of Petrozavodsk. The officers initially, and understandably, were a little tentative about riding the bikes. It didn't take long before they were "attacking off the front"; working those Grip Shifts for all they were worth! It was a sight to behold. They proved to be excellent students, picking up riding technique quickly, and having a great time of it as well.

During the next couple of days we rode mostly in an off-road park area on the harbor of Lake Omega, where we found plenty of single-track and natural obstacles to negotiate. I don't know about them, but I was having a ball! Our Russian counterparts became very adept at off-road riding and never backed down from trying steep descents

Equipment Needs of the Police Bicycle Officer (PART IV)

By Officer Allan Howard, Dayton (OH) Police Department

Pedal Retention Systems. Something that attaches your foot to the pedal is a necessity. Not only does it make pedaling more efficient with less effort, but it keeps the foot securely on the pedal to prevent injury. I have seen some nasty injuries because of a foot that slipped off a pedal. This may be the hardest thing for a novice cyclist to accept, but if you choose the right pedal retention system, you will take to it like a duck to water.

Toe clips and straps are the oldest form of pedal retention systems and they still perform fairly well. The big problem with clips and straps is that for police work you can't tighten up the straps and receive the full benefit of pedaling efficiency. This means you've taken away one of the advantages of a retention system.

Clipless pedal systems have been designed with the mountain biker in mind and for the most part this is a good system. Your foot is attached to the pedal via a plastic or metal cleat inside the sole of the riding shoe. When you want to get off the bike, all you have to do is rotate your heel outward and the pedal releases your foot. The cleat is positioned inside the sole of the shoe so that it can be used for walking or running. There are two drawbacks to these systems. One is that novice riders will have trouble inserting and releasing

their feet. Number two is the price—expect to pay \$250 to \$300 for a clipless pedal and shoe system, and that's per bike.

The final option is what I consider to be the best of both worlds. You can buy laminated straps that run diagonally across the pedal in a preset position. The rider inserts his foot into the strap pigeon-toe style and then straightens it until the ball of the foot is over the pedal axle. When the foot is straightened, the strap securely holds the foot and allows the rider to pedal in a 360 degree fashion. When the rider wants his foot out, all he has to do is rotate his heel outward and pull his foot out. The hands do not have to be used in inserting or extracting the feet.

This system is preferred by novices and experts because it affords the benefits of a retention system without giving the rider the feeling that his feet are trapped in the pedals. The cost of these grips is about \$25, which is substantially less than other pedal retention systems.

Handlebars. Over long periods of time, a rider's hands may go numb using standard one position handlebars. Clamp-on barends can relieve this problem. The barends either clamp over or clamp into the ends of the handlebars and look like

steerhorns. By turning the hands to the outboard position on the barends the rider uses a different set of muscles and tendons to support themselves.

Constant change of hand position will relieve numbness and reduce the chance of permanent injury to the tendons in the wrist. Barends also assist immensely in climbing hills because they incorporate the shoulder and back muscles.

There are also a variety of multi-position handlebars. These handlebars have the same multi-hand positions that barends provide while providing an additional aero position for motorcycling.

Water Bottles. Two water bottles and cages are optimum, but one will do. Use good quality, one piece aluminum cages. Super lightweight bottle cages made of other materials are a gimmick—they don't hold the bottles as well and they are more expensive. Bicycling is a very ad-oriented sport. Don't use water bottles with logos on them from companies that produce pharmaceutical drugs or alcohol, as this is detrimental to the efforts of programs like D.A.R.E.

Next issue I will talk about racks, bags and kickstands.

NEW RELEASE - COMING SOON!

"The Law's For All": VHS video aimed at law enforcement personnel, emphasizes the benefits of enforcing traffic laws written for all road users (bicyclists and motorists).

It is rare to see a police officer stop a bicyclist for a traffic violation, even though such enforcement offers a valuable opportunity to protect the public. Did you know:

- Bicycle crashes are the second biggest reason for hospital emergency room admissions for all ages nationwide?
- Second only to car accidents, bicycle accidents cause more deaths and injuries to children than either crime or disease?

Road safety, for bicyclists and motorists, comes from the four E's: Education, Engineering, Encouragement, and Enforcement of traffic laws for all users.

This video focuses on enforcement as the power of reinforcement of safe, lawful cycling. Segments include the benefits of enforcement; types of enforcement; targeted violations; start-up strategies; and some of the myths that have limited bicycle law enforcement in the past.

With technical consulting by Michigan State Trooper Don Reed and Coon Rapids, Minnesota,

Police Officer Kirby Beck, "The Law's For All" was professionally produced by Blue Sky Productions, with funding made possible by the League of Michigan Bicyclists.

The video, ready for distribution in late August, comes with a brochure describing the highlights of this growing national movement. Call the League for ordering information.

YOU CAN'T GET IT ANY CHEAPER

PRO DEALS FOR POLICE OFFICERS OR AFFILIATES ALL PARTS AND ACCESSORIES
DERAILLEURS, TIRES, SHOES
CAMELBAKS™, UPGRADES
SEND: NAME, ADDRESS, PHONE, AFFILIATION, \$3 FOR CATALOG
ANYTHING EXTREME

3126 W. First St. #94
Santa Ana, CA. 92703-3458
(714) 775-8714

IPMBA Sportswear - Don't Get Lost in the Crowd!

Polo Shirts

100% pre-shrunk cotton polos come in navy, white or red. Each has the IPMBA logo embroidered on the front. Price: \$24.95 plus \$3.75 shipping and handling. *Instructor shirt: \$25.95 plus \$3.75 shipping and handling.*

Baseball Caps

Six-panel twill baseball caps are perfect to hide that wonderful helmet hair! Available in navy, maroon, or white, with "IPMBA" embroidered across the front. Price: \$14 plus \$2.75 shipping and handling. *Instructor cap: \$15 plus \$2.75 shipping and handling.*

To order, call 1-800-288-BIKE or send a check to
LAB/IPMBA, 190 W. Ostend Street,
Suite 120, Baltimore, MD 21230.



*A DIVISION OF
J. MARCEL ENTERPRISES*

(206) 722-1412 • FAX (206) 722-1521

Liability - from page 1

number of bicycle vs. auto lawsuits.

In 1975, the average bicyclists' age was 17.7 years and in 1992 it was 27.5 years. One might assume that a higher average age would imply safer, more responsible drivers. Not so. Lack of proper training might be one of the major factors contributing to unsafe cycling.

About 68 percent of bicycle accidents occurred in urban areas. Adults averaging 25 years of age made up the majority of the bicyclist deaths. These factors may play a part in the increase in lawsuits.

The average lawsuit of bicyclist vs. motorist generally settles in favor of the bicyclist or the bicyclist's estate. This doesn't sound too bad so far for the bicyclist, but the insurance industry is fighting back, hiring experts to help them. In addition to bicycle safety expertise, often the expert will sport a degree in rocket launching or a similar degree in engineering or safety. The qualifications are often impressive; therefore, the opinions are persuasive.

The experts are effective in showing how the bicyclist's lane positioning, conspicuity and other factors may have contributed to the accident. With increasing frequency, the bicyclist is being found at fault in serious (non-alcohol involved)

bicycle vs. auto collisions, thus throwing the liability back onto the bicyclist and/or the agency.

Police officers on bikes have to adhere to a higher standard. Since you have been trained to ride safely, you will be expected not to cause a collision. You're not given much room for error, thereby shifting the liability to you and/or your department.

The only salvation you have is to observe the safety procedures you were taught and constantly think about effective cycling. If you have not participated in training, do so as soon as possible!

IPMBA has certified Police Cyclist Instructors throughout the US and Canada. For a complete list of IPMBA Police Cyclist Instructors and more training information, contact Robin Miller at 410-539-3399.

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:

VISA MasterCard

Card #: _____

Exp. Date: _____

Signature: _____

Make Check Payable to:

League of American Bicyclists

190 W. Ostend St., Suite 120

Baltimore, MD 21230-3755

1-800-288-BIKE (membership only)

(410) 539-3399

DUTY GEAR FOR BIKE PATROLS



Lightweight and flexible, an "Uncle Mike's" SIDEKICK PROFESSIONAL Duty Rig is ideal for the bicycle officer constantly on the move.

A full pound lighter than a similar leather setup, this combination of Cordura® nylon duty holster, belt accessories and sturdy nylon web duty belt is virtually indestructible. Yet it fits comfortably, makes no noise and is totally non-reflective.

Choose from radio cases, pager cases, epaulet microphone holders, magazine and speedloader cases, cuff cases, chemical agent cases and holders for flashlights, key rings, batons and latex gloves.

All at your nearest police, gun or sporting goods store. For a free SIDEKICK PROFESSIONAL catalog, write Michaels of Oregon, Dept. PMB, P.O. Box 13010, Portland, OR 97213.

UNCLE MIKE'S[®]
by Michaels of Oregon



International Police Mountain Bike Association Governing Board

Officer Allan Howard, Chair
Dayton Police Department
Bicycle Patrol
335 W. Third Street
Dayton, OH 45402
513/222-5206
(term expires Spring '97)

Sgt. Gary Gallnot, Vice Chair
Santa Monica Police Department
1685 Main Street
Santa Monica, CA 90401
310/458-8426
(term expires Spring '95)

Sgt. Tom Woods, Secretary
Denton Police Department
221 N. Elm Street
Denton, TX 76201
817/566-8181, 8188
(term expires Spring '95)

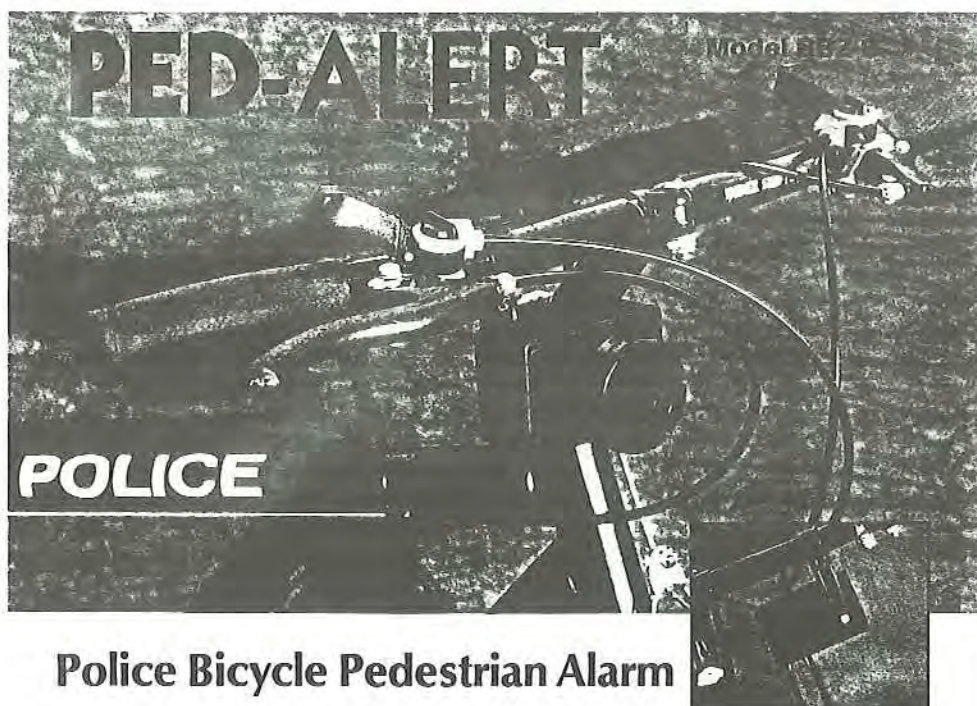
Officer Gary McLaughlin,
Newsletter Editor, West
Sacramento Police Department
813 6th Street
Sacramento, CA 95814
916/264-5392
(term expires Spring '96)

PPO Stuart Bracken,
Sgt. At Arms
Tacoma Police Department
930 Tacoma Avenue, South
Tacoma, WA 98402
206/591-5952
(term expires Spring '96)

Officer Kirby Beck,
Education Liason
Coon Rapids Police Department
1313 Coon Rapids Blvd.
Coon Rapids, MN 55433
612/780-6481
(term expires Spring '95)

Cpl. J. Andrew MacLellan,
Newsletter Editor, East
Baltimore County Police Dept.
Precinct #1
901 Walker Avenue
Baltimore, MD 21228
410/887-0872
(term expires Spring '96)

Sgt. Joseph Martin
Hayward Police Department
300 W. Winton Avenue
Hayward, CA 94544
510/293-7272
(term expires Spring '97)



Police Bicycle Pedestrian Alarm

The Letric Lites Ped-Alert was designed especially for police patrol bicycles, as an alternative to less efficient and more cumbersome, manually operated devices currently being used.

The Ped-Alert produces 97 decibels of intermittent signals that can be heard up to 50 yards. It can be easily activated by a push-on/push-off thumb button, making it an ideal pedestrian warning alarm.

Small in size and weighing only 10 oz., the Ped-Alert can be easily mounted to the handlebar with a one bolt bracket.

The Ped-Alert is powered by two 9 volt batteries, which should last up to six months with normal usage (three, 10 second bursts, daily). Units have no moving parts and are water and dust resistant.

Increase the effectiveness of your bike patrols with the Ped-Alert.

SPECIFICATIONS:

Size:	3 1/4" x 2 1/8" x 2 3/4"	Frequency:	2300 hz nominal
Weight:	10 oz. including batteries	Pulse Rate:	80 pulses per minute nominal
Sound Level:	97 db	Power:	Two 9 volt alkaline batteries <small>(Not Included)</small>
Hardware:	Single bolt handlebar bracket included.		

Letric Lites Co.®
5800 Midway Road • Fort Worth, Texas 76117 • (817) 831-0981 • Fax (817) 831-0988
800-972-1018 • Fax 800-658-2600

Police Mountain Bike Competition

Sponsored by the **Baltimore Police Department**, Southern District, this event is open to all local, state, and federal law enforcement officers and will take place September 10, 1994 on Rash Field, at the Inner Harbor.

Two-person teams will participate in a distance race, an obstacle course, and a bike toss (a bike is provided for this event!). A perfect way to see Baltimore's Inner Harbor.

\$25 entry fee - proceeds will benefit The Shoes for Sure Charity and The Signal 13 Foundation.

For more information, contact Sgt. Gearhart, 410-396-2499.
Call Today!



International Police Mountain Bike Association Education Committee

PPO Gene E. Miller, Chair
Tacoma Police Department
930 Tacoma Avenue, South
Tacoma, WA 98402
206/591-5952

Officer Jim Kirk
Tucson Police Department
270 S. Stone
Tucson, AZ 85702
602/791-5152

Officer Mike Goetz
Seattle Police Department
610 Third Avenue
Seattle, WA 98104
206/386-1850

Put these in your rear bag!

• **The Decision to Wear a Helmet is a No-Brainer** - Geared towards children, addressing their feelings about helmet use: "I'll look like a geek," "None of my friends wear one," "I don't need one if I don't ride on busy roads." Ten typical excuses for not wearing a helmet are discussed (and disputed) through light, humorous text.

• **10 Tips For Cyclewise Kids** - This handy card covers important safety features for young bicyclists to remember, like riding on the right, wearing a helmet, obeying traffic laws, and more. Perfect to give away as a basic educational piece or at the conclusion of a safety presentation.

Both cards are available from the League of American Bicyclists and are 8 1/2" x 2 3/4", printed on card stock paper. Cost: 1-100, \$.10/each; 101-500, \$.09/each; 501-1000, \$.08/each; over 1000, \$.07/each. For more information, or to order, call 1-800-288-BIKE.

Police Cyclist Lapel Pins

Flash your stuff – the perfect way to dress up your cycling uniform. This cloisonné pin will let everyone know you are a skilled police cyclist.

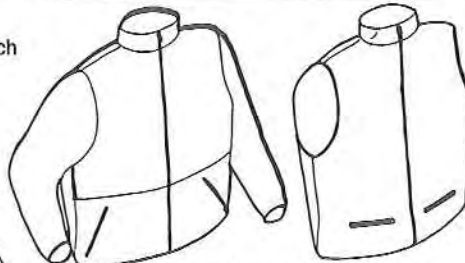
The pins are \$5.00, and can be ordered by sending a check to the League, or calling 1-800-288-BIKE with your Visa or Mastercard.



(The pin is gold with black writing and blue design)

"Code B" Jacket

- Ultrax version has a performance hood which stows away in the collar.
- Microphone clips to shoulder loop.
- Dual draftflaps over front zipper with Velcro.
- 2 hand zip pockets and 1 chest pocket.
- 15" underarm pit zips for venting
- Packs into back pocket making a fanny pack.
- Full back vent with optional reflectTape.
- Zip in liners.
- Available in Ultrax and Supplex versions.
- Two-tone and solid colors available

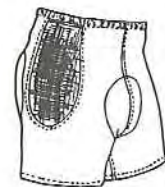


Polartec fleece liners.

- 100 or 200wt fleece.
- Zips into both jackets.
- Liners sold separately.
- Stowable.
- Zipper front.
- 2 slash pockets.

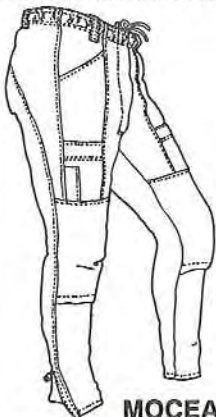
- Mic clips to shoulder loops.
- High cut funnel collar.
- 15" pit zips for venting.
- 2 front slash pockets.
- Velcro Cuffs.
- Zip in liners.
- Solid colors only.
- Available in Ultrax and Supplex

Standard Jacket



Chamois Skins

- Made of Supplex/Lycra; a comfortable, breathable, quick-drying, wicking fabric.
- Breathable, mesh side panels.
- Top of the line 3 piece synthetic supersuede chamois patch with a laminated foam nylon backing.



Pants and Shorts

- Elastic waist with zipper fly.
- Made of a uniform looking Supplex front.
- Highly abrasion resistant, stretch X-Factor back.
- 2 pen, hand, and F.I. card pockets.
- Pants have mesh lining, knee vents, and zippered cuffs



POLICE BICYCLE APPAREL

Designed by Bicycle Police for Bicycle Police

Available in Black, Navy, Sheriff's Green and Khaki. Ask for your colors! Sizes XS-XXL
All of our products are built to last due to reinforced bar tacking, high quality fabrics, workmanship and design.

MOCEAN 1611 Babcock Avenue, Newport Beach CA 92663 (714) 646-1701 Fax (714) 646-1590

Unit Notes

The **Aurora, IL Police Department** has been easing itself into a police-on-bikes program with the purchase of two bicycles in 1992 and two more in 1993. Now the Aurora Bicycle Club has purchased two Specialized Rockhoppers for the department. (*Reprinted from Illinois Valley Wheelm'n, May 1994*)

John Selesky, who happens to be a **police officer in New Brunswick**, said he had recently recovered a Merlin that had been unlawfully taken. How did he do this? His cycling background helped a lot when he saw an expensive bicycle being ridden by someone who didn't look like a serious cyclist. The combination of clipless pedals and sneakers raised his eyebrows. This led to questioning and the return of the Merlin to its rightful owner. Because of John's being alert, the story had a good ending. (*Reprinted from The Hub, May 1994*)

Minnesota Peace Officer's Guide to Bicycle Traffic Management

A handy booklet for law enforcement officers with information on elements of traffic safety, selective enforcement, enforcement options, accident reconstruction and more. \$2.00. Contact: Cynthia McArthur, MN Community Bicycle Safety Project, 340 Coffey Hall, University of Minnesota, St. Paul, MN 55108. This booklet is a must for every department, bike patrol or no bike patrol!

The **Baltimore County (MD) Police Department** recently began a C.O.P.'s (Community Oriented Policing) trading card program that is aimed at creating better understanding and communication between kids and police. With contributions from the Baltimore County Police Foundation, the department had 1,500 sets of cards printed, 16 cards to a set. Like baseball cards, each card has a photo on the front and a brief biography and anti-crime tip on the back. The initial set included Officer Albert Lindhorst from the County's Bike Patrol. When Officer Lindhorst first started handing out his cards, kids were running up to him instead of running away. Popular farther west, Baltimore County is one of the first on the East Coast to embrace the trading card idea with overwhelming success.

The **Newark Police Department** wishes to invite all Police Bicycle Patrol Units to its first **police bicycle competition** which will be held on Saturday, September 17, 1994.

The competition will take place in Branchbrook Park, Newark, New Jersey. The competition will be broken into two segments, a 16 mile endurance race and an obstacle course. Two-, three-, or four-officer teams will be eligible for prizes.

For more information please contact Sergeant Robert Barr or Police Officer Rosa Torres at 201-733-6105/6189.

IPMBA Notes

MARK YOUR CALENDAR

The Milwaukee Police Dept. is the proud host of the **5th Annual Police on Bikes Conference.**

Join other bicycle officers from throughout the country in Milwaukee from **May 4 - 6, 1995**

for the latest information and uniform/equipment exhibition. Don't miss the pre-conference **IPMBA PC Course, April 30 - May 4, 1995.**

Attention IPMBA PCIs

The following requirements must be met in order to remain active. Please make sure you:

- Teach at least one PC Course a year.
- Maintain current IPMBA membership.
- Are a current member of a bicycle patrol unit.

PC Course Updates

The Minnesota Board of Peace Officer Standards and Training has approved the IPMBA PC Course for continuing education. Has your state approved the IPMBA PC Course for continuing education or has it become POST certified? If so, please let Headquarters know, 410-539-3399.

International Police Mountain Bike Association

League of American Bicyclists
190 W. Ostend St., Suite 120
Baltimore, MD 21230-3755

NON-PROFIT ORGANIZATION
U. S. POSTAGE
PAID
BALTIMORE, MD
PERMIT NO. 7769