



# IPMBA NEWS



Official Newsletter of The International Police Mountain Bike Association

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## It's Chilly Out There: Tips for Cold Weather Gear

By Officer Bruce Hopfengardner, Centerville Police Department (OH)



With the cold weather months upon us I'd like to take a few minutes to discuss cold weather clothing options. With the hi-tech fibers available today there is little reason to stop riding simply due to cold weather. I perfected the following clothing principals while cycling during the seemingly endless winter months while I lived in Alaska for three and a half years. I hope they will benefit you.

The first step is to rid your cycling wardrobe of all cotton t-shirts. Cotton can be a very comfortable fiber to wear as an undergarment until you begin to sweat. Then cotton absorbs and retains your perspiration and fails to insulate your skin from the cold. That can quickly cause your body to work harder to retain its core temperature of approximately 98.6°F or even lose that battle and cause hypothermia.

Please invest in quality underwear made of materials that wick moisture away from your skin and retain heat when wet. Polypropylene,

Capilene®, and Themstat® are all proven materials for this purpose.

**Head:** A tremendous amount of heat is lost through the top of your head. In addition to a helmet you may wish to wear a thin balaclava. Most new materials stretch enough to allow you to cover your mouth and nose with the balaclava then pull it down to your chin when confronting a citizen or suspect. I do not wear one when the temperature is above 30°F.

**Hands:** In many situations a ski glove is too bulky to allow your trigger finger to fit into your weapon's trigger guard. They are also too hot for most conditions. I select a thin pair of gloves that I call "contact" gloves. Although they provide little insulation from the cold, I can "contact" or handle cold metal objects without fear of my hands freezing to them. These consist of a thin, synthetic layer on the top of the hand and a leather or non-slip material on

See "Winter Gear" on Page 4

## Stealth Riding or Visibility: An Option and a Choice

By Pfc. Noel T. Sevilla, University of Maryland Police Department, College Park (MD)

After completion of the IPMBA training course I was amazed how much my riding skills had improved. I didn't realize how much there was to learn about mountain bike riding prior to the course. I feel the most important skill that was passed down from the training was safety. Bike riding safety and officer safety should never be compromised.

What I'm offering is insight for an alternative patrol style using my experiences on bike patrol. Ultimately, the police cyclist must make a decision whether or not to apply these skills on their patrols. There are two questions each police cyclist must ask him/herself while patrolling at night, "Should I be visible to the public at this time?" or, "Does this particular scenario require a stealth approach to detect criminal/suspicious activity?" I'll be addressing the second of the two questions and possible skills to incorporate into your patrol.

I've been with the University of Maryland Police (College Park) for two years and I've been on bike patrol since I've been with the department. I just recently completed my IPMBA training. I'd estimate about ten percent

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### Divorcing Ourselves From Stereotypes

*Cops Depicted Poorly in Schwinn's Latest Pitch*

Recently, I was thumbing through a copy of a bicycling publication and I came upon an advertisement that left me dumbfounded. The half page color ad for Schwinn bicycles was a close up rear view of their new wishbone seatstays. The small text below the photo claimed improved performance in many ways but seemed to focus on improved stopping power. To get this message across Schwinn placed the following copy in large text over the photo. "Stops you quicker than a divorced cop on steroids." I couldn't believe my eyes. How could a company who as little as two years ago marketed a police-issue mountain bike place this kind of an ad?

There is a name for this kind of lump sum judgment: prejudice. It makes me wonder if the folks at Schwinn have any other wholesale opinions of other groups because of their nationality, race, religion, or physical disability. I doubt that I'd be the only person writing this letter of protest if the ad had made sport of one these other groups. It's my personal opinion that if we as individuals don't speak out when someone tries to include us in this kind of thinking we are also guilty of perpetuating prejudice.

In this particular instance you have the power to be heard, that power emanates from your wallet or purse. One of the biggest bike buying seasons is upon us, Christmas.

Show Schwinn Bicycles and its parent company, Scott Sports Group, that you will not tolerate this type of marketing ploy. Ask your family and friends to boycott Schwinn until they apologize. I'd like to see them take out an ad of equal size apologizing to the multitude of law enforcement officers who lay their life on the line everyday for a

#### *There is a name for this kind of lump sum judgement: Prejudice.*

free society, or, even better, to donate an equal amount of money to the International Police Mountain Bike Association to assist our efforts to increase the number of bike patrols across the country.

I will not further describe or depict what a statement like the one Schwinn made implies or infers about police officers and their character. Suffice to say there is nothing positive that can be said or thought of it. If Schwinn or anyone else can justify this kind of thinking about one group, there are probably other groups of human beings that don't deserve to be judged on an individual basis as well. That kind of thinking is unacceptable to me.

There isn't one community where bike patrols have been instituted that recreational

cyclists didn't benefit. Recreational cyclists in these areas are generally treated better by motorists because the public is indoctrinated to the idea that bicycles are a viable mode of transportation. Motorists are also educated that bicycles have a legal right to the roadway the same as them. Bicycle patrol is one of the best bicycling advocacy tools to come along in years and we've only scratched the surface of its potential.

This paragraph is for the benefit of those who read this and are not law enforcement officers. Not one of us took this job to be hailed as a hero, but I know many heroes. Not one of us took this job to get shot, stabbed, or to bury a friend and co-worker. Not one of us took this job to be liked by those who prey upon decent, hard-working folks. The reason we took this job was to protect citizens of this great country and its constitution. This task is so important to us that we all swore an oath to do so, even if it meant paying with our lives. Because of this system, the Schwinn corporation can say anything they want to sell their product and no one can storm their headquarters and arrest them. Their right to freedom of speech is guaranteed on a daily basis by thousands of law enforcement officers around the country. Lets just hope the ones mounted on bikes weren't riding Schwinn's.

- Allan Howard

## Education Column

### Different Needs of Bike Cops Mean Bicycle Oriented Firearm's Course (Part One of Two)

*By Gene Miller, Education Chair, IPMBA, Tacoma Police Department (WA)*

It is sad to say but officer involved shootings have become commonplace. While we win most of them, the ones we loose cost us dearly. I've been to far too many fellow officers funerals and I never want to have to attend any of yours. Because of the number of officer involved shootings where those involved were bicycle officers it became extremely clear that a firearms training course geared specifically towards bicycle officers was necessary. In this first of a two part series we will address what makes us different and how to minimize our risk.

In the next education column the actual firearms training will be addressed.

There have been numerous applications of deadly force over the last few years by bicycle officers. They range from a 70 yard shot to stop a man that had already killed four and injured twenty-three to a shot from less than five feet after being shot. For every time lethal force has been used by a bicycle officer there are thousands of times where it was at least a possibility. IPMBA's firearms training course details the hazards that we as bicycle officers face. It deals

with topics such as cover vs. concealment and high risk scenarios. The actual qualification course is designed to simulate actual situations bicycle officers are in every day and how best to survive them if a shooting situation arises.

We must start with the hazards. What makes us different? Why is it so dangerous? To begin, there is our physical closeness to criminal activity. It is our ability to get close to the criminal activity that makes us so successful in suppressing street level crimes. Suspects basically have three options when ap-

See "Bicycle Oriented" on Page 8



## NO BRAKES

By Officer Michael P. Reilly, New Orleans Police Department (LA)

One of the first skills every Police Cyclist needs to be a good effective cyclist is how to stop. Proper balanced braking; two fingers on the levers, three times as much front brake to rear brake, weight over the rear wheel for panic stops are some keys to this important cycling skill. During your Police Cyclist training you should have learned how to stop and go, and some of the skills in-between, but it is up to you to enhance those skills. There is no substitute for practice and even the most accomplished cyclist should practice the basics often because as a coach once told me, "perfect practice makes perfect."



After you have practiced and practiced and learned some new skills you may find that your skills have plateaued. How do you get better? Remember when I said how important it is to learn how to brake properly? To improve, forget that for a minute. The key to going faster by relying on your skill is to stay off of the brakes. Many off-road racers find that by using their brakes less they carry speed over or through obstacles that they normally would not have cleared at a lower speed. Momentum is your friend. To increase your confidence in this theory, find an obstacle laden area free from spectators (especially if you are

in uniform as you may crash a few times). As you ride over various terrain, concentrate on NOT braking. Turn, dodge, descend and complete the obstacle course without braking. Pretend that your brakes have been disconnected (don't actually disconnect them because you may need them). Keep your mind on the fundamentals and by riding ahead mentally you will effectively carry your speed through the course. Many riders will find that they brake too much, I do it from time to time. It really takes some concentration to NOT fall back on your good friend, the brakes. Stop using those brakes so much during training and watch your skill level progress. □



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### Volunteer Patrol Looking For Other Volunteer Patrols

#### Dear Editor:

The St. Paul Police Reserves (in St. Paul, Minnesota) is made up of citizen volunteers. With the exception of the officer in charge of our program, we are NOT licensed police officers. We donate our time to our community by providing primarily traffic direction and crowd control for various functions and events throughout the city. We receive no monetary compensation for this.

Last summer several reserve officers formed a bike patrol unit. This unit was formed with the support of the St. Paul Police Department, and is seen as an effective means of bridging the gap between

the community and the police department. The volunteer bike patrol focuses its activities on three major parks in St. Paul. We do not do enforcement. However, we are good source of "eyes and ears" for the department. The public response has been very favorable and we are often asked when they can expect to see us out again. It makes people feel "safer" to see us patrolling the parks.

Our volunteer bike patrol now consists of approximately 24 reserve officers. However, as we are a very new unit and have had no contact with any other volunteer units, we are looking for any ideas and input from other volunteer units regarding

responsibilities, funding, uniforms, and equipment, size of units, frequency of patrols, etc. We are constantly on the lookout for any information that will enable us to grow and improve, and to serve our community the best we can.

If you are a member of a volunteer police bike patrol unit, or know of a unit in your area, please respond with information and/or mailing addresses. We are very eager to make contact and exchange ideas!

All information/inquiries can be sent to: Reserve Sergeant Diane Ege, St. Paul Police Reserves, C/O Community Services, St. Paul Police Department, 100 East 11th Street, St. Paul, MN 55101

### Winter Wear

*Continued from page 1*

the palm and finger tips. I am able to retain finger dexterity and conduct activities like writing. These gloves are also known as aviator gloves and are available at most surplus stores in green or black for under \$20.00.

For extremely cold conditions (under 20°F) I wear a glove with a compressible insulation that retains heat when wet, like Hollowfill. I have found that they are not too bulky to shoot and still protect my hands and fingers from the cold.

**Torso:** I suggest you begin with a light weight polyester shirt followed by your protective vest. While a vest can be agonizingly hot in the summer, it can provide extra warmth in the winter. Experiment with wearing a pile liner under your outer garment. Your department may not object to this if the material does not protrude from under your jacket. Dress in several thin layers so you can modify your wardrobe if the temperature changes.

**Legs:** Since everyone must wear something different, uniform wise, the best advice for legs is to play it by the weather. If you believe you'll need

leggings underneath, wear them. But use leggings made of the materials I've spoken about earlier in the article. Ride a lot and your legs will generate heat. In the winter, heat is good.

**Feet:** Like the hands, the feet are very susceptible to cold. Don't wear several socks since that will restrict movement and blood flow which will cause heat loss and make your toes really, really cold. I wear Polypro socks and Gore-Tex socks to help retard water from rain, snow and slush. The Gore-Tex fibers are woven together in a pattern that allows air to circulate in and out but keeps the larger water molecules from entering. During extremely cold weather I wear 1/8" scuba booties over my Polypro socks. They provide a vapor barrier between your skin and shoes and will cause your feet to sweat considerably but the booties will keep the cold out. Also, you may want to consider buying your winter shoes sized a 1/2 size larger to allow room for the extra materials.

It is my sincere hope these tips will benefit you. With the exception of ice and snow on the roadways there is no reason you can not continue riding all

winter. Prove to your department and community that bicycle patrols are capable of providing year round service with minimal risk.

If you have any questions about bicycle maintenance or winter wear, please forward you questions to: Officer Bruce Hopfengardner, Centerville Police Department, 100 W. Spring Valley Road, Centerville, Ohio, 45458. They'll be answered in the next issue of *IPMBA News*. □

### IPMBA News

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Police Mountain Bike Association (IPMBA),  
please contact League headquarters.



# Best of 1995 Police Mountain Bike Stories From IPMBA Readers

## THE FLOWER PICKER PINCH

By Sergeant Gary L. Meyer, Milwaukee Police Department (WI)

IT WAS A WARM SUMMER NIGHT about two hours after sundown. I was patrolling Milwaukee's fashionable East Side on my Trek 8000 looking for the elusive actors who were responsible for a spate of break-ins. About a hundred yards ahead in an alley was the figure of a man who was overly interested in the residences he was walking past. Suspicious aroused, I switched off my Night Sun and began to stalk the mystery man. My stealth indicator was reading high as I followed for two blocks without giving myself away.

Suddenly, the figure darted into an isolated back yard. I knew I had him so I called for a back-up as I coasted to a stop and dismounted. Concealed behind a brace of garbage carts, I leisurely watched my furtive friend as he tampered around the window ledge of the darkened house. A wrought iron fence surrounding the yard would force him to leave the same way he entered, and right into my waiting arms. And that's exactly what happened. Abruptly the man quickly wheeled around and ran straight at me.

Out I jumped shouting, "Stop Police!" The suspect froze in his tracks. "Let's see your hands," I commanded as two other bicycle officers pedalled up in response to my call for assistance. Sheepishly, the perpetrator brought his hand from behind his back and showed me a bouquet of flowers that he had obviously just picked. The explanation was enough to melt any bike officer's heart. It seems he was on his way to his girlfriend's house; and it was her birthday; and he didn't have anything else to give her; and he knew he was wrong; but please, officer... You know the rest.

Well, I could have taken him in for prowling or theft, but, come on, flower thief and the two back-up bike officers pedalled away hooting and thought, but it was still a good piece of police work, and it proves again the

And so the story would end it seems, except for the thing. About a cops rolled up on a juvenile who was preparing to break into an auto, and mitted a strong arm robbery. Now that was a good piece of police work, Still though, I am kind of proud of my flower picker pinch.



would you have? I released my romantic hollering. They can laugh all they want, I value of bicycle patrol, right.

half hour later the two mirthful back-up bike right before that, this same juvenile had come bicycle style.

## Covert Bikes

By David Simpson and Steve Saunders, Cincinnati Police Division (OH)

Cincinnati was recently plagued by two series of robberies in the area we serve, victimizing older persons in one neighborhood, and college students in another. The first thing that came to mind was a plain clothes task force to stakeout the area. We immediately looked into the possibility of getting bikes involved in the task force. The idea was well received by the command staff, so we selected bikes from the police property room that would have been sold at police auction.

We brought in our own helmets from home, changed our clothes and the covert bike program was up and running at no cost to the city. With this new concept came the challenge of riding while concealing our necessary police equipment for plain clothes duty. By the time we got it altogether the first series of robberies had ceased. Four months later when the second wave of robberies started, we were ready.

Our district had eight robberies in twenty days, in a four-block area. The task force was put into effect including one sergeant, and six police officers (four officers in plain clothes, and us on covert bikes). The task force gathered intelligence, performed stakeouts and covert patrols. Within a week the task force had discovered a ring of five individuals possibly involved in a gang. All five were identified as the suspects and four of the five were arrested and pleaded guilty.

Even though we still have one on the turn, our series of robberies has stopped. The covert bikes are now permanent part of the Cincinnati Police Division Bike Patrol. Covert bikes are a cheap and effective way to use police on bikes in many different situations.

## MISTAKEN IDENTITY

By Officer Gordon Turner, Western Kentucky University Police (KY)

In September 1994, a patrol officer got into a foot chase with a subject that had ran from him when he told him to stop. I was on bike patrol and was in the area so I proceeded to get involved in the chase. I chased the subject for several minutes until he started to run down an alley. The alley was long and went downhill. I proceeded to ride up next to the subject and tap him on the shoulder while he was still running from me. I introduced myself and asked the subject why he was running. He stated, "I am running from the cops". I then asked him if he was finished running. A few seconds later he was able to glance over at me as he was still running from the cops. As I am still riding along side of him, he realizes that I am the "Cops" that he was running from. The final outcome was that he tried to run and climb over a wall but I was able to do a dismount and apprehend him. The subject later told me that he thought I was also running from the cops instead of me being the cop that he was running from.

## The One That Almost Got Away

By Officer Michael Reily, New Orleans Police Department (LA)

Over the past three years, my partner, Officer Scott Monaco of the New Orleans Police Mountain Bike Patrol and I have recovered 9 stolen vehicles, all with arrests, and all without pursuit. As any veteran street cop knows, a stolen vehicle arrest without a pursuit, injuries or wrecked cars is not only desirable but rare. By relying on the stealth ability of the bike, sound tactics, heavy traffic, a steady supply of red traffic lights and Lady Luck we had been very

See "Almost Got Away" on Page 10



## Stealth

Continued from page 1

of my daily patrol is on normal streets and roads while the remainder of my patrol is in grass fields, sidewalks/footpaths, in and between buildings, and on parking lots.

Stealth is an essential part of detecting and enforcing criminal/suspicious activities and "stealth riding" should be an essential component of patrol. "Stealth riding" is similar to turning off the headlights of the cruiser when approaching a dark area known for its criminal activity or "cutting out" the cruisers overhead lights and sirens when approaching a B&E in progress. Stealth riding works on the same principles. But remember, bike safety and officer safety must be your primary objective. It is not recommended during normal road biking conditions and in extremely dark areas where there are possibilities of obstructions/barriers (ie. trees and roots, park benches, ditches etc.) Let common sense be your guide.

At night, the University of Maryland is very well lit as it should be for community safety reasons. At times, a stealth approach is very difficult but is still possible. In a nutshell, I call the stealth approach, "hiding in the shadows." Next time you're on night patrol, observe how the trees, buildings, cars, and other objects like you and your bike cast shadows because of street lights, building lights and moonlight. Examine how shadows will bridge at or near certain points, then travel and follow along that line of shadows (ie. shadows from building to building or from trees to cars etc.). I've also discovered that tree lines and riding close to a line of parked cars work



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

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[bw411@freenet.uchsc.edu](mailto:bw411@freenet.uchsc.edu)

Phil Campbell, IPMBA member and senior patrol officer with the Lewiston Police Department, Lewiston. He is the team leader of a patrol that is going into its fifth year of service. (ID)

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particularly well for concealment. The purpose is to blend in with the environment and try to become part of the objects and the shadows. This will make it more difficult to detect your approach.

While you're traveling along a line of cars, travel very slowly and quietly. Traveling slowly is important because, in the dark, the human eye will detect motion first from peripheral vision. Next, the eye will be able to distinguish shape before you are discovered as a police officer. Slow travel will make it more difficult to detect your motion in the dark. Slow travel will also make the bike quieter and more difficult for the human ear to distinguish from other sounds. Keep the pedal turning to eliminate freewheel noise. To assist in your stealth, turn down your radio. Do not turn your radio off, in the event of an emergency, communication with your dispatcher is essential.

Be careful while traveling along a line of parked cars. Look to see if there is someone in the driver seat of each car and check for brake lights, headlights, or reverse light to make sure the car is not pulling out of a parking space. At this

point, avoiding a collision is your responsibility because the driver may not be able to see you. Remember, safety must come first.

**EXAMPLE:** During your patrol, you observe suspicious or criminal activities. Your first action is to turn off your bike lights, alert your dispatcher, and observe the activity at a distance from the shadows. Take a few moments to examine your surroundings and decide your methods and course of approach. Decide whether you will take the straight and direct approach, or, will use the shadows, the grassy area, or the tree lines for your stealth.

If you decide to use the stealth approach, it's best to silently approach your suspects with your lights out and from their rear to gain the tactical advantage and keep the element of surprise. If you're approaching suspects in a vehicle, approach the vehicle using the vehicles "blind spots" to your advantage. Dismount your bike prior to your approach of the vehicle to give you better balance and fewer distractions. Take a few moments to observe the actions inside the vehicle. Then, use your flashlight to light up the interior of the car. If the suspects are not in a vehicle, wait until you're a few feet



## LET'S GET TECHNICAL

Gortex or Ultrex, 10 watts or 20 watts, Aluminum, Cromoly or leadpipe. Beginning in the next IPMBA NEWS issue, we will be introducing a new technical article. This column will include product information from the bicycle industries experts. Technical information on uniform fabrics, bicycle materials and construction, lighting equipment, helmet standards, eyewear lens material, and whatever else we or YOU can think of. This column will in no way be an advertisement or endorsement of a specific product or company, other than to give credit to the author. If you have any technical questions you would like to see answered, send your request to your IPMBA NEWS Editor. That's Andy MacLellan for the right coast and Gary McLaughlin for the left coast (unless you hold a map upside down).

### Stealth

*Continued from previous page*

from the suspects before lighting up the area. (Don't forget to advise your dispatcher of your activities, number of suspects involved, and if you need back-up.)

On many occasions I've come upon numerous alcohol or drug violations when the suspects didn't realize that I was approaching until I dismounted my bike and identified myself. When you reach this point, flood the area and suspects with your bike lights and flashlight. This is done for three reason: 1) to discover what your suspects are actually doing (watch their hands for weapons or contraband), 2) to identify your suspects, and 3) to avoid the destruction of evidence. (Hint: When you turn on your lights, shine your lights directly into your suspects eyes. This will immediately startle them, placing them in temporary shock, and will disrupt their night vision in the event that they have a weapon or contraband.)

Bike patrol has become a very fulfilling part of my police career and I hope it has done the same for all police cyclists. I've discovered that these skills help me detect criminal and suspicious activities at night. These skills have also given me the tactical advantage and they can help you if you like to play a "cat and mouse game." I'm open to all comments and appreciate any feedback. □

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## Bicycle Oriented Firearm's Course

*Continued from Page 2*

approached by the police: cooperate, run or fight. By getting so close so quick we've eliminated the ability to run so it is either cooperate or fight. For those intent on staying out of prison, fighting is the most likely choice. Fighting can involve hands, knives or firearms.

The next hazard is most commonly the area of assignment. We don't normally get assigned to the area with the lowest crime rate on day shift. Because of the effectiveness of the bicycle officer we work the high crime areas. These are experienced criminals and the ones that usually have the most to lose that we end up dealing with.

Another hazard is our exposure. Regular patrol officers have 3000 lbs. of cover that they drive around in. It does 0-60 mph in 8 seconds and has a reverse for a hasty retreat. Our bicycles never do 0-60 mph and reverse is even less likely. Thirty pounds of aluminum is not cover.

There is a second type of exposure and that is to the weather. For those of us that ride during the winter months we have to bundle up. Heavy clothes and gloves make drawing your weapon at least a little more difficult. They also make a comfortable shooting position nearly impossible. Being cold and wet also takes its toll.

Finally, the last hazard is recognition as a bicycle officer. You are no longer some blue uniform in the big patrol car. For officers that work the gang areas and areas known for narcotics activity the bicycle officer is usually the most feared and therefore the most hated. We are more easy to individualize. The bad guys recognize us and know our names. Because of that we are much more likely to face an ambush. I remember the first year on bikes finding that one of our gangs had offered \$5000.00 to whoever killed my partner and I. Fortunately, it required a head shot

and none of our gang bangers can shoot.

So what can we do to minimize our risk? Knowing the difference between cover and concealment is a big head start. The easiest way to remember is cover stops bullets and concealment doesn't. Concealment does allow you to hide but if the bad guy sees you run behind the bush ... well, I'm sure you understand. Utilize cover whenever possible and concealment as a distant second. This does not mean you should low-crawl on regular patrol but you should constantly be thinking about positions of cover. A lot of us are fortunate enough

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*For every time lethal force has been used by a bicycle officer there are thousands of times where it was at least a possibility.*

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to work the same areas all of the time. In this case thinking cover should

be much easier. When arriving on a call or rolling up to make a contact or arrest, potential points of cover must be a part of your planning.

How can we minimize the risk when it comes to our closeness to criminal activity? The key to this is know where you are at all times. You will ride up to crimes in progress or be on top of a bad guy before you know it, so you may only get one chance to give your location. Bicycle officers do not have the time to look for street signs. If all you need is transport then walk the bad guy to the nearest corner. But if you need backup you're in trouble. Additionally, bikes go where most patrol officers never go so your location better be specific. If you are under a freeway a half block from a street, how much good is it going to do for you to call out that street as your location? My recommendation is that any time you go where patrol vehicles can not go, advise dispatch in advance of where you are going. If you are working an area scan as you approach it. Evaluate the location of persons and points of cover then pick a path that al-

lows you to travel there without unnecessary exposure. Remember, only move as fast as you can scan. Don't take unnecessary risks. There is no bad guy worth your life!! Whenever you are approaching a bad guy that is high risk, utilize cover and take verbal control the bad guy.

What about your area of assignment? If working in a high crime area on a regular basis make sure you establish the rules early. Be consistent and make every attempt to treat people as they treat you. As a bicycle officer you are more recognizable. Use that to your advantage. Our rule to the bad guys is "you can respect me or fear me. The choice is yours." Bad guys understand this.

Minimizing the risks due to a lack of cover has already been addressed above but one more thing should be mentioned. Cover can work for the bad guys also. Evaluate their potential points of cover so that if they start moving that direction you recognize what is coming.

As for exposure to the weather, you should train in what you wear on the street. For that reason there should be training in conjunction with the major weather changes so that you can practice with what you'll be wearing.

In regards to your recognition as a bicycle officer, remember to be consistent and fair. Treat every call with the same degree of caution. Once in the general area, slow down and scan for possible threats. Utilize cover and concealment and follow my motto: discretion is the better part of valor.

Well, I hope this gives you all something to think about. Take the time to share this information with all of your department's bicycle officers and use this to support firearms training for bicycle officer in your area. For those of you that put out state newsletters please feel free to use my columns in them. I would ask that IPMBA receive proper recognition if the column is used. I hope you all have safe shifts. □





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## The One That Almost Got Away

*Continued from page 5*

successful in avoiding the dreaded *stolen car pursuit*. On July 19, 1995 at about 12:52 pm our luck ran out, sort of.

Officer Monaco and myself were on our regular patrol of Canal Street, during the active business lunch hour, riding on the bus lane in front of the One Canal Place Mall. As we headed up Canal we almost simultaneously spotted a green 1995 Ford Taurus headed in the same direction in the center lane of the street. The expired temporary license plate was a good sign that this vehicle was not legit and we began to make plans to stop it at the next light. Before we could even get our plan together, the driver looked over at us, his eyes bugged out, did a double take, changed lanes without so much as checking for on-coming traffic, much less a signal and mashed the accelerator to the floor.

Scott and I pedaled furiously as we attempted to cut him off at the next red light. As we pumped away, we prayed for at least one of the dozen red lights on Canal Street to turn and for the police radio traffic to clear up so we could kick in our chase. He hit every green light and we faced the beginning of every intersection change. He veered off the main street, turning in to the French Quarter on Burgundy Street as tourists strolled through the congested areas of the Quarter. Had he continued down Burgundy, he could have sped off into the distance, stop sign free, but, three streets later, he turned back toward the Mississippi River on Conti Street. He was headed right for the French Quarter's Police Station when we finally got emergency air clearance for the pursuit.

As the Taurus drove past the station one lone officer assisted us by chasing the car on foot for one block before realizing that the chase was futile on his part. One onlooker described two bike cops and a foot cop chasing a stolen car through the historic Quarter as a little too much like the Keystone Cops.

Once past the station, the vehicle turned again, this time toward Canal on Decatur, headed toward the House of Blues. Then, unexpectedly, he turned again one block later and again one block later heading back

toward the Eight District Station where responding fellow officers began to assemble for the capture. Until this point, the pursuit consisted of Scott and I following the guy and going where he went. On bikes equipped without a real siren or light system, there was little chance that we were forcing the guy to run and as far as we were concerned he was driving at break neck speed on his own guilty conscience.

For the first time in nearly 20 blocks I finally felt as if we were going to catch him; a huge UPS delivery van blocked his escape at Conti and Chartres. The Taurus screeched to an almost catastrophic impact with the delivery van when several marked units with

lights and sirens picked up the pursuit. As the units passed us and neared suspect vehicle, the UPS van, which had been blocking the road, moved! The car rounded the corner and as if to taunt the foot cop, the bad guy drove past him again. Once the marked cars joined the pursuit all Scott and I saw of the suspect vehicle were the light bars of pursuing units. With the hope that the car would soon stop, we continued to follow the chase on the radio. Blocks later the driver of the Taurus experienced a bit of difficulty negotiating a turn blocked by a work truck near the Harrah's Casino construction site. To our pleasure, he lost control of the vehicle, forcing him to bail out of the moving car. The Taurus lightly hit a fence and the suspect took off on foot. Elapsed time for the above, approximately four minutes.

Over the next 12 minutes the operator of the car ran through the Hilton Hotel, through the Riverwalk Mall, across the Mall's Spanish Plaza, in front of the Aquarium of the Americas, through Woldenberg Park, and into an adjacent parking lot. At every turn Scott and I, who were highly mobile because of the bikes, were pointed in the right direction by helpful onlookers as were followed just pedal strokes behind this guy. During the chase units from the DDD (our sub-district) the Eighth District, the Gaming Unit, several off duty officers, units from the Bridge Police and Security of-

licers from every business that we had ridden through converged on the area.

As dozens of officers swarmed the area and began to narrow the gauntlet, the bad guy suddenly appeared in front of a lone officer at the One Canal Place Mall, where all of this started 16 minutes earlier. The fox, weary and tired after touring most of Downtown New Orleans, presented himself to the officer and said, "I'm the guy you're looking for. I'm tired of running." Scott and I positively identified the subject a short time later and wrapped the whole thing up by determining that the Taurus had been stolen the previous day from a local car dealership. No injuries, minor damage to the vehicle, but an end to our pursuit free record of catching stolen cars from the back of a bike. □

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### Scholarships Available

The Governing Board of the International Police Mountain Bike Association (IPMBA) is pleased to announce that a limited number of scholarships will be made available to police bike officers and/or agencies desiring to attend the IPMBA Police Cyclist Certification Course during the week of the 6th Annual Police on Bikes Conference in Rochester, New York, May 5 - 8, 1996. (A \$200.00 scholarship)

Officer/Agency selection will be based upon financial need, and an articulation of how they would use this training to further the concept of police on bikes (i.e. setting up, or enhancing an already established police bike patrol). Officers and/or agencies must be willing, and able, to meet the financial burden of travel, room and board expenditures. (As part of the PC Course, lunch is provided).

Requests for an application form must be received by mail. Please send requests to: Jennifer Horan, PC Course Scholarship, IPMBA, 190 W. Ostend Street, Suite 120, Baltimore, MD 21230-3755.

The deadline is March 1, 1996 and the applications will not be regarded until after that date. Winners of the scholarship will be notified by March 20, 1996.

### Watch Out For the Mac Attack!

The BIG MAC ATTACK is coming. Andy MacLellan and Gary McLaughlin are currently working on a product review column that will appear in every IPMBA NEWS issue. We are presently researching product review policies and procedures from the bicycle publication industry and other periodicals. If we have already received a product review from you, don't worry, we haven't trashed it. By next issue, we will be publishing the procedures and format for the column.

### IPMBA Governing Board Nominations

IPMBA is currently accepting nominations for its Governing Board. There will be three open in 1996. Elections will be held at the annual conference in Rochester, NY. Those elected will serve a three year term and will oversee the future direction of this organization.

Nominations must be received by April 15, 1996 and should be sent to IPMBA, 190 W. Ostend, Suite 120, Baltimore, MD 21230-3755. If you have any questions, please contact Jennifer at 410-539-3399.

### Adopt a Russian

Let's bring at least one Russian Cop to the 1996 Police on Bikes Conference and Police Cyclist Certification Course in Rochester, New York. This is an outstanding opportunity for the whole IPMBA membership to get involved as one. A \$5 donation from each member will pay the way for at least one Russian Bike Cop to come to America. If you can't afford that much, dig into your pocket and give what you can. This is OUR chance to help our Russian allies in law enforcement who can't afford to even buy tires for their bikes. This would be a great show of our support in association with the care package being put together. The sooner we get the donations, the better. Please, mail your donations to IPMBA, 190 W. Ostend Street, Suite 120, Baltimore, Maryland 21230. Thanks.

### IPMBA Police Cyclist Certification Course

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### International Police Mountain Bike Association Governing Board

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510-293-7272  
(term expires Spring '97)



## YOUR NAME IN LIGHTS

You know that great story you just told your friends, "I was on my bike and this guy comes..." Great story? Relevant to bicycle patrol? *We want to print it!* Don't worry if it's rusty - that's what editors are for. **Send in your story. Or write a brief letter to the editor!** If you have any information about laws pertaining to bicycle patrol in your state or community, information about your unit, training tips, or funny anecdotes, send those in, too. (An accompanying photo would be a plus!) **ADDRESS:** IPMBA, 190 W. Ostend St., Suite 120, Baltimore, MD, 21230. (They'll be forwarded to the appropriate East or West Coast Editor!)

## MARK YOUR CALENDAR!!

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