



IPMBA NEWS



Official Newsletter of The International Police Mountain Bike Association

Working with Vendors

Outfitting a Bike Patrol

By John Hamrick
California State University, Sacramento

Ideally, only one officer per department should contact vendors so that consistency is maintained throughout the process and one-to-one relationships can be developed. Usually, vendors will have designated a company employee to handle sales for their law enforcement purchase program. Most often, this person will be some sort of manager or even the owner of the business itself.

When you make that initial inquiry with a vendor, introduce yourself and give a quick rundown of your bike program and what type of exposure the vendor's product will receive. If you are not sure what to order or need to evaluate further, ask for a catalog and price list. If you are ready to order, tell your contact what you need and verify the price. You'll need to add shipping fees and sales tax if purchased within the same state.

Most companies will allow individual officers to purchase equipment at the same price the department pays since some officers have to buy their own equipment. Be up front and let the vendor know what you are doing. The majority of companies will require that the order be placed on department letterhead while others have their own form that you fill out.

Some vendors will accept a purchase order while others require a money order to receive the best prices. Each vendor is different, so ask each one what is required or preferred to purchase their product. Also, try to consolidate your order into a larger purchase with each vendor rather than piecemeal smaller orders.

Keep vendor prices confidential. Nothing can kill special pricing quicker than boasting to your neighbor or someone on the street that certain manufacturers are giving cops wholesale prices or less for bikes and accessories. This information will surely get to the local bike

Vendors Continued on Page Two

Winter Riding Tips

Slip Slidin' Away...

By Gary McLaughlin, Editor IPMBA News
Sacramento Police Department, Calif.

The prettiest time of the year has just passed with the trees dropping their colorful leaves as we enter into winter. With the change of seasons, new hazards arrive: rain, leaves, and other slick surfaces. We now have to worry about slowing for turns when the road is covered with leaves, stopping in time when our wheel rims are wet, and running over metal objects that may be slick. These hazards have raised their ugly heads, but we can all survive by devoting some time to the following areas:

TIRES - Air pressure becomes very important during the rainy season. You can lower your air pressure 5 to 10 psi from the manufacturer's suggested lowest tire pressure printed on the side of the tire. Once this has been done, you will have more traction because your tire will have more surface area. However, one must be careful when jumping curbs or doing steps, as snakebites (two small parallel holes resulting from the rim hitting the innertube) become a problem with lower pressure.

BRAKES - Both wheel rims will have to be dried before the brakes stop your bike. You can accomplish this by pumping your brakes before applying constant pressure. It is important to remember to slow down before riding through leaves, rather than braking once you are in them. If you have not already replaced your brake pads it is a good idea to do so before the winter season. *For more*

information on proper braking techniques, see Allan Howard's braking article in the November 1992 issue of IPMBA News.

LEAVES - This new ground cover will present problems if you do not ride with caution. If you cannot avoid riding through the leaves, remember to brake before you hit a patch of leaves and stay as upright as possible on your bike.

Slip Continued on Page Five

INSIDE

Choir's Column	2
Make the Switch	2
Your Bicycle Helmet	3
Unit Profile	4
Braking Techniques (part II)	5
Uniform Needs	6

Make the Switch

By Kris LaFond and Shawn Grady
California State Police

Attention Vista-Lite users! There's a better way to control your light than by pushing a button. It's called a switch. That's right, a switch. Imagine having the convenience of a switch at your fingertips to independently control your tail lights. It's an absolute must for bike patrol cops. While on patrol, my partner and I have found the switch's versatility to be indispensable.

A switch has many advantages. It will, for example, eliminate having to stop and manually turn on your light. If you haven't been stopping, it will eliminate another problem, a crash! It will also provide independent control between your front and rear lights. Additionally, it can provide instant black-out capability for the super sleuth in all of us.

The conversion is not very time-consuming and quite simple. It doesn't require an electronics degree, but it will require some special equipment. You'll need some small gauge wire (22-24 gauge), a small toggle switch with two contact leads (1-3 amps is okay), acid base solder, a small-tipped soldering gun or stick, and a small Phillips screwdriver. If you don't have any or all of this equipment, an electronics shop, hardware store, or fellow cop, will. Also, you will need to mount the switch. This is by personal preference, but I used a small thin band of aluminum. I drilled a hole in each end and wrapped it around my handlebars. Then, I put the switch through the holes and screwed it on with the nut which came supplied with the switch. To assemble the switch, I suggest the following:

Step 1: Remove the lens and the batteries from the light.

Step 2: You'll see a circuit board attached to the shell of the light. The board is attached by two Phillips screws. Loosen the screws, and one side of the board will lift free. This must be done carefully because only one side will lift free. The opposite side is connected by wires, thus prohibiting it from being lifted free as well. Directly under the side of the board that lifts, is a small black box. This is the light's control button assembly. Do not panic. You will see two separate copper leads (no pun intended) on the outside end of the button box. This is the heart of the matter. Your objective is to solder a piece of wire onto each of those leads, using the least amount of force necessary.

Step 3: Determine the length of wire you'll need between your switch and light. You'll need two pieces of wire, one for each lead.

Step 4: Solder one wire onto one of the leads, then solder the second wire onto the other lead.

Step 5: Feed the two wire ends through the available hole in the back of the light. It will be easiest if you remove the yellow piece of rubber. The button will still be functional so make sure the wires do not interfere with it. Be careful not to pull too hard. Alternatively, if you prefer that the button remain intact, drill a small hole in the back of the light and feed the wires through that way.

Step 6: Re-attach the circuit board with the two Phillips screws.

Step 7: Examine the switch, there should be two leads on it. Wrap a wire around each lead. Before soldering, test the light. If it works, then solder them on one at a time. Afterwards, use electrical tape, or a sealant, to cover the switch contacts.

Step 8: Finally, pat yourself on the back; you've got a new gadget. Also, if you're feeling resourceful you may want to put male/female connectors on the wires closest to the light in the event that you need to remove the light. This will save you from having to take the whole assembly off. Additionally, you should use a sealant (silicone) to seal the hole where the wires exit the back of the light. Feel free to give us a shout if you need assistance.

Please note: At the time of publication, we do not know if these changes will reduce the battery life or negate the warranty on the Vista-Lite. If you are concerned with these possibilities, please check into this before making the conversion.

Vendors From Page One

shop who will then complain to the manufacturer. The manufacturer has no choice but to side with his dealers, aka local bike shops, and stop selling direct to cops.

After your order is received, thank each vendor with a letter from the Chief, Sheriff, or department head, and include a photo of your bike officers and bikes to show that the vendor's equipment is really being used for police work. Give praise to vendors for their products or make suggestions on how products can better serve in the field. If your department will allow it, suggest to the vendor that your officers may be used as models showing off their equipment in a future ad or catalog.

Just remember that the way you conduct yourself in this process may have far-reaching consequences on the way police bike patrols purchase their equipment.

Police Cyclist Certification

By Allan Howard
Dayton Police Department, Ohio

I just returned from the L.A.W. Board meeting in Baltimore, MD. It was there that I presented our "Police Cyclist" Certification proposal and it was unanimously approved. The L.A.W. Board wholeheartedly supports IPMBA and it's wishes to have a special certification process.

Hopefully, we'll be able to graduate the first group of Police Cyclists at the Police on Bikes Conference in May. Along with that, I'd like to see the instructor test on-line so we can make our certification program the standard. If you are interested in becoming a Police Cyclist Instructor, start compiling your resume now. We'll have more information on instructor certification closer to the conference.

Please forgive the brevity of this column, the Police Cyclist Certification has taken alot of time out of my schedule. I hope you enjoyed the breaking tips in the last *IPMBA News*, so until next time, don't let the bad guys or the pavement magnet get ya.

IPMBA News

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Your Friend, Your Bicycle Helmet

By Richard Corbett, I.A.W. Cycling Education Committee Chair

Until you crash in it, you'll probably think of your helmet as merely another piece of equipment. A piece of equipment you are probably REQUIRED to use, the same as several others. One that you may get teased about.

It sits there, on your head, "messing up" your hair, cutting down the air flow on warm (hot?) days, and allowing too much on cool (cold?) days. Too often, you have to figure out what to do with it when you stop. It gets grungy from the dirt and grease that gravitates to a cyclist's hands, not to mention from your sweat.

It's special though, because just like your bulletproof vest, it may someday save your life. More likely, in a "minor" incident, it will prevent an injury that might "only" result in reduced mental or physical function. There was a brief column in the second issue of *IPMBA News* about helmets, but some departments still aren't using them, and procurement officers are unsure what to look for in a helmet.

I'm alive today only because I was wearing a bicycle helmet ten years ago when I left the road at 35 mph, and went headfirst into a large rock. Two other times, in minor falls, my helmet has saved me injury of one degree or another. I'm a true believer. For most of you, though, your helmet will continue to be a piece of protective equipment. What care does it need? How long will it last? Is there a "better" helmet than the one you have? Let's look at answers to these and other questions about helmets.

When I started wearing a helmet in 1976, hard shell helmets were the only choice. My first helmet was the Bell Biker (looks like a turtle shell with vent holes). It was (still is, actually) somewhat heavy, and not real well ventilated; BUT it provided Snell level protection. It was one of these that saved my life in 1982. There are now three distinct types of helmets; Hard shell, Micro shell, and No shell (sometimes mistakenly called "soft" shells). I'll discuss each in turn.

HARD SHELL

What features distinguish a hard shell helmet? More than anything else, the hard shell's ability to protect against penetration makes it special. A hard shell will also spread the energy of an impact over a greater area, creating less concentrated impact force on the wearer's head. We also know now that a helmet with a shell will skid better, decreasing the chance for neck injury in such a situation. Wearing a hard shell regularly will make one's neck muscles stronger, thus decreasing

the chance of neck injury in a crash. And, hard shells generally have the best durability, so they will last longer and look better over their useful life.

There aren't many hard shell brands left to choose from. However, one of the best ever made, the Bell V-1 Pro, is still made. It provides Snell protection, has very good ventilation, and looks good. If not stored in high heat and/or direct sunlight, it can last many years (at least five). It (like virtually all hard shells) has excellent durability. The hard shell is easy to clean, and the



sizing pads, which attach with Velcro, are polypropylene faced to wick moisture and small enough to allow excellent air circulation. The buckle on the current model is small and easy to use with one hand.

Hard shells? They're my choice for safety and durability.

MICRO SHELL

The durability of a hard shell, combined with the light weight of a no shell, are the hallmarks of micro shell helmets. They offer skid capacity similar to hard shells. The micro shell is generally only 20 to 30 percent as thick as a hard shell, thus micro shells weigh an average of 9 to 12 ounces, compared to 12 to 16 ounces for hard shells (remember the exercise benefit of a heavier helmet, though). Thin micro shells offer some penetration resistance, but only a fraction of a hard shell. The thinness of the shell means that there is almost no impact spreading capability.

I don't have a favorite micro shell, though I do use one part of the time. Micro shells are the most rapidly expanding segment of the helmet market,

and with good cause. The average micro shell will provide good protection and have excellent ventilation, moderate weight, stylish looks, and very good durability. Watch out for large sizing pads - these inhibit air flow, and thus, cooling. Also watch out for straps that work awkwardly. If the straps are attached to the shell with metal, the metal may rust when you sweat on it.

Micro shells? I like them for durability, safety, and comfort.

NO SHELL

While I can cite all the weaknesses of no shells, I must admire the tremendous positive impact they have had on helmet use. It is the no shell helmet that truly broke the barrier to widespread helmet use among cyclists. And, they DO provide impact protection. At least for the first impact (several brands have internal reinforcement to prevent breakup on the first impact - most do not though.) Almost all brands require that the lycra cover be in place in order to meet impact standards (the cover keeps the pieces together long enough to satisfy the standard). No shells are the champs when it comes to ventilation and lightness, even though micro shells are gaining fast. Durability is a weak point of no shells. They have a nasty habit of breaking when dropped, or when squeezed too hard. The previously mentioned lack of second impact capability (for most brands), the lack of a shell to spread impact, and the distinctly inferior skidding ability make no shells the last choice of most well-informed cyclists. That is, of course, unless they hold the mistaken belief that THEY won't ever crash.

No shells? I like them for getting so many people into a helmet.

ADJUSTMENT

For your helmet to be comfortable AND safe, proper adjustment is essential. Try to get a shell size that fits fairly closely without large sizing pads. Make certain that the sizing pads result in a snug (not tight) fit. The straps should be adjusted so that the helmet is level, NOT back on your forehead. Test the fit by pushing back on the front of the helmet with the heel of your hand. If the helmet will push back more than 1 to 2 inches, the straps are not properly adjusted. If necessary, readjust and tighten the straps.

How tight should your chin strap be? Tighter than you would imagine! Use a simple test - if my little finger is hard to fit between my throat and the strap, the strap is tight enough. If I can fit any other finger, or the little finger is a loose fit, my strap needs tightening!

Helmet Continued on Next Page

Unit Profile

University of Massachusetts/Amherst P. D.

By Robin Miller, IPMBA Coordinator

After two years of planning and organizing, the UMass Police Department in Amherst, Mass., began its bicycle patrol in the second week of October, 1992. Thanks to the efforts of officers Mark Whelihan and Thomas O'Donnell, the patrol is now operating 24 hours a day.

The officers on the patrol are volunteers, and use their clothing allowance to buy all their own riding gear. The unit does not have any outside sponsors, and started out by purchasing their first

two Nishiki bicycles with money from the department budget. Plans are underway to expand the patrol and purchase additional bicycles in the future.

The goal of the unit is to be highly visible in the daytime hours and focus on both stealth and visibility during the night. They have found the bicycles to be an extremely effective parking lot patrol.

According to Officer Paul Vlach, Unit Coordinator, "other officers see the patrol as both productive and versatile." Students had varying

reactions at first, grinning and giving the officers funny looks, but "after a couple of days, students were waving and saying hello to the officers."

In addition to responding to the full spectrum of crime, the UMass Police Bicycle Patrol is working with the local Kiwanis club on several projects. These projects include getting a rail trail conversion underway and supporting programs for helmet use and bicycle safety education. The unit is also acting in an advisory capacity to the Department of Environmental Management on safety issues.



The University of Massachusetts/Amherst Police Department Bike Squad.

IPMBA - The Real Thing

With the growing popularity of police patrols, many entrepreneurs have started their own associations and/or newsletters.

For national networking, a bimonthly newsletter, and an annual conference, however, IPMBA is the only choice. Our association is made up of police officers for police officers.

Additionally, as a division of L.A.W., we have the benefits of 112 years of membership experience and contacts with 23,000 bicyclists across the country.

Helmet From Page Three

CARE OF HELMETS

A few simple precautions and some simple maintenance will help keep your helmet clean and intact, so that it will last longer. DO wash your helmet regularly, with a soapy cloth, both inside and out. Remove the sizing pads and soak them. Fill a pail with soapy water, then place your helmet on a thin wood strip, so that the straps hang into the water. Let them soak for an hour or so, then squeeze them out, and rinse them. You will be pleasantly surprised at how much "nicer" your helmet is after it is cleaned.

Check your straps where they attach to the shell, for wear or fraying. If you do find wear or fraying, have straps replaced, or replace the entire helmet. With no shells, check for cracking of the helmet, especially near the strap attachment points.

As mentioned earlier, keep your helmet away from high temperatures and/or direct sunlight (it is

Equipment and Uniforms

Mt. Bike: ...Nishiki and Peugeot
Helmet:Pro-tec
Shorts:Lycra lined under
black military BDU
cargo pants
Shirt:standard uniform,
black turtlenecks
instead of standard tie
Shoes: ...duty paratrooper boots
or Code Three
chukka boots
Radio:Maxon
Mt. Bike Training: ...one course
of bike officers:7
Information: (413) 545-2121

okay to wear your helmet in the sun - just don't leave it in a closed car on a hot day).

LIFE OF A HELMET

How long will a helmet last? If you crash in it, it almost certainly will have "given its life" to save yours. It will have to be replaced. If the impact is minor, you may not have to replace it, but use your judgment, and err on the side of safety if there is any doubt. Helmets are cheap compared to the consequences. If you don't crash, how long should a helmet last? There are no hard and fast rules for helmet life. I think how well you care for your helmet and how much you use it are the major factors in deciding when to replace it. In general though, consider replacing a helmet that is worn daily every 3 to 5 years. To paraphrase an advertising slogan, "YOUR HELMET, DON'T LEAVE HOME WITHOUT IT".

Proper Braking Techniques to Stop on a Dime (part II)

By Allan Howard
Dayton Police Department, Ohio

In the November 1992 issue of *IPMBA News*, I went over proper braking techniques. Here are some training exercises that will help you develop these techniques. The exercises are intended for use in training other bicycle patrol officers, but the techniques can certainly be practiced on an individual basis.

NOTE: Select a site that will closely approximate your normal riding conditions, i.e., concrete, asphalt or brick. Ideally, if you can block a road that is lightly traveled you will have a realistic setting. If a parking lot is used, make sure that it has not been recently black topped. Fresh black-top is very slick, especially when it is wet. Make sure the area is free of traffic so you can concentrate solely on braking technique.

Before teaching anyone to brake properly, especially police officers, you must demonstrate that your principles work. To do this, set up a braking lane with traffic cones. Explain that you will not apply the brakes until you reach the first cone of the braking lane and that you will be using a 15 mph testing speed, which you will want to verify with a hand held speed measuring device or a bicycle computer.

From a normal riding speed of 15 mph, demonstrate how long it takes to stop using only the rear brake, while remaining in your seat. Next, also at

15 mph, use both the front and rear brakes while remaining in your seat and measure the difference in the two stopping distances. After that, show a panic stop to show how quickly and effectively the bicycle can be stopped. The final part of the demonstration consists of unhooking the rear brake caliper and coming to a complete stop using only the front brake. In this demonstration I usually exceed the 15 mph speed and stop sooner than I did using only the rear brake. Having your weight shifted over the axle is extremely important in this exercise.

With this demonstration done, allow everyone in your group to go through the braking cones and practice the techniques several times to get comfortable with planned braking.

While continuing to use the first cone in the braking lane as the signal to start braking, practice panic stops. After this has become familiar, switch the signal to brake from the first cone to a verbal command. Go through this several times as well, noting the stopping distances each time.

Now, using a hose or a water-filled fire extinguisher, wet the wheel rims and go over some planned braking. This exercise should be done slowly at first, and then brought up to normal speeds.

I save the "braking under power" exercises for last. Towards the end of the day, attention spans get very short and these exercises present little danger to the student.

The u-turn exercise starts by making u-turns without the confines of cones. After this has been mastered, create a lane of cones and perform u-turns inside the lane. As these skills become efficient, gradually narrow the lane until a u-turn can no longer be performed. Sometimes it is fun to have a contest to see who can make the tightest turn.

The pedestrian exercise consists of traffic cones placed intermittently in a lane 8 feet wide and 60 feet long. The object is to spend as much time as possible in the lane while successfully dodging the cones which represent pedestrians. Putting a foot down decreases the rider's time by 5 seconds, and hitting a pedestrian decreases time by 10 seconds. Remember, the object is to see how long the rider can stay in the pedestrian lane.

You must be careful when mentioning contests. These last two exercises usually lead well to a contest format, as riders pushing beyond their capabilities in these exercises are not likely to become injured. Never challenge anyone to go beyond their capabilities when injury could occur.

There are a million ways to practice effective braking; you are limited only by your imagination. This text is meant to be a foundation in your learning experience and is by no means the "end all" to good braking technique. Practice every chance you get, and allow no one to plan your future.

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Slip From Page One

CURBS - Remember when ascending or descending curbs and steps that you have lowered the air pressure in your tires and are at greater risk for snakebites.

SPEED - Although speed is necessary in many situations, exercise caution in wet weather. You will need to be aware that stopping, turning, and overall control of your bike will be different than in normal conditions.

VISIBILITY - Officers should ride with their lights on regardless of the time of day when it is raining. In addition, be aware that rain on your glasses may cause visibility difficulties.

HAZARDS - Many new hazards spring up with the new weather conditions. You may encounter any of the following: smooth tar, manhole covers, railroad tracks, metal grates, motor oil in parking lots, leaves, puddles, bricks, painted cement and asphalt. All of these surfaces may become especially slippery in the rain.

WEAPONS - Often overlooked, our guns, batons, and mace need to have special care when exposed to the elements. They should be cleaned and oiled after every rainy day ride and at least once a week.

Uniform Needs of the Bike-Mounted Police Officer (part III)

By Sgt. Joseph Martin,
Haywood Police Department, California

Chances are you won't have a siren on your bike, and screaming, "Hey!" at the top of your lungs seems so unprofessional, not to mention what it does to vocal cords after awhile. What's a bike cop to do? The answer is the whistle most cops have hanging on their key rings. Put it to work! Inexpensive coaches lanyards and rubber mouth pieces are available at most sporting goods stores. The latter will make things much easier on the teeth. **DON'T WEAR THE LANYARD AROUND THE NECK.** (There is a good reason uniform ties are clip-ons...) Attach the lanyard to one of the velcro straps on your protective vest. If someone grabs and pulls, they get the whistle, not the cop. If you don't wear a protective vest, fasten the lanyard in some other fashion which guarantees an easy break away. The whistle itself can hang freely, ready when you need it.

A regular wash and wear uniform shirt, with some simple modifications is well suited for the

bicycle patrol officer. The standard uniform shirt has a number of advantages over say, a polo or golf shirt. First, it looks virtually the same as one requiring dry cleaning. There are epaulets for a radio mike, pockets for business and field contact cards, lastly, the shirt's construction is normally superior to polo and golf shirts. Officers thus attired are clearly professional, not recreational cyclists. The increased movement of the bicycle officer can dislodge the clutches used to secure most badges and name tags. Nobody wants to lose their badge, even if it is found immediately — stuck into a tire. The movement of the officer can also cause undue wear to protective vest covers. In some climates officers may be shedding or donning light jackets more frequently than when assigned to a vehicle. The recommendation here is to replace standard name tags and badges with embroidered versions. The permanently attached insignia is more convenient and insures that employees won't be the subject of complaints for not wearing their badge. Uniform companies catering to police bike patrols, such as J. Marcel Enter-

prises, will modify uniform shirts with mesh side panels to increase ventilation. This is an excellent way to maintain a professional look, while enhancing comfort.

Several companies make nylon web gear. These rigs are lighter, and more comfortable than leather Sam Brown belts. Additionally, these set ups don't crack, warp, or shrink when they get wet. If your bike unit intends to be "all weather" this is the only way to go. The Bianchi brand "Ranger" model is a good example of a well constructed rig that looks good. Many departments now use security holsters, and these are available in a finish which matches the nylon finish. We use the Safariland security holster, having to special order it since many uniform stores only stock the plain or basket weave stamp models.

Bicycle Education Resources

If your bike patrol is involved in traffic safety programs for children, here are some materials that will be helpful.

Be Safe on Your Bike - Members of U.S. Cycling Team and young riders team up to demonstrate safe, enjoyable cycling. Helmet use, safe riding skills, proper riding position, and more. 13 minutes. 16mm film - \$100; VHS video - \$50. Contact LAPD, South Traffic Division, c/o Ofc. Forrest Wilkins, 4125 S. Crenshaw Blvd., Los Angeles, CA 90008, (213) 485-7742.

Bicycle Safety Camp - Exciting video geared toward elementary school children, using rap music to stress important safety topics. 25 minutes. VHS video - \$9.95. Contact Bicycle Products Group, Troxel West, 1333 30th Street, San Diego, CA 92154, (619) 429-1441.

The Basics of Bicycling - Comprehensive curriculum for upper elementary students. Includes workbook and videotape, with instructions for the teacher. Requires seven class periods, plus time to prepare lessons. VHS video - \$49.95. Contact Bicycle Federation of America, 1818 R Street NW, Washington, DC 20009, (202) 332-6986.

Elephants Never Forget - Animated video prepared for children in kindergarten through grade 3. Covers topics such as: helmet fit, riding with traffic, intersections, traffic signals, passing, and hand signals. 7 minutes. VHS video - \$7 plus \$2.50 shipping. Contact Ride Safe, Inc., 30 W 260 Butterfield Rd., #208, Warrenville, IL 60555, (800) 285-RIDE.

10 Tips for Cyclewise Kids - Handy card covering important safety features for young bicyclists, including helmets, rideouts, scanning and signalling, riding on the right, being seen, and more. Great for safety presentations and rodeos. \$.05 to \$.08 each, depending upon quantity ordered. Contact I.A.W., 190 W. Ostend St., Suite 120, Baltimore, MD 21230, (410) 539-3399.

Guide to Bicycle Rodeos - Comprehensive guide to planning and implementing a bicycle safety rodeo. 43 page guide tells you what you need in the way of equipment, volunteers, and materials. Contact Bikecentennial, P.O. Box 8308, Missoula, MT 59807, (406) 721-1776.

In order for IPMBA News to succeed, there must be input from the membership. If you have an interesting bike story, a training tip that has worked well for your department, a safety article, or an upcoming event to publicize, send it to Gary McLaughlin, Newsletter Editor, 11849 Prospect Hill Drive, Gold River, CA 95670.

PHILADELPHIA HAS A GREAT idea that your bicycle patrol might want to consider. They have a pre-printed card that members of the community can sign and return to the Police Commissioner. The card thanks the Commissioner for implementing a bicycle patrol for use in urban policing and community relations. In addition, the Commissioner is urged to expand the patrol to other neighborhoods. What a great way to have the community show its support for bicycle patrols!

Cycling Shorts

Bike the Beach '93

The Rehoboth Beach Police Department is hosting their 2nd Annual police bicycle competition and safety rodeo on Sunday, May 9, 1993, from noon to 5 pm. The event will be held at the Rehoboth Beach Elementary School and will be broken down into two segments, the first being an endurance tour of 14 miles. The second segment will be an obstacle course which the officer will ride his or her bicycle through. In addition, a children's safety rodeo will take place on the school grounds, judging both bicycle control and traffic control sign recognition. Entry fee for the event is \$10.00 per officer, which includes a T-shirt for the competitor. Registration deadline is January 1, 1993. For more information, contact PFC. Michael Costello at (302) 227-2577.

Cycle Safe '93 - The National Conference on Bicycle Safety Slated For Sept. 27-29

Cycle Safe '93 - The National Conference on Bicycle Safety will be held September 27 to 29, 1993 in Scottsdale, Arizona. Designed as a forum to promote "state-of-the art" bicycle safety, the conference is co-sponsored by the League of American Wheelmen (L.A.W.) and the Governor's Arizona Bicycle Task Force.

The National Highway and Traffic Safety Ad-

ministration has recognized bicycle injuries and deaths as areas of "national concern." The most current countermeasures and teaching methods for bicycle safety are not universally known. The goal of this national conference is to focus on effective bicycle safety programs from across the United States, and disseminate this information to bicycle safety educators who can stem the tide of bicycle-related injuries.

The conference is targeted to bicycle coordinators, bicycle club safety/education personnel, fire and police educators, recreation professionals, medical group educators, Safe Kids coalition members, and cycling instructors.

For more information about the conference or to receive a registration packet, contact Susie Jones at L.A.W., 190 W. Ostend Street, Suite 120, Baltimore, MD 21230; (410)539-3399.

Bell Acquires Blackburn

On November 3rd, Terry Lee, Bell's chief executive officer, announced Bell's acquisition of Blackburn Designs. Although rumors were flying at the Anaheim Interbike, the \$6.3 million purchase was still a surprise to many.

There will not be any change in the distribution of Bell products according to Pat McIntyre, Bell's president, who asserted that Bell Sports will not go dealer direct with its helmet line. There

will be no change at Blackburn either, where their accessories will continue to be sold dealer direct.

Jim Blackburn, who founded the company 18 years ago, will continue as president. He feels that the merger will allow them to maximize Blackburn Designs' growth and then focus even more resources on product design and innovation.

Bell's acquisition of Blackburn Designs is a part of its aggressive approach to sales and marketing. The combined gross sales of the two companies is projected at more than \$75 million, making Bell Sports one of the largest companies in the industry.

National Bike Month Organizer's Kits Now Available

Each May for 37 years, L.A.W. has sponsored National Bike Month. Organizer's Kits are available to help police departments, bike clubs, schools, and other agencies plan bicycle safety programs, helmet promotions, charity rides, commuting events, and much more. Police departments are encouraged to get involved by either organizing an event or assisting other associations requesting help from local police departments. You can order a Kit by sending \$8 to L.A.W., 190 W. Ostend Street, Suite 120, Baltimore, MD 21230.

IPMBA Notes

POB Conference Sponsors

Thank you to **Nightsun Lighting Systems** and **J. Marcel Enterprises**, who have demonstrated their support of IPMBA by making generous contributions toward the *3rd Annual Police on Bikes Conference*. Both companies have taken an active role in advancing police bicycle patrols in recent years. A quick letter or phone call will let them know their sponsorship dollars are well-spent and will encourage their continued involvement. You can reach them at the following:

J. Marcel Enterprises
c/o Julie Hughes
5920 M.L. King Jr. Way So.
Seattle, WA 98118
(206) 722-1412

Nightsun Lighting Systems
c/o Ron Leach at
Manhattan Communications
3770 Highland Ave., #204
Manhattan Beach, CA 90266
(310) 546-1666

If you know of other manufacturers who would like to take advantage of the unique opportunities

for recognition by sponsoring portions of the Conference, have them call Robin Miller or Susie Jones at L.A.W., (410) 539-3399.

1993 POB Conference Registration

In case you are wondering if you got lost in the shuffle, registration packets have not gone out yet. Look for it in the mail in the next couple of weeks.

When you are planning your time off for the conference, why not plan to bring your spouse along and make a vacation out of it. There will be plenty to do in the Ft. Lauderdale area while you are at the conference. Some of the possibilities include an airboat ride at the Everglades Holiday Park, a stroll through 3 acres of topical gardens amidst thousands of brilliantly colored butterflies at Butterfly World, or a visit to the Loxahatchee National Wildlife Refuge.

Also plan to take a cruise one evening on the *Jungle Queen* and enjoy a vaudeville show and scrumptious dinner.

IPMBA Board Elections

Elections for the IPMBA Governing Board will take place at the *3rd Annual Police on Bikes Conference* April 29-May 1, 1993, in Ft. Lauderdale, Florida. The first Board was elected by everyone in attendance at the 1992 Conference, with the understanding that all eight positions would be up for re-election (by the membership only) in 1993. The new positions will be for staggered terms.

The Governing Board is responsible for setting IPMBA policies, putting together *IPMBA News*, and, beginning with the 1993 Board, planning the annual Police on Bikes Conference.

Chair Allan Howard has appointed Sgt. Tom Woods of the Denton Police Department (TX) to head up a Nominating Committee. This Committee will seek out candidates from bike patrol officers across the country to serve on the Board. A list of the candidates and their "platforms" will be published in the April issue of *IPMBA News*, and members in attendance at the Conference will be eligible to vote.

If you are interested in serving on the Governing Board, please send a letter describing your involvement in bike patrols and your reasons for running to Sgt. Tom Woods, Denton Police Department, 221 N. Elm Street, Denton, TX 76201. In order to be considered, your letter must be received no later than February 27, 1993.

Call for Videos And Photos Of Bicycle-Mounted Police Units

Make sure your department is included in the video collage featured in the opening session of the 3rd Annual Police on Bikes Conference. Send footage of your bike officers on the beat, making arrests, under cover; talking with local residents, conducting rodeos or safety presentations, participating in races or other competitions, etc.

Make sure your department is included in the IPMBA photo history. Send pictures of your officers on their bikes!

All pictures and videos should be sent by Jan. 31 to Robin Miller, L.A.W., 190 W. Ostend St., Suite 120, Baltimore, MD 21230-3755.

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 Wheelmen

190 W. Ostend St., Suite 120

Baltimore, MD 21230-3755

1-800-288-BIKE (membership only)

(410) 539-3399

International Police Mountain Bike Association

League of American Wheelmen

190 W. Ostend St., Suite 120

Baltimore, MD 21230