

# Police Bicycles and the Use of Force

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

At this year's annual IPMBA Governing Board Meeting, following the *Police On Bikes Conference* in Milwaukee, numerous topics were tossed around for discussion. At one point we were discussing our *Police Cyclist program*, and the liability issues that always arise when administering and accrediting such a program. One board member made the suggestion that we ask some defensive tactics experts to examine our techniques that involve the use of force. He thought it important to have them validated in order to protect ourselves legally. My comment was that *we ARE the experts* when it comes to using bicycles as a level of force. How many use of force *experts* have ever used a police bicycle to effect an arrest?

As all PC Course graduates are aware there are certain techniques and take-downs that are demonstrated, practiced or discussed in *Police Cyclist* training that involve varying levels

of force. The bicycle may be thrown at, pushed towards, or used to run into a suspect. It can also be used to increase the speed and force with which an officer physically contacts a suspect. A 15 mph collision with a suspect from a rolling half dismount will surely be seen as a use of force.

The *Use of Force*, or *Force/Resistance Continuum* is a model that has evolved into a tool that helps officers understand the levels of force which are deemed reasonable in various situations. It examines the levels of resistance or threat presented by an offender, and offers a choice of force *options* for officers. The model can be used to both defend or condemn officers. *All police officers should have a complete and thorough understanding of the Force/Resistance Continuum.* Hopefully your agency provides good training in the force

See *Police Bicycles* on Page 3

# Protecting Yourself

What a bike cop can do to protect himself or herself from administrative, criminal, and civil liability.

By Sergeant Joe Martin, Hayward Police Department (CA)

Below is a list that every bicycle cop should read carefully in order to ensure that they are knowledgeable about their rights and responsibilities regarding liability:

- Insist on having adequate initial and in-service training for members of your team.
- Keep records of your training.
- Make certain your agency has a reasonable bike patrol policy.
- Know the law relative to bicycle operation in your jurisdiction. Questions to obtain answers for are as follows:
  1. What is the legal status of bicycles in your state?
  2. Do the implied consent and driving under the influence statutes apply? Are the same laws used? How do they differ?
  3. List all the jurisdictions where you work. Examples: park districts or universities. Do they have regulations or ordinances restricting use of bicycles? Are there policing exemptions? How will this impact your operation?

See *Protecting Yourself* on Page 4

## INSIDE

Chair's Column .....	2
Letters to the Editor .....	6
Noteworthy .....	8
IPMBA On-Line .....	9
Training Tips .....	10



# IPMBA NEWS



Official Newsletter of The International Police Mountain Bike Association

# IPMBA, Then and Now

I'm writing this column from the yearly L.A.B. Board Meeting in Ashville, North Carolina. As you may know we hold a position on the L.A.B. Board, hence my presence at this meeting. I can remember when I came to my first L.A.B. Board meeting (then the LAW); I represented about sixty IPMBA members and was really unsure what I should ask for in terms of assistance. More importantly, I was unsure what I could promise the League in return for their help. Yesterday I was reminded by the L.A.B. President that IPMBA had many time over surpassed what I had projected, if not outright promised. After thinking about that I had to agree.

IPMBA has grown in a grand way, grander than any of us envisioned. This success has a responsibility that goes along with it. That responsibility is to push ahead and not rest on the organization's accomplishments. The reason for this responsibility is the future. The more we accomplish the better off bike cops are everywhere. In the last three years we've grown in size, from 60 to over 1,500. More importantly, we've honed and refined ourselves from cops wearing cut-off uniform pants riding donated department store bikes to highly trained, highly skilled professionals. We've taken an assignment that most of our peers thought was a joke and our administrators thought was a job for

slackers and made it an effective and respected law enforcement tool. Now that's an accomplishment.

By the time you read this the book written and compiled by the IPMBA Board, *The Complete Guide to Police Cycling*, will have been edited for the final time and be on its way to the printer. This book can be used with formalized PC Training or it can be used as a stand-alone training aide. As it stands now the



book will be available for sale in the fall of this year for a nominal fee. The proceeds from this book will go directly to IPMBA. The authors, including myself, believe the organization should be the sole benefactor. Please buy a copy of the book when it goes on sale and urge your fellow bike cops to do the same.

I have one last thing I'd like to touch on before I go, and it's a topic that has been touched on in past newsletters and more than once in this newsletter. IPMBA News was one of the first things we accomplished as an organization. It

was created to be an information pipeline to our members. An crucial part of this idea is that the information flows both ways.

In our own midst we have coppers that use bicycles for such a wide variety of things that the potential for new ideas is endless. Do your brother and sister IPMBA Members a service and write a letter to the editor or an article for the newsletter. Even if you don't consider yourself to be proficient enough to write technically, you can surely tell us how you do the job in your neck of the woods. You may know something you consider common but might be a revelation to the rest of us. The important part of that is this: how would any of us feel if we knew and used a particular tactic or technique that would have saved a bike cop from injury or even death but we didn't impart it to them prior to the tragedy? We have a responsibility to each other, let's take responsibility and action *before* something happens. Until next time, don't let the bad guys or the pavement magnet get ya.

-Allan

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# Police Bicycles and the Use of Force

Continued from page 1

continuum. If they don't, then I strongly suggest you get it on your own! The level of force used must always be justified and reasonable for the resistance or threat presented. Indeed, what difference does it make if an officer strikes an aggressor with a fist, a collapsible steel baton, or a police bicycle if the person is trying to hurt them? Your department may do well to protect bike patrol officers by writing policy that recognizes the potential of bicycles to be used as defensive weapons and approves using them as such when appropriate.

A bicycle was not designed as an impact weapon; neither were metal flashlights. Both can be used as impact tools in an emergency. If you have a flashlight in your hand when some dirthead decides to punch you, it is the fastest and easiest thing to strike back with. It certainly isn't a weapon of choice; it is a weapon of *necessity* in a dynamic and dangerous situation. If it is faster and easier to throw the bike at an aggressive and threatening suspect than it is to draw your baton or other weapon of choice, then the *bike* is a weapon of necessity!

The IPMBA *Police Cyclist Course* is effective because it not only trains bike officers to use the bicycle as a means of transportation, but as a tool to enhance their ability to safely and effectively perform their job. We do this by training students to think as *bike cops*, to use the bicycle as a complete tool, and to use tactics and techniques which meet that goal. We would be negligent if we didn't train officers to protect and defend them-

selves by using their bike!

If an officer uses a technique inappropriately it is matter between them and their department. IPMBA should not be held responsible for inappropriate use of force. There could be problems, however, if the PCI teaching a technique uses an example of when it could be utilized that would obviously constitute excessive force. Unfortunately there are some students out there who do not have a good understanding of appropriate use of force. They may take *literally* what an instructor tells them. *PCIs, if you want to see that you and IPMBA remain out of court, be very careful about the examples you use while training officers.* Be sure your examples fall within the most restrictive use of force policies.



IPMBA's expertise and interest in bicycle tactics involving a level of force is primarily in the technique itself. Is the technique safe, practical,

and effective? How does the technique work on the street against real bad guys? What are the elements necessary to safely teach the technique? Is it safe for students to practice in class, or does it require special safety equipment? What are the hazards of a technique? What injuries may occur to either the officer or the offender? Does any particular type of equipment enhance or hamper a technique?

That is where the input of every IPMBA member becomes important. In the June 1995 issue of *IPMBA News*

IPMBA Vice Chair Sgt. Tom Woods requested information from members regarding use of force incidents that involved the use of police bicycles. He also asked for information (and video) on any new techniques that members have developed and used successfully. Our goal is to keep our training at the forefront. We also want to assure that bike officers *survive* both on the street *and* in the courtroom. *We can't do it as well without your help!* Recognize that WE (The IPMBA membership) ARE the experts in the use of force with bicycles. Help IPMBA develop a data base to document and expand our expertise. Send your techniques and use of force examples into Tom at Denton (TX) P.D. ☐

## IPMBA MEMBERSHIP APPLICATION

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Telephone (\_\_\_\_) \_\_\_\_\_  
Police Dept. \_\_\_\_\_

Membership is \$40 for an individual, \$45 for a 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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Card#: \_\_\_\_\_  
Exp. Date: \_\_\_\_\_  
Signature: \_\_\_\_\_

Make Check Payable to:

League of American Bicyclists  
190 W. Ostend Street, Suite 120  
Baltimore, MD 21230-3755  
1-800-288-BIKE (membership only)  
410-539-3399

# Protecting Yourself

Continued from page 1

4. Are there restrictions concerning a cyclist's use of head sets (like a walkman)? Do you use radio equipment that may violate any such law?

5. How far to the right do you have to ride in the road? Under what circumstances allow you to ride otherwise? Can you ride two abreast? When?

6. Does state law or local ordinance require any audible signal device on your bike?

7. What kinds of lights and/or reflectors are required?

8. Are there any mandatory sidepath laws? Do they apply to cops?

9. Is a right turn signal given with the right arm okay?

10. Define the following terms: Highway; Roadway; Street; Road; Sidewalk; Shoulder.

11. What local licensing requirements exist? How do they apply to police bikes?

12. Can bikes be considered "emergency vehicles?" If yes, are there special equipment requirements?

13. Do you have a policy that addresses when to ride on sidewalks? If in pursuit would you be riding in violation of the vehicle code?

14. Are there any training requirements for bike patrol officers?

15. Do your sergeants/lieutenants/administrators understand the legal limitations and liability that affect bike

patrol operations? If they do not, who is in the best position to educate them?

- If your jurisdiction does not recognize police/EMS bikes as emergency vehicles, push for a state law to do so. Minnesota, Tennessee, and California already have laws on the books and can be used as examples.
- Know how bikes are listed in traffic collision reports.

Carefully examine the questions asked above and anticipate problems where operational needs may conflict with the normal rules. If you have the answers to these questions you know not only information that is vital to knowing your rights, but you have the facts for bicyclists in your community, too. □



## NATIONAL LAW ENFORCEMENT SPORTS FEDERATION "POLICE OLYMPICS MOUNTAIN BIKE INVITATIONAL"

The National Law Enforcement Sports Federation invites you to attend the Inaugural Police Mountain bike competition being held in St. Petersburg, FL October 27 & 28th 1995. The competition will take place along the wilderness trails in beautiful Fort DeSoto Park. The park is surrounded by the calm waters of the Gulf of Mexico.

Gold, Silver & Bronze Police Olympic medals will be issued for the first through third place. In addition cash prizes will be given in 1st through 3rd place. Police Olympic medals will also be given for 4th through 10th place winners. These awards will be issued in each age category. Cash awards \$100 first place - \$50.00 second place - \$25.00 third place.

### AGE CATEGORIES: Male & Female

Open To 30  
31 to 40  
41 to 50  
50 & Over

Four or more competitors will be required for each category. If there are not enough competitors in your age division, you will be placed in the next youngest division.

### EVENTS:

Fri.: Skills course and wilderness trail run  
Law Enforcement only.  
(This is considered one event.)

Sat.: 25 mile road race-  
Open to the public

### ENTRY FEES:

Fees includes a Police Olympic Tee-shirt  
\$35.00 each event  
\$50.00 both events  
Deadline: October 14th, 1995.  
Pre-registration event fee accepted until deadline, \$5.00 post registration fee after October 14, 1995.



FOR FURTHER INFORMATION, PLEASE CONTACT:  
Lt. Marvin Widman, Floyd College Police Academy, 706-777-2239/706-295-3850  
Sgt. Robert Barr, Newark P.D., 201-733-6105  
Ms. Carol William, Coordinator NLESF, 813-527-9203(1800-2200 only)

FOR AN APPLICATION, PLEASE WRITE TO:  
National Law Enforcement Sports Fed, P.O. Box 76039, St. Petersburg, FL 33734



# 1st Troy Police Family Fun Ride a Success Despite the Rain

By Ptl. Alan Clark and Ptl. Jim Richardson, Troy Police Department (OH)

Troy, OH. On May 13, 1995, Ptl. Richardson and I held the city's first *Troy Police Family Fun Ride*. After riding with the San Antonio P.D. in the *Kids and Cops Ride* at the 1994 Police on Bikes Conference, I thought about organizing a similar ride for our city. After speaking with T.J. Richardson, an officer from San Antonio P.D. and the organizer of the San Antonio ride, he gave us a lot of support, explained to us how he accomplished putting together his ride, and prevented us from "re-inventing the wheel."

Like T.J., we were able to get together with our local hospital, Upper Valley Medical Centers, which provided and served the food, provided a computer generated participant list and manned a check-in station. Our local Emergency Medical Services Coordinator and Premier Health Services bought bicycle helmets to give away to the first 200 elementary school students (grade 1-6) who were registered and accompanied by a parent. Our DARE Unit Purchased 50 helmets to give away, had free DARE items to give away, and also hired a DARE rock band. We had a local bike shop, REBIKE, agree to do a free bike safety inspection prior to the ride.

For days before the ride, we watched the weather forecast tell us the day was to be clear and nice. After approximately nine months in preparation, with the ride scheduled for check-in at 0800-0945, the usual happened as we went out the door: it started raining. Despite the weather, 47 kids (77 had signed up originally), along with their parents, rode off as planned for the two mile ride. Troy's Fire Department has a bike paramedic program which also accompanied us on our ride for any potential First Aid problems. Afterwards it was food and entertainment. Our local Air Ambulance, "CAREFLIGHT," made a scheduled appearance which the kids enjoyed seeing. We were able to hold the

post-ride festivities inside an arena since the weather was inclement.

Troy is a city of approximately 25,000 people and we felt that this was a successful event despite the limited promotion and the

weather. Held in conjunction with our county's Emergency Medical Services Week, it was a great cooperative effort.

We plan to offer the ride again next year, hopefully with sunshine. □

## CRASH PACK

### FIRST AID KIT

#### Never fall down?

Knock on wood and all that — we hope you never do! We also hope you'll never need that umbrella, spare tire or insurance policy, but being prepared sure can make you feel better.

The Crash Pack was designed to be so light and compact that bicyclists can forget about it while they're riding, yet so complete that they'll have every first aid item they might need on the road. Even the most experienced riders know that falls happen...so do insect bites and lots of other minor emergencies that are part of life outdoors. Even if you never need the Crash Pack yourself, you just might have a fellow officer who's awfully glad you were prepared.

Make sure the Inevitable won't keep you off duty — ride safe and always carry a Crash Pack!

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Dear Editor:

I wish to thank the membership of IPMBA for electing me to represent them on the governing board. I consider it both an honor, and a challenge.

The concept of "police on bikes" has been proven to be a very effective law enforcement tool. IPMBA has, and continues to be, the standard in this law enforcement area. However, in order to remain so, your continuing input is vitally important. As your newly-elected representative, I solicit your comments and suggestions, as well as information concerning your needs.

In addition, if you are ever in Chicago and want to ride along with the Chicago Police Bike Patrol, please feel free to contact me.

Sincerely,

Sgt. Tom Northfell  
Chicago Police Department  
Bicycle Patrol

Dear Editor:

I am pleased to announce the COPS Universal Hiring Program. This program is designed to support the hiring or rehiring of sworn law enforcement officers for deployment into community policing. Existing state, local, Indian Tribal law enforcement agencies, as well as departments serving specialized jurisdictions and government entities wishing to form new police departments are eligible to apply.

The COPS Universal Hiring Program represents the next step in the Department of Justice's efforts to work with communities across the country to put 100,000 additional police officers on America's streets. So far, thousands of police and sheriffs' departments have been authorized to hire close to 17,000 new officers and deputies under previous grant

programs. Universal Hiring will give many more communities the chance to increase and improve policing services for their citizens.

**Universal Hiring will give many more communities the chance to increase and improve policing services for their citizens.**

If your agency has already received a "COPS FAST" or "COPS AHEAD" grant to hire officers a COPS Office staff member will contact you concerning how to participate in the Universal Hiring Program.

Should you have any questions, or would like to

order a Fact Sheet and Application Kit, please call the Department of Justice Response Center at 1-800-421-6770. We look forward to receiving your Universal Hiring application.

Sincerely,

Joe Brann  
U.S. Department of Justice

## IPMBA News

Newsletter of  
The International Police  
Mountain Bike Association,  
a division of  
The League of American Bicyclists  
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Submissions are welcome. Please send to:  
IPMBA News, 190 W. Ostend Street, Suite  
120, Baltimore, MD 21230-3755.

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Dear Editor:

On October 20, 1995, John Jay College (City University of New York) will be holding a conference on criminal justice training and education. This is an area which had been neglected at the conference level and thus the efforts and accomplishments of many in the field have long been overlooked. With this in mind, a special issue of *Journal of Criminal Justice Education* will be devoted to proceedings of this conference.

The conference, a first of its kind anywhere in the United States, will address such issues as: education for criminal justice practitioners; appropriate in-service training and education; criminal justice education for liberal arts students and undergraduate majors in criminal justice.

Sincerely,

Eli B. Silverman, Professor  
Department of Law and Police Science

(Editors note: those wishing to obtain more information about this conference can call 212-237-8375 or fax 212-237-8309.)

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## The League and IPMBA - a Common Bond



IPMBA member R. J. Sullivan of the San Diego Harbor Police (CA) met two League of American Bicyclists members, their names unknown, on their 26th day of a trip from British Columbia to Mexico. The gentleman on the right is seventy-four, the one in the center is 64, and R.J.'s partner, Ellen Broening, would not divulge her age!

- Contributed by R.J. Sullivan

## Stealth Bike Strikes Again

For several months prior to our bike patrol "officially" starting, we encouraged the officers to get acquainted with the bike and ride as much as time permitted.

One month before our start date, Officer Charlie Stewart spotted three male subjects walking away from the Fourth of July crowd and into an open field. Stewart rode toward them on his bike and could see that they were smoking from a pipe. The three looked up, saw the bike approaching, but went right back to smoking. Stewart rolled right up to the subjects, still smoking. They were arrested for possession of marijuana and drug paraphernalia. Their response was perfect, "!?X@...when did you guys get bikes?" and "Cool bikes!" A big drug case it was not, but it confirmed just how effective the bike patrol would be.

Contributed by Officer John Grisetti,  
Roanoke College - Office of Campus Safety (VA)

## Springfield Technical Holds Successful Rodeo and Competition

On May 7, 1995, the Springfield Technical Community College Police Department along with the Head Injury Education and Advocacy Program sponsored a bicycle Rodeo at our college.

Approximately 25 children participated in a skills course and a class regarding bicycle safety. With police officers from the Pittsfield Police Department (MA), Ludlow Police Department (MA), S.T.C.C. Police Department (MA), and the Hartford Police Department (CT) serving as instructors, the kids practiced and demonstrated their skills. The Hartford Police Department, the Pittsfield Police Department, the Ludlow Police department and the S.T.C.C. Police Department participated in a competition after the kids portion of the day. It was a great success.

- Contributed by Timothy Sheehan, S.T.C.C. Police Department



Pictured above are some of the bike cops who participated in the rodeo and competed at the competition at Springfield Technical Community College (MA).

### Bicycle Traffic Seminar

Tuesday, September 19, 1995

from 8:00 a.m. to 12:00 p.m.

at the North Central Texas Council of Governments

presented by Bowman-Melton Associates

Call 817-640-8251 for information or to register

*Topics of discussion: making bicycling safer; how law enforcement can improve bicycle safety; how volunteers can teach kids to be safe on bikes.*



## IPMBA On-Line



The following would welcome computer correspondence from fellow IPMBA members. *Send your address in!* IPMBA's on-line address: [bikeleague@aol.com](mailto:bikeleague@aol.com)

Neil Cook, IPMBA member and one and 1/2 year bike squad member from Nashville, TN.

[ncookcpt@aol.com](mailto:ncookcpt@aol.com)

Peter Latona, IPMBA member and patrolman for the Village of Pewaukee Police Department, WI.

[platona@carroll1.cc.edu](mailto:platona@carroll1.cc.edu)

Steve Deutsche, IPMBA member and supervisor of the Alameda Police Department's Bike Unit, CA.

[pwrslider@aol.com](mailto:pwrslider@aol.com)

Michael McClain, IPMBA member and officer for the San Diego State University Police, CA.

[mcclain\\_mike@mailgw.sdsu.edu](mailto:mcclain_mike@mailgw.sdsu.edu)

*Internet address:*

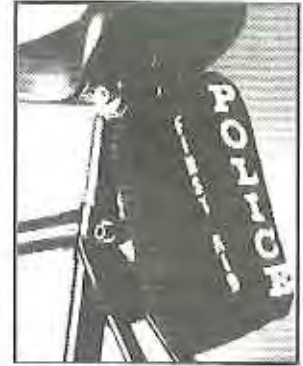
<http://www.dps.sdsu.edu>

### IPMBA Police Cyclist Certification Course

September 11, 12 & 18, 19

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# 2nd Annual Baltimore Police Mountain Bike and Strength Competition



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September 23, 1995

Contact: Sgt. V. Gearhart  
Agt. L. Towers

FAX 410-396-2179  
Voice 410-396-2127

Voice 410-396-2499

## WHEN THE MERCURY RISES, DRINK UP

By Jennifer Horan, IPMBA Manager

On Saturday, July 15, 1995, a 37-year-old National Park Service Ranger collapsed while on bike patrol. The temperature was 102. The ranger, whose name had not been released as we went to print, worked out of Fairfax, VA. Two Fire Department rescuers attempted to revive him with cardio-pulmonary resuscitation. Their efforts failed. The cause of death was a heart attack that was brought on by the extreme heat.

Please let this untimely death serve as a reminder of the most basic tips when riding in hot weather.

### Some Facts

- A typical adult loses about one to two liters of fluid per hour working or exercising outdoors in extreme temperatures.
- People have notoriously poor thirst sensation, so, by the time you feel thirsty, you have already started to become dehydrated.
- Drinking copious amounts of liquids when the mercury soars, whether or not you feel thirsty, seriously decreases the chances of dehydration.
- Extreme heat affects the brain - impairing judgement and producing confusion that may mask the true nature of the problem. In conditions of extreme heat and high humidity, organ functions are seriously disrupted and crucial cells and proteins in the body break down.
- The brain controls body temperature. The control center is the hypothalamus, which monitors temperature signals from internal organs as well as the skin, limbs and blood. When the external temperature is above the body's 98.6, the hypothalamus alerts the body, stimulating sweat glands and dilating blood vessels in the skin. Profuse sweating begins, the first step of overheating. A little sweating is acceptable;

however, excessive sweating can lead to lack of fluids, causing blood pressure to drop, and causing the body's finely tuned mechanisms for regulating temperature and cooling to start malfunctioning. This can lead to heat exhaustion or even to heatstroke.

### Heat Exhaustion

- Heat exhaustion occurs when the body runs short of water and salt.
- *The initial symptoms are:* face is pale; headache; nausea; cool skin, clammy; sweating profusely; disorientation and confusion are common.
- *The later symptoms are:* collapsing; heatstroke.
- *First Aid:* find cool shade; drink water with two teaspoons of salt per liter.
- *Precautions:* drink a lot of water; get enough salt; stay in the shade as much as possible.

### Heatstroke

- Heatstroke occurs when the body's sweating mechanism breaks down and the body overheats.
- *The initial symptoms are:* face is flushed; headache; nausea; skin hot and dry, no sweating; body temperature is 104 or higher.
- *The later symptoms are:* confusion, shock and coma.
- *First Aid:* cool victim down immediately; place in shade; wrap in cool, wet sheet; call medical assistance. If it is not treated, damage to organs and cells is simply too overwhelming and death results
- *Precautions:* drink a lot of water; get enough salt; stay in the shade as much as possible. □

## BASIC TIPS FOR HOT WEATHER RIDING

- Dramatically increase your intake of water, especially before, but also during, your patrol.
- Have two water bottles on your bike, filled to the brim with cool water. Drink eight ounces every fifteen minutes. The bare minimum is at least one water bottle (32 ounces) per hour. Keep in mind your own body needs. Be sure, however, to drink slowly; drinking large amounts of water quickly could cause cramps.
- Avoid sugary and caffeinated beverages.
- If at all possible, wear clothing that will whisk sweat away from your body, keeping your body temperature low.
- If riding in extreme heat, and you begin to feel nauseated or dizzy, find a cool spot and slowly drink water. Also, if possible, plan stops in cool areas - either in shade or in air conditioning; this will cool your body temperature.
- Eat something light before going on patrol. Salads and fruit help replenish fluids, while meat and other protein-laden foods increase the body's metabolic rate (using water to digest the protein, thus eliminating your body's water from the necessary usage later on.)
- Drinking commercially available electrolyte drinks does help on a long term basis because these fluids are maintained in the body longer than plain water. However, they do not *substitute* for plain water.

## WANTED: NEWSLETTER AUTHORS

By Corporal Andrew MacLellan, Baltimore County Police Department, Baltimore (MD)

The strength of I.P.M.B.A. has always been input from all of the members. Everyone in this organization can provide valuable information that we all can benefit from. You don't need to be a professional writer to write for I.P.M.B.A. News. We need to hear from you in writing. Send us your war story, training tips, nutrition helper, unit profile or anything else you can think of that is relative to bike patrol. If you are so unfortunate to hit the road on something other than two wheels, send us a write up on the accident. It may contain valuable training information. Don't forget the photos!

Don't be hesitant to write an article, even if you have not written anything in years. That's what we have editors for. Of course, we would love to receive this information on a 3.5 disc, IBM formatted, in either Wordperfect 5.1 or 6.0. If you don't have the luxury of a computer with those programs, send us a typewritten copy. If you absolutely must, send in a NEATLY hand printed copy. Please avoid the scribble on the bathroom stationary. Please include your complete name, rank, department, address, and phone number. Now, where do you send it?

If you work east of the Mississippi River, send your article to the East Coast

Editor; if you work west of the Mississippi River, send your article to the West Coast Editor.

For our members in Canada, if you work in Ontario or eastward, send your article to the East Coast Editor; if you work in Manitoba or westward, send your article to the West Coast Editor.

A.P.M.B.A. members, that's the Australian mates, send your articles to the West Coast Editor.

Don't be bashful, we want to hear from everyone. If you miss a deadline, well, it will be early for the next newsletter. Thanks in advance. □

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### What's Everyone Else Riding?

By Gary Meyer, Milwaukee Police Department (WI)

If you came to the IPMBA Police on Bikes Conference in Milwaukee, and happened to bring along your Trek, you probably had a hard time finding it in the bike storage area. The reason for this was because there were so many other bikes that looked just like yours. I was fortunate enough to come into possession of the bike registration records after the conference was over. Police love numbers, so before I even realized what I was doing I found myself counting up how many bikes there were and what brands were represented. There were 261 bikes registered. They broke down as follows:

Brand	Number of Bikes	% of total
Trek	109*	42%
Cannondale	35	14%
Raleigh	33	13
Specialized	20	8%
Schwinn	14	5%
GT	6	2%
Diamondback	6	2%
Giant	5	2%
Bianchi	4	2%
Mongoose	4	2%
Rocky Mountain	4	2%

\*30% of these bicycles were rented from a local bike shop who was a retailer of TREK bicycles

The other 21 bikes were divided up among 13 other brands. Clearly, Trek has grabbed the major share of the police bike market. True, these statistics are somewhat skewed by the fact that the conference was in Milwaukee and the Trek Police Bikes are built there, and the thirty + were rented out, but it is obvious that Trek has grabbed the major share of the police bike market.

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