



IPMBA NEWS



Official Newsletter of The International Police Mountain Bike Association

Continual Training: Challenging Yourself to Get Better

By Officer Chris Hunt, University of TN at Chattanooga Police Department

There are two basic reasons for continual training; one, to maintain your current skill levels; and two, to enhance and extend your present skills. Continual training can be part of a formalized training program that includes special classes and training programs both within and outside your department. Unfortunately, formalized programs take time, money and lots of preparation for both the presenter and the student. As a result, resources are not always available for formalized programs frequent enough to maintain and enhance the present skill levels of your bike patrol.

Don't use the lack of training funds or the lack of commitment of your administration as an excuse to stagnate at your present skill levels. Most of us didn't choose bike patrol because we thought it would be an "easy" assignment.

Continual training doesn't have to mean expensive road trips to outside seminars or special assignment time within your department, although these are both desirable. Continual training can be something as simple as dedicating time after work to off-road riding or just practicing techniques on or off duty.

For example, while on duty, empty parking lots are open invitations to practice power slides and panic stops as well as curb hops and clearing bumper blocks. Each set of stairs in your patrol area is a challenging ascent or descent. Narrow sidewalks and ramps as well as interior hallways (if you can get away with riding inside buildings), are excellent areas to practice slow-speed skills. Most areas are full of low-lying walls, railroad ties, and paths that you can use to practice your obstacle-clearing skills. Use your patrol area to enhance your skills. Not only will you learn, but your shift will go by a lot quicker.

Once you have mastered every set of stairs and every obstacle in your patrol area (I haven't in 3 1/2 years) don't become complacent. Your skill level will deteriorate if you don't continue to practice. I have mastered obstacles and areas only to fail to surmount them weeks later. Your mind, and especially your body, will forget the unique set of instructions needed to clear those obstacles if you remain idle too long. I try to complete at least one stair ascent or other exercise for each area I patrol per shift.

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Civil Liability (PART II)

By Captain Bobby Jones, Knoxville (TN) Police Department

(Part I of this article appeared in the August 1994 issue of IPMBA News.) Is your patrol bike considered an emergency vehicle in your jurisdiction? If not, you may want to suggest a change in legislation. What liabilities do you incur by going against a traffic light in an emergency situation? Although exaggerated, the following circumstances could become very realistic in an attorney's quest to establish liability. In most of the straightforward examples, you might very well be liable.

Situation: You initiate a pursuit of a pedestrian on your bicycle. The pedestrian runs into the path of a motor vehicle and is struck. Are you liable?

Plaintiff Argument: The officer startled my client causing him to run. As the officer gave chase, my client feared he would be struck by the fast-moving bicycle and attempted to dodge the approaching hazard (officer on bike) and jumped into the path of the oncoming vehicle.

Situation: You initiate a vehicle stop on your bicycle in a congested area. The perpetrator decides to get away from you because you are on a bicycle, and he thinks you can't catch him. He blasts through a red light and strikes a pedestrian. Are you liable?

Plaintiff Argument: My client did not realize the person on the bicycle was a police officer. My client saw a man on a bicycle carrying a gun and feared for his life and fled.

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Document Your Bike Patrol History for Future Reference

By the time you read this I will have traveled to Baltimore for the December I.A.B. Board Meeting. IPMBA has grown larger than several I.A.B. Regions and is looked upon by the I.A.B. as a tremendous asset. The IPMBA Chapter program is coming along well and I have high hopes for the future of this project. We plan to assist Chapter Coordinators by giving them a break-out of IPMBA members in their state or region. However, I encourage each member to take the initiative to contact their chapter coordinator and become involved on a local level. If you are interested in becoming a chapter coordinator, please contact IPMBA headquarters at 410-539-3399. A complete list will be printed in the next newsletter.

Next on my list is bicycle patrol history. More specifically, the individual histories of current bike patrols around the country. As we all know, bicycle patrols are nothing new to the United States. Some cities like Pittsburgh and New York had bike patrols in the late 1800's. Although bike patrols fell out of favor for a variety of reasons, the invention of automobiles and mass communications were the two killing blows. We have accomplished a lot of things in the last eight years as bike patrol officers. If we don't start documenting the histories of our patrols we run the risk of having another 100 year dry spell.

Noonestays on bike patrol forever. I don't want to lose all the hard work and research that hundreds of people did to get bike patrols started because of a change in assignment. Let me give you an example: starting with the Chief of Police, everyone connected with the Dayton Police Department has always been very supportive of the Dayton Police Bicycle Patrol. When I say supportive, I mean that we have never gone without a piece of clothing or equipment, primarily due to the fact that the officers on the patrol have always given 110% effort on the job.

Only on one occasion have I ever received any flack about the price or purchase of bicycle clothing or equipment. I was having trouble convincing our purchasing agent that the issued "C" cell battery powered headlights were insufficient for night patrol. After thorough research, I decided that we should have Nightsun headlights for the patrol. I had a constant battle with purchasing over the cost of these new lights until I devised a plan.

I got a couple of bike patrol members together in a completely dark basement. We made a video that featured a bike patrol member in civilian clothes twenty-one feet from the camera, standing with his hands up, in the light provided by the small headlight. During this time I explained that the light we were currently using only produced 1.5 watts of lighting power and

although we could see the suspect, it was clearly not optimum lighting.

I turned the issue light off and turned the Nightsun on low beam. As soon as I did, another suspect who was standing next to the first actor came into view and was pointing a gun directly at the camera. I explained that the suspect had been there the whole time and that most police officers are killed at this distance or less. I turned the Nightsun off and the issue light back on and the suspect with the gun disappeared.

I viewed the tape with the purchasing agent the next day, adding "These headlights I want could keep something bad from happening to one of us at night. You keep a copy and I'll keep a copy, that way we'll be sure to have one if something happens."

Low and behold I had twenty-five brand new Nightsun lighting systems and it wasn't even Christmas. The point I am trying to make here is this: our history and how we made it needs to be documented and kept at our national headquarters. Written histories from patrols big and small, full-time and part-time could act as a guide for anyone who wanted to set up a bike patrol now or a hundred years from now. Start writing those histories and send them to Baltimore! Until next time, don't let the bad guys or the pavement magnet get ya!

- Allan

Training Tips

Don't Let Winter Stop You from Staying in Shape

Is it time to let the belt out a couple of notches? Now that riding season is over in most parts of the country, all you have left is the riding you do on patrol (and that is not for fitness). For you seasonal riders, you don't even have that. So, what do you do if you want to have four helpings of mom's turkey and mashed potatoes but you don't want to gain 10 to 15 pounds this winter?

The answer is aerobic exercise - sustained for longer periods of time, typically 15 minutes or more. Aerobic exercise develops and maintains your cardiovascular endurance. There are other benefits to aerobic exercise as well.

Cold winter weather can make it difficult for muscles to work. Aerobic exercise will improve circulation and make your muscles better prepared to do what you ask them to do.

Aerobic exercise also helps reduce fat levels in your body. Muscle and fat are two separate parts of the body. You cannot turn fat into muscle. However, you can use fat as an energy source when you workout. When you sustain

exercise over a long period of time, your body begins to release fat from fat cells and sends it to the muscles as energy. Another benefit of aerobic exercise is the reduction of stress, which we all know is a plus in police work.

What types of aerobic exercise are available in winter? Stationary bikes, treadmills, stair-steppers, cliff-climbers, and rowing machines are all excellent aerobic activities. Other options include jumping rope, racquetball, tennis, or basketball. You don't have to limit yourself to one activity - you can do a different one each day or even two in one day. Ultimately, it is just a matter of doing it and making sure you get at least 30 minutes of aerobic activity every other day.

If you do this you'll find you can maintain your fitness level over the winter months, as well as reduce your risk of injury.

Stay warm, dry, and healthy!

- PPO Gene Miller
IPMBA Education Chair
Tacoma (WA) PD

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.

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(IPMBA) membership please contact League
headquarters.

Non-traditional Funding for Bike Units

By J. Leith Harrell, DeLand (FL) Police Department

Whether you are establishing your department's first bike unit or refitting an existing one, the availability of funds will be a key element in the equation. Unfortunately, law enforcement agencies don't always have access to unlimited resources. In years when budgets grow lean and departmental divisions must compete even harder for their piece of the pie, funding sources from outside the agency can make the difference between "do or die."

Sources of extra-budgetary funds are limited only by the imagination and a failure to ask for help. The most productive fund-raising effort will be co-ordinated and well organized. Above all, don't be shy. Ask for help, and as much as you can get!

The following are some sources and techniques that have proven effective in the quest for extra bucks:

Donations and Grants.

Local businesses, merchants' associations, and civic groups are traditionally very charitable. When appealing to businesses or chambers of commerce, point out the positive impact of the bike patrol in terms of loss prevention and a safer environment for shoppers. Statistics displaying a decrease in retail-related crimes can be extremely persuasive. Homeowner's associations and residential complexes can be compelled to give using the same approach, applied to their area.

Colleges and universities can often be tapped for funds. Programs establishing positive links between the institution and the community are usually of interest to college administrators. Also, if the bike unit is deployed in the area around the campus, emphasize that student safety may be improved. Thus, any contributions to your unit will be an investment in campus security.

Businesses and foundations that benefit from demonstrated crime reduction can also be

called upon for donations. Insurance companies, for example, would benefit from a bike patrol that contributes to a reduction in burglaries, auto thefts, and car breaks. The fewer of these crimes, the fewer the claims made against the company, and the greater the company's profits.

Recent passage of the highly publicized crime bill is evidence of the ready availability of federal funds for local law enforcement efforts. Federal grants are the most well-known vehicle for receiving funds. However, grants are conditional and require a well-prepared application. Agencies without any grant writing experience might want to consult *The Guide to Criminal Justice Grants* by Paul Plaisted (Justice Planning and Management Associates) or *Getting Funded* by Mary Hall (Portland State University).

Fund-raising Rules of Thumb

1. Be sure to clear any fund-raisers with your department's 'brass'.
2. Be certain that donated monies are properly earmarked for the bike patrol.
3. If someone asks, "How much do you need?", tell them. Tell them what you need plus a small percentage more (just in case). Don't be surprised if they give it to you.
4. When you do receive a donation, always write a thank you note. Also, be able to provide a receipt if asked.
5. Develop a "pitch" that is comfortable and effective, and stick to it.
6. When writing for assistance, avoid generic form letters. Personalize each letter to its intended receiver.
7. When applicable, point out that donations can be tax deductible.
8. Tap all resources in your own organization. Officers working in DARE and PAL assignments are often experienced at soliciting donations.
9. Try several different types of fund-raisers. Don't count on the first effort to produce all the funds you need.
10. Remember, the money is out there. Good Luck!

Traditional Fund-raisers. Sales of t-shirts or bumper stickers bearing a "Support Local Bike Patrol" logo of some sort can prove lucrative, as well as provide advertising for your fund raising efforts. As in all sales, presentation and marketing are important.

Car wash and bake sale type fund-raisers are one idea, but probably won't generate enough proceeds to be relied upon exclusively. Raffles and auctions of donated items can produce good results, providing the donated items are of some value. Obviously, the more valuable the item(s), the better the results of the auction/raffle.

Almost all communities have a fair or festival of some sort. A booth at such an event can bring in substantial donations, as well as introduce the bike patrol to the community. To catch even more attention, offer bike inspections and/or bike safety literature at the booth.

Local newspapers and TV stations are valuable assets when trying to raise funds. Their coverage of your event will undoubtedly increase awareness and response from the community.

Shop Around. Once you have raised funds for your bike unit, there are a number of ways to make them go as far as possible. Try to find the best deals you can. Assembling and outfitting the bikes yourself will almost certainly cost less than buying a "police package" from a local shop. At the very least, do some

research and compare prices. Even if you do decide to do business with only one shop, you'll be able to drive a better bargain.

Learning to do your own maintenance and repairs will also reduce operating expenses. Hourly rates for bike mechanics rival those of auto mechanics. If necessary, find a mechanic course or at least get some experience in a bike shop. For the best response, approach a shop that won't be losing your repair business.

There are several mail-order bike accessory companies that offer competitive prices and a wide selection of merchandise. Performance (1-800-727-2453) and bike Nashbar (1-800-627-4227) are two of the most common. (Bike Nashbar does not accept purchase orders).

Networking with neighboring bike units is a valuable source of all kinds of information. However, don't feel compelled to buy from a source just because someone else does.

When it comes to fundraising, above all, remember to be innovative and don't be shy.

Crime Bill Money Available for Police Bicycle Patrols

By Heather Anderson, LAB Government Relations Assistant

Police bicycle patrols are eligible for federal grant money available through the Community Oriented Policing Services (COPS) Program of the Violent Crime Control and Law Enforcement Act of 1994 (the Crime Bill). Although such patrols were not specifically mentioned in the bill, Mark Adams, the Director of Special Projects for the COPS Program, said that communities have used federal funds for this purpose in the past and these programs are certainly eligible for COPS grants.

The grant money available is primarily for the hiring of new officers but can also be used for purchasing equipment (including bicycles) and for training (including IPMBA Police Cyclist Certification).

The COPS Program will provide grants to put 100,000 law enforcement officers on the streets. \$1.3 billion has been appropriated for

Fiscal Year 1995, and \$7.5 billion total has been authorized for Fiscal Years 1996-2000. Half of the funds must be awarded to jurisdictions with a population over 150,000 and the other half to jurisdictions with a population under 150,000. Each state must receive at least 0.5% of the total amount appropriated for each year.

Criteria for awarding grants have not yet been finalized, but the COPS program expects to judge applications on the basis of best overall plan, demonstrated criminal justice needs (including violent crime rates), current ratio of police officers to people, prior community policing programs, and plans to retain the officers after the grant money runs out.

For a grant application or other general information about the COPS Program, call the Department of Justice's Response Center at 1-800-421-6770.

Training - From Page 1

Obviously, you should use caution. Train yourself to succeed. Push your skill envelope in increments. But don't tackle challenges that are way beyond your skill level. On the other hand, you should try to challenge yourself. As Gary McLaughlin (Sacramento, CA PD) pointed out in his seminars at this year's IPMBA Conference, the key to successful self-training is to have fun and avoid frustration. If you don't succeed the first time, try again. Once you become frustrated, move on.

On a slow day, practicing your techniques will make the shift go by a lot faster. One fur-

ther cautionary note, be aware of the public. As bike patrol officers, we are highly visible - one misjudged stair ascent or power slide, and you could become the object of public ridicule, or even worse, the subject of an irate letter to the chief. Besides, it's embarrassing.

The best part about bike patrol is the sheer joy of riding and playing with a mountain bike all day and getting paid for it. Don't let your job become "routine patrol". Challenge yourself, push the envelope, and above all, enjoy one of the best assignments in law enforcement.

Situation: En route to a hot call you cut an intersection short, meanwhile an unsuspecting citizen crosses in the crosswalk and you strike him. Are you liable?

Plaintiff Argument: My client, on his way home from dinner, was crossing the street in the crosswalk when the officer ran over him. The officer was not in the proper lane of travel at the time of the impact.

Situation: En route to a call you cross the street and ride a short distance on the wrong side of the roadway to get to your call. An approaching car sees you on the wrong side coming at him, panics, and steers left into the opposing traffic lane and strikes another vehicle head-on. Are you liable?

Plaintiff Argument: My client saw the bicycle coming straight at him in his lane of travel. My client attempted to avoid the collision with the bicycle by steering left into the oncoming lane of traffic. My client was presented with a sudden emergency and had no place else to go.

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

If you don't already, you may want to consider a re-certification program for your bicycle patrol. Proper training and repetitive training seem to be the key in reduction of civil liabilities. Don't forget to share your experiences with other IPMBA members. We might all learn something that could help us reduce our liability.

International Police Mountain Bike Association Governing Board

Officer Allan Howard, Chair
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Bicycle Patrol
335 W. Third Street
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513-222-5206
(term expires Spring '97)

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310/458-8426
(term expires Spring '95)

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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)

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

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

Officer Kirby Beck, Education Liaison
Coon Rapids Police Department
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Coon Rapids, MN 55433
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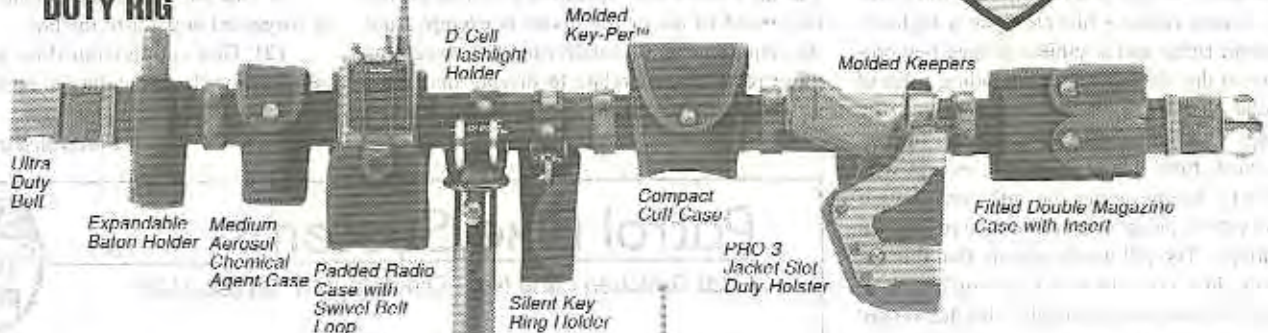
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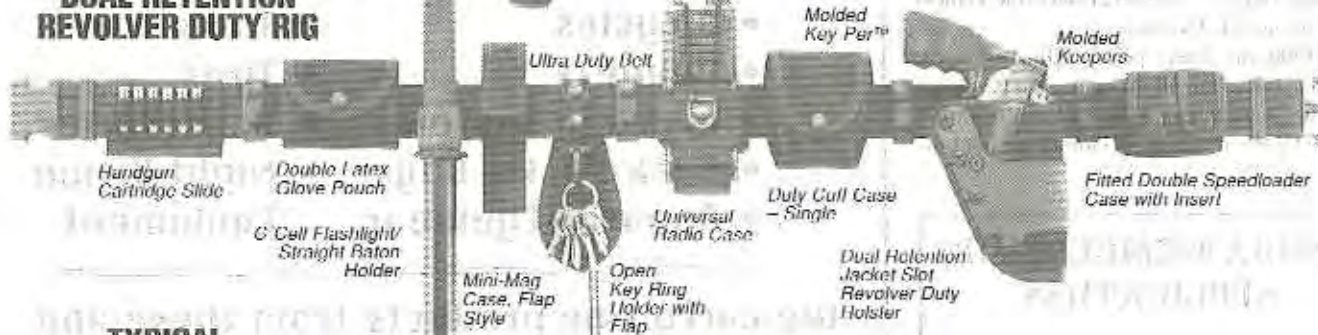
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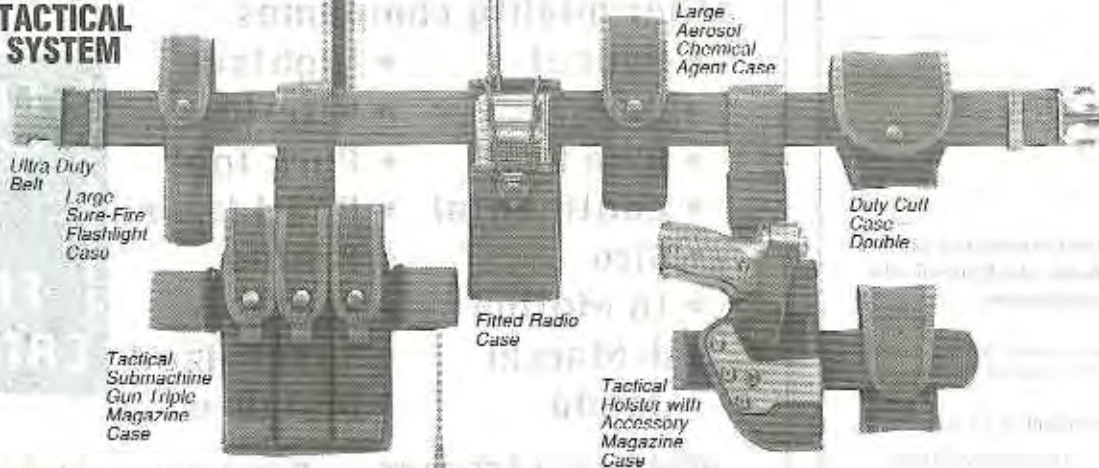
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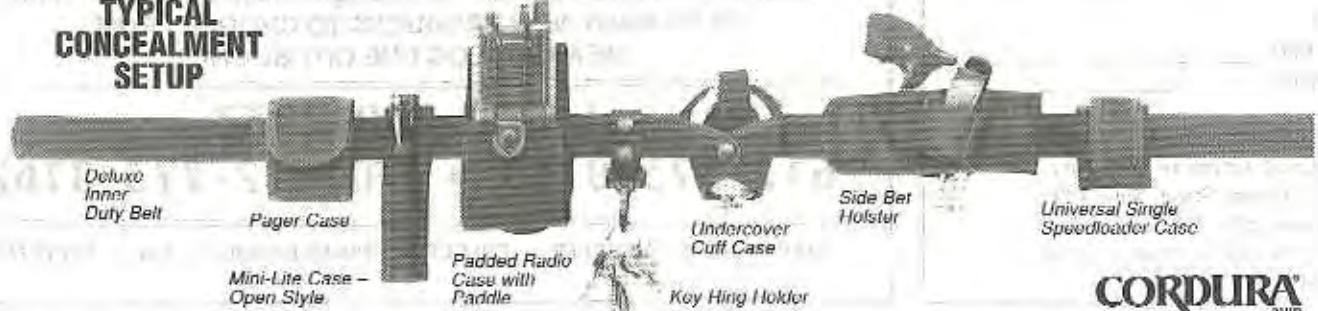
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Letters to the Editor

Dear Fellow IPMBA Member,

The State of California is the only state that we know of that has passed a bill regarding police bike officers. Below is the bill that was signed into law this year. Under existing law, every person riding a bicycle upon a highway has all the rights and is subject to specified provisions in the Vehicle Code, including rules of the road, that are applicable to the driver of a vehicle. This bill would exempt a peace officer, as defined, from this requirement, except with respect to driving under the influence laws if the bicycle is being operated under prescribed conditions. The bill would specify that this exemption does not relieve a peace officer from the duty of operating a bicycle with due regard for the safety of all persons using the highway.":

Assembly Bill Number 2499:

"The people of the State of California do enact as follows:

SECTION 1. Section 21200 of the Vehicle Code* is amended to read:

21200. (a) Every person riding a bicycle upon a highway has all the rights and is subject to all the provisions applicable to the driver of a vehicle by this division, including, but not lim-

ited to, provisions concerning driving under the influence of alcoholic beverages or drugs, ... (b) (1) Any peace officer, as defined in Chapter 4.5 (commencing with Section 830) of Title 3 Part 2 of the Penal Code, operating a bicycle during the course of his or her duties is exempt from the requirements of subdivision (a), except as those requirements relate to driving under the influence of alcoholic beverages or drugs, if the

bicycle is being operated under any of the following circumstances:

(A) In response to an emergency call.

(B) While engaged in rescue operations.

(C) In the immediate pursuit of an actual or suspected violator of the law.

(2) This subdivision does not relieve a peace officer from the duty to operate a bicycle

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with regard for the safety of all persons using the highway." (from the Legislative Counsel's Digest)

There is a real need for this type of protection for bike officers. You are welcome to take this bill to your legislature and convince them that you need this bill. Also, this shows your department training division and the community that police bicycle patrols are not just a fad. If your state has passed any bills regarding bicycle patrols, please send them to IPMBA so we can compile a reference book.

Thank you,

Ofc. Gary McLaughlin, Sacramento PD
IPMBA News Editor-West

IPMBA Notes

IPMBA Member Receives U.S. Honor

"Kudos to Terry Welshan, a Maryville (TN) police officer who was honored by the U.S. Department of Housing and Urban Development for his work in establishing a bicycle patrol for youngsters in the Parkside public housing community. HUD officials called Welshan an army of one when he was presented with the Rainbow Award at Maryville housing Authority offices. Welshan was assigned to Parkside several years ago when the Maryville Police Department and the housing authority established a miniprecinct there in an effort to reach housing authority residents." (from The Knoxville News-Sentinel, October 22, 1994) Congratulations Terry!

Are you on-line?

An important part of IPMBA membership is the networking opportunities with fellow members. Do you have access to e-mail? If you do, and you want to share your e-mail address with other IPMBA members, please send it to headquarters. We will publish the list in the next newsletter.

Noteworthy . . .

Bicycle Patrol Patch Prototype Submitted

A prototype of a bicycle patrol patch was submitted to the Trenton (NJ) Police Department's Uniforms Committee for consideration. The patches have been done in the same style and colors as the department's '93 shoulder patch. Bicycle patrol features a red, blue, and gold mountain bike and "BICYCLE PATROL" in red letters.

Georgia Conference Draws 20 Officers from Surrounding States

Police cyclists from around the southeastern United States gathered in Rome, Georgia, to train and compete in the 1994 Southeastern Police on Bikes Seminar and Competition. The two-day seminar was hosted by Floyd College Regional Police Academy and Rome Police Department. Results of the competition are as follows: Team Results - 1st Place, Maryville (TN) PD; 2nd Place, Brunswick (GA) PD; 3rd Place, Rome (GA) PD. Individual Results - 1st Place, Ken Jones, Rome (GA) PD; 2nd Place, Kevin White, Maryville (TN) PD; 3rd Place, Terry Welshan, Maryville (TN) PD.

First Annual Ride Along the Border Successful

One hundred and twenty two official riders from 26 departments rode approximately 945 miles along the US-Mexico border this October. The ride began in San Diego, California,

and ended in South Padre Island, Texas, a week later. Monies raised from the ride were donated to the United Way. If you are interested in riding or planning next year's ride, please contact Daniel Murray, Border Patrol Agent, United States Border Patrol, 813 Andrade Avenue, Calexico, CA 92231.

Zion (IL) Police Complete Riding Season

The Zion Police Department Bicycle Patrol Unit has completed it's final night of riding for the season. Due to shortages in manpower, the unit was only able to ride about once a week. Bike officers made good use of the time they had, riding into 14 drug deals, arresting individuals for possession of controlled substance (and in four cases, possession with intent to deliver). They made 15 other criminal arrests, including two separate incidents of subjects fleeing from stolen cars. In one case they chased down a subject running from Jewel Food Store carrying \$60 in stolen meat.

Bike officers stopped an armed robbery in progress, and took the following guns off the street: .32 cal. revolver, .38 cal. revolver, .357 mag., 9mm semi auto and a 12 gauge shotgun. They wrote 37 traffic tickets, in addition to ten parking tickets. Bike officers rode in LaCasa's "Take Back the Night" rally, the Lake County Marathon, the March for Jesus, Fourth of July activities, with Neighborhood watch groups, and Zion's Labor Day Parade. Lt. Greg Nugent recently addressed 60 mayors and city administrators on the value of bike patrols.

IPMBA Merchandise - for members only

IPMBA Polo Shirt

Display your IPMBA membership with these fine polo shirts. These 100% pre-shrunk cotton polos come in navy, red or white with the IPMBA logo embroidered on the front. Price: \$24.95 plus \$3.75 shipping and handling. (Instructor shirts also available for an extra \$1)



Police Cyclist Lapel Pins



Dress up your uniform and let everyone know you are a skilled police cyclist. This blue and gold cloisonne pin is the perfect way to display your true colors. Price: \$5.00 plus \$2.75 shipping and handling.

IPMBA Baseball Cap

Cover that helmet hair when you are off your bike with this six-panel twill baseball cap. Available in navy, maroon, or white with "IPMBA" embroidered across the front. Price: \$14 plus \$2.75 shipping and handling. (Instructor caps also available for an extra \$1)



IPMBA Coffee Mugs

You probably gave up coffee when you started pedalling your beat, but this mug will come in handy when you are in the office doing paperwork. Available in navy or white with a gold rim and gold IPMBA logo. Price: \$9.75 plus \$2.75 shipping and handling.



To order, call 1-800-288-BIKE or send a check to IPMBA, 190 W. Ostend Street, Suite 130, Baltimore, MD 21230-3755.

5th Annual Police on Bikes Conference and Pre-Conference Seminar

The International Police Mountain Bike Association (IPMBA) proudly announces the 5th Annual Police on Bikes Conference and Product Exhibition. Hosted by the Milwaukee Police Department, May 4-6, 1995, at the Grand Milwaukee Hotel, the conference promises to provide unique training opportunities for new and existing bicycle patrol units.

"Attendance at this conference is a must for every department," states IPMBA Chair Allan Howard. "The networking and training opportunities cannot be matched and officers cannot afford to miss the largest exhibition of bicycle patrol related products to date. The annual competition will challenge the skills of bicycle patrols from around the county."

Workshops on civil liability, bicycle accident reconstruction, urban drug enforcement, legal issues facing bicycle patrols, uniform selection, bicycle maintenance and many more will provide officers with a wealth of information to guarantee the success of their patrols. Officers will receive hands-on training in bike handling skills and patrol tactics as well.

The \$225 member/\$275 non-member registration fee gives conference participants the opportunity to attend more than 25 interesting workshops, view products from more than 30 exhibitors, enjoy three delicious meals and compete in the competition on Saturday afternoon. Special room rates have been secured at the Grand Milwaukee Hotel for \$67 single/double, \$77 triple/quad (plus tax).

A four-day IPMBA Police Cyclist Course is scheduled April 30 - May 3, 1995, prior to the annual conference. This standardized course will be taught by certified IPMBA Police Cyclist Instructors from throughout the United States.

Classroom and on-bike training includes hazard recognition, proper shifting and gear use, correct lane use and positioning, fitness and nutrition, tactical dismounts and ascending and descending obstacles. Officers successfully completing both written and on-bike testing are eligible for national IPMBA Police Cyclist certification.

"The IPMBA Police Cyclist Course is recognized as the national training standard for bicycle patrol officers. In today's litigious society, proper training and its documentation are extremely important considerations for police administrators. There is no better model in existence for training, and a judge and civil jury would be hard pressed to disagree when presented with the facts, states IPMBA Education Liaison and Governing Board member Kirby Beck of the

Coon Rapids (MN) Police Department. "Further, this training is necessary for the safety and professionalism of bicycle patrol officers nationwide."

The \$180 (IPMBA members only) registration fee includes all instructional materials,

certification, and four lunches. The same room rates for the conference apply.

Registration packets will be mailed in mid-December. If you do not receive one, please call 410-539-3399. Help us spread the word - you won't want to miss this one!



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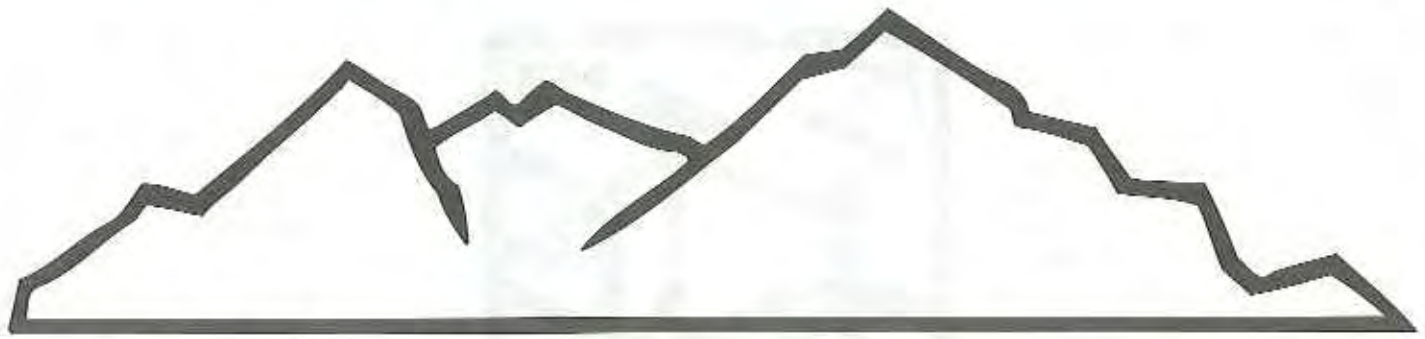
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stuffed into a 6x6 industrial ziplock. Light, compact, and waterproof, it will fit practically anywhere. So complete, you'll wonder how you got along without it. And priced right, you couldn't put a kit together yourself for less. Call **1-800-754-3305** for more information or to order. Shipping is always included in the price, and department purchase orders are accepted. **Crash Pack**, from Slide Zone, the first aid kit for Police on the move. Ride safe, ride strong and always carry a **Crash Pack**.

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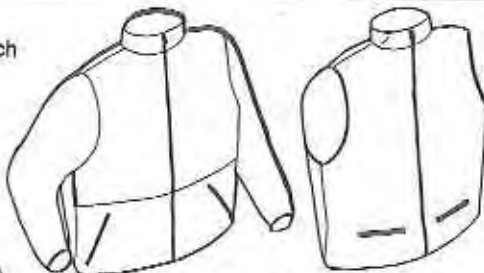
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Renew Your IPMBA Membership Today!

Your annual IPMBA membership fee will be increasing to \$40 a year, beginning January 1, 1995.

This is the first dues increase IPMBA has seen since its inception in 1992. Your annual membership fee allows us to continue to provide quality educational programs and coordinate bicycle patrol activities on a national level.

For your support, you receive a bi-monthly newsletter and eight issues of *Bicycle USA* magazine, get discounted conference registration, are able to fly your bike for free, and have access to all of LABs educational and recreational resources.

So, renew today. Call 1-800-288-BIKE or send a check to IPMBA, 190 W. Ostend Street, Suite 120, Baltimore, MD 21230.

IPMBA Membership Profile Study

IPMBA members as of October 1994 should have received a membership survey recently. If you have not already filled this out and returned it to headquarters, please do so. Your input will help us develop a membership profile so we will know who our members are and what they need.

IPMBA Governing Board Nominations

IPMBA is currently accepting nominations for its Governing Board. There will be three positions open in 1995. Elections will be held at the annual conference in Milwaukee. Those elected will serve a three year term and will oversee the future direction of this organization.

Nominations must be received by April 15, 1995 and should be sent to IPMBA, 190 W. Ostend Street, Suite 120, Baltimore, MD 21230. Any questions? Call 410-539-3399.

IPMBA Membership Reaches All Time High

More than 1,110 officers have joined IPMBA over the past two years. However, we know there are more bike officers out there and we know they would enjoy membership in IPMBA. If you know of a fellow officer that is not a member, please encourage him or her to join. Pass along this newsletter to a friend!

Submissions Solicited

Florida Police Cyclist, a bi-monthly statewide publication (for IPMBA members only) provides activities, general information and technical tips. Please send any articles and information you wish to see printed to: Florida Police Cyclist, PO Box 3051, Palm Beach, FL 33480. Copies of the newsletter are available - send for more information.



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PC Course POST Certified in Georgia

The IPMBA PC Course is now POST certified in the state of Georgia (POST Course Code A1Q02G). If the IPMBA PC Course has been POST certified in your state, please let IPMBA know.

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Important Recall Notice

Cannondale has found that the 1 1/4" diameter aluminum steering tube "pepperoni" forks shipped on several 1992 and 1993 Cannondale bicycle, framesets, and "pepperoni" forks sold individually may develop cracks. These forks may develop cracks in the steering tube, hidden from view. Such cracks may lead to complete separation of the fork. Separation of the steering tube could result in loss of control of the bicycle with risk of injury to the rider. If your bike is subject to this recall, you should stop using the bike immediately.

Bikes subject to recall will have serial numbers with dates from August 1991 through August 1992 (0891 through 0892). These four numbers will appear on the seatstay or chainstay, and will be the 4th through 7th numbers in a 10-character serial number. Recalled models include M2000, M1000, M800, M700, M700 Police Issue, Delta V2000, Delta V1000, Delta V700. For more information, call Cannondale's recall hotline, 1-800-735-2926.

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