



IPMBA NEWS



Official Newsletter of The International Police Mountain Bike Association

Vol. 4, No. 1

February 1995

New Bicycle Friendly Communities Program

By Kirby Beck, Coon Rapids (MN) Police Department

The League of American Bicyclists recently initiated a new program called *Bicycle Friendly Communities*. It is the brainchild of Wayne Byrd, an avid cyclist and former city councilman, from suburban Kansas City. Having seen the success and popularity of the Tree City program, Byrd thought a similar program could be created to promote cycling. The espoused purpose of the program is "to increase awareness and acceptance of bicycling as a means of transportation, recreation, and fitness, and to promote bicycle safety both on and off the road."

To qualify as a Bicycle Friendly Community the city must contact LAB to receive a list of primary and secondary criteria that must be met. After city staff has reviewed the criteria and determined that they have been met, the city must apply to the League, providing documentation that the criteria have been met and the \$175 new application fee.

After successful review by the League, the city will be designated as a Bicycle Friendly Community. Designation means the League will officially recognize them at a public meeting and award them with an attractive engraved plaque and two highway signs for their city entrances announcing their designation. They will also receive the quarterly Bicycle Friendly Community Newsletter, as well as a subscription to *Bicycle USA*. Continued participation requires a \$100 renewal application.

The guidelines for becoming a Bicycle Friendly Community are rather broad and can be met by cities in hundreds of ways; if you would like the information to pass on to a city official, it is available by calling the League at 410-539-3399. This is an issue that can affect all cyclists, but it may particularly affect bike patrol officers whose work environment often is the city's bike friendly facilities. □

Civil Liability (PART III)

Conspicuity is Vital to Safety

By Bobby Jones, Knoxville (TN)

(Part I of this article appeared in the August 1994 issue; Part II appeared in the December 1994 issue)

A common factor in bicycle accidents is the lack of conspicuity on the bicyclists' part. By definition, conspicuity is the ease at which an object is perceived. By police cyclists' definition, conspicuity is how highly visible you are to motorists, pedestrians, and other cyclists. Just because you are an officer, it does not mean you are instantly visible to everyone. Clothing and equipment that are utilized by a police cyclist are key factors in conspicuity.

The clothing worn by a police cyclist is very important. High contrast colors enhance the ability of other cyclists, motorists and pedestrians to see the rider. Florescent colors are also helpful because of their bright nature; they work great during the day. Reflectorized materials such as Scotchlite are the best at night. Some of these materials have superior reflectivity ratings and reflect light from almost any source coming from any direction. It is this type of material that is most effective

when placed on helmets, gloves, jackets, pants, shorts and the bike itself.

When it comes to non-uniform equipment, lighting is another key factor to being seen. Current

See Liability on Page 5

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The League's Board is There For You

In December I attended the League of American Bicyclists' Board Meeting in Baltimore. After I made my report to the board I was overwhelmed by their excitement. Every L.A.B. Board member agrees that IPMBA is a fantastic addition to the League. When you have a boardroom full of people where agreement on any one issue doesn't come easily, when they sing your praises, you've done something right.

Last month we had a fine article about bike patrol funding by J. Leith Harrell of DeLand, FL. In this month's Chair's Column I'd like to address some of the ways the League can help us individually and collectively. In this issue of IPMBA News you'll find the names, addresses, and phone numbers of all the L.A.B. Board of Direc-

tors (please see page 8). These people love cycling so much they'd give their eye teeth to help you. Moreover, these people are also the "Who's Who" of bicycle advocacy in the U.S. They are professional grant writers, transportation experts, federal fund experts, and bicycle company owners - just to name a few of their talents and skills. Please note the name and address of your Regional Director and contact him or her. Talk to them about what's going on. They may be able to help out with problems ranging from funding, to knowing someone in your area influential enough to get your unit started or moved from part time to full time.

This is a tremendous resource we can't ignore. Don't let a lack of communication keep us from moving forward. We all swore

an oath to serve the public; it's OK to let them assist us. Ultimately, they'll be the beneficiaries.

There is one last thing I wanted to tell you about that has me excited. IPMBA will be producing and publishing a book in 1995. The book will cover a lot of the basics as well as have some new material that will be beneficial to all. I'll tell you more about the book, (when it will be available, and what exactly is included, etc.) and how we obtained funding, in the next issue.

Let's make 1995 an excellent year for ourselves and our organization. Until next time, don't let the bad guys or the pavement magnet get ya'.

-Allan

See League Board of Directors on p. 8

Education Column

Experience and Practice Lead to Successful Arrests

By Rob Allen, Minneapolis Police Officer and PCI

On August 31, 1994, Sgt. Art Hart and Sgt. Bob Jensen, both certified Police Cyclists, faced a difficult decision. They were scheduled to work a bicycle beat along Lake Street in Minneapolis' fifth Precinct where both work as patrol sergeants. However, much of the department's personnel were in St. Paul attending the funeral of a St. Paul officer who was killed in the line of duty. They considered trading their bikes in for a car, but knowing how much they could accomplish while riding bikes, they decided to ride as planned.

In mid-afternoon, the officers were on routine patrol in the area encompassing a housing development off Lake Street and Blaisdell Avenue. They saw two teenage boys sitting on a stoop in an area in which officers have received numerous complaints about drug dealing and other criminal activities. Sgt. Hart, who has worked the community for several years, said that he did not recognize the youths as residents of the housing complex. They decided to ID the youths. As the sergeants rode up to the subjects, the youths immediately split up and ran.

The police officers dispersed, each following one of the youths. Sgt. Hart chased his subject several blocks. The youth attempted to elude Sgt. Hart by running up and down curbs, through bushes, up and down hills in the yards of area homes and businesses. Sgt. Hart, who had just taken a PC course this year, was able to negotiate all of the obstacles and to apprehend the youth he was chasing.

As Sgt. Hart was apprehending his suspect, Sgt. Jensen was still in dogged pursuit of his suspect. The youth he was chasing was also running up and down curbs, through yards, and eventually down an alley. As Sgt. Jensen approached his subject, he saw the youth digging in the waistband of his pants. Sgt. Jensen was rapidly gaining on the youth, leaving no time for the subject to stop and complete the act of retrieving the object. At this point, the suspect jumped a fence. Sgt. Jensen simultaneously dismounted his bike, drew his service weapon, and grabbed the youth. The youth was able to evade Sgt. Jensen's grasp and pulled a handgun from his waistband. As the youth raised the gun, Sgt. Jensen

fired his weapon, striking the youth in the arm. Sgt. Jensen, with the assistance of a bystander, was able to hold the youth who, despite being shot, was still trying to get away.

"There is no way we could have caught either of those suspects if we had been on foot," Sgt. Hart said. "In fact we probably wouldn't have been able to sneak up on them in the first place if we'd been on foot or in a car."

Sgt. Jensen added, "The fact that I had been trained in police cycling meant that I could concentrate on my safety and catching the suspect rather than on trying to ride the bike." □

The above arrest incident makes it obvious that proper training and experience are essential. After your IPMBA PC class you need to continue your training by practicing all the things you've learned. Practice so that you do not just become another statistic we hear about at "Roll Call."

*- Stuart Bracken, Tacoma (WA)
IPMBA Governing Board*

Scott USA's "Over Rock" Shoes Great for Police Cyclists' Unique Shoe Needs

By Kirby Beck, Coon Rapids (MN) Police Department and IPMBA Board Member

The IPMBA Board has talked for some time about including product reviews as part of IPMBA News. One of the purposes of this newsletter is to provide sound advice about equipment and accessories. Product evaluations, which are an accepted part of other bicycle-oriented periodicals, seem to fit right into our goals. While I have never written a formal product evaluation, like most of us, I'm constantly evaluating things. Why not put it in writing!

Many products are tested using samples provided by manufacturers or distributors. For my first review I chose equipment that I have owned and used for a couple of months. Without the "complimentary" label attached to it I feel I can write more honestly.

Since the beginning of serious police bicycling a frequently asked question has been, "What kind of shoes should I wear? My department wants me to wear shoes that are all black and have a uniform appearance. I can't find any bicycling shoes like that!" Simply put, there aren't any cycling shoes that meet that description.

Cycling shoes are as important as any other type of safety equipment. The stiff sole of a cycling shoe prevents the foot from flexing and protects from pedal pressure that affects the nerves of the feet (thus limiting the possibility of a painful podiatric version of a Carpal Tunnel-like syndrome called Morton's Neuroma). Unfortunately, most of the off-road or touring shoes that could function well for bike officers have neon colored trim or base colors that set administrator's eyes rolling. Why do bike shoes have to look like they are part of a super hero costume? There must be other cyclists looking for shoes that don't look as if they were stolen from the bowling alley!

When I was out looking for a suitable-yet inoffensive looking-shoe I came across the Over Rock by Scott USA. Three things struck me immediately. First, the shoe appeared to be a durable off-road shoe designed for serious wear. Second, the shoe

was constructed of black cordura nylon, black sole, and an unfinished tan colored leather, which could be easily dyed black and polished for police use. Lastly, I saw that it had a nylon strap diagonally crossing the laces, keeping them out of the chain and chainrings.

On closer examination I found that the shoe is SPD compatible, with reinforced "bumpers" molded to the sole at the toe and heel to increase durability. Moreover, the rigid sole has a softer synthetic rubber, which is fiber reinforced, that enables the wearer to walk across a hard floor without sounding like a draft horse.

Many cycling shoes have very hard soles that clatter like wooden shoes. Anyone who ever searched an empty school or warehouse will know why I don't want noisy shoes for police work. The shoes also provide good traction for walking and running when off the bike. But you aren't going to mistake them for cushioned running or cross training shoes! The downside of softer soles is that they may wear out faster, but in two months of police use so far, the Over Rock's soles are holding up quite well.

As I suspected, the unfinished tan leather of the Over Rock took the black leather dye quite well. The leather, a washable synthetic called Nubuck, looks and feels incredibly genuine. One coat of dye colored the leather thoroughly. After the dye had dried an application of polish made them look quite acceptable to uniform standards. The Over Rocks have 3/4 high tops that cut down again near the heel. The advantage seems to be more flexibility and support without the usual rubbing on the upper back of

the heel. The one inch wide black nylon Z strap is attached near the base of the small toe, crosses to the instep where it passes through a D-ring, and is finally secured with Velcro on the outside of the ankle. The strap's purpose isn't support as much as shoe lace security.

The Over Rock is durably made. Nubuck leather is used in all of the stress and stitching points; the lacing system accommodates a variety of foot shapes. (Most athletic shoe stores can provide instructions on specialized lacing patterns.) The shoes also feature a "wickable" lining material and

removable polyurethane footbed. They have a 3M Scotchlite tab on the back of the heel to increase nighttime safety, a feature I believe should be mandatory on all cycling shoes.

The 1995 version of the shoe has replaced the Z strap with a Velcro

closed flap over the laces. The flap is intended to keep the laces out of the drivetrain and protected from mud. The colors of the 1995 models are not as good for bike officers as were the 1994 styles.

Scott's three models are now the Over Rock, Rock Bottom, and Terra Firma, and all have red lining visible around the top. The logo is now red as well. The cordura color on the 1995 Over Rock is something between navy and royal blue. The Rock Bottom looks much like the 1994 Over Rock with slightly brighter colors. It retains the Z strap. The Terra Firma is a basic shoe with colors most like the 1994 Over Rock, but without the Z strap. All appear equally well made.



See Product Review on Page 4

Questions & Answers

Answers to commonly asked questions:

Q. Does IPMBA have a listing of departments with bike patrols?

A. Yes! It's a part of our 4th Annual Police on Bike Conference Handouts (available for \$25) and is available separately for \$15; it has 550 departments listed. There will be an updated list available after the 5th Annual Conference (May, 1995).

Q. What are the requirements to become a Police Cyclist Instructor?

A. Here they are: 1. Membership in IPMBA; 2. One year full-time or 2 years part-time bicycle patrol experience; 3. Status as full commissioned peace officer, current member of bike patrol, and active rider; 4. Familiarity with the contents of *Effective Cycling* by John Forester; 5. Attendance in a standard 4-day IPMBA training

course and subsequent certification as an IPMBA *Police Cyclist* (PC), with a passing grade of 85% or better; 6. Meeting minimum score on PCI applicant questionnaire (available from IPMBA by calling 410-539-3399); 7. A written recommendation from the PCI that taught and certified you as a PC; 8. A written recommendation from your department; 9. Payment of the \$25 application fee.

Q. Where do I find a police cyclist course?

A. If you are interested in becoming certified as a Police Cyclist through IPMBA, there is a Police Cyclist Instructor list available by calling 410-539-3399 and asking for Jennifer. It is up to the individual or the department to contact an instructor and inquire about their schedule for instruction.

See page 11 for Police Cyclist courses that are going on in the near future.

Have an answer?

How has your bike patrol made your bicycle unit numbers identifiable from a distance?

Do you have firearms training info specifically designed for bicycle patrols?

Please send in your answers to IPMBA.

NOTE TO PCIs and PCICs: If you're teaching a class and it's open to the law enforcement community, please let us know. We'll print your information in *IPMBA News*. Kirby Beck notes that PCIs should use their "teletype network" to notify departments of their courses! □

Product Review - From Page 3

My foot is a D width and I found the Over Rock a bit too narrow for out-of-the-box comfort. With a little break in time and a great lacing system, I was able to achieve the comfort I wanted. If you have a really wide foot you may find them unsuitable. They work well for cycling, and are easy to use with toe clips and Power Grips. They are easy to slip in and out of the pedal retainers. The soles provide a firm grip on the pedals. I don't use SPD pedals, so I cannot address their durability with SPD cleats. I have heard of other brands of shoes that have had problems with SPD hardware ripping out. I just don't know on these shoes.

I spoke with Scott USA Marketing Director Buzz Thread at his office in Boulder, CO. Buzz tells me that Scott is very interested in working with police departments, at police prices. He asks that departments and officers contact him directly for pricing and purchase information. They are very willing to work with purchase orders. Buzz's number is (303) 545-1701 or FAX (303) 939-8200. They have about 200 pairs of the 1994 model shoes still available, so call quickly if you are interested.

Scott is concerned that only legitimate bike officers and their police departments get products at police prices. Like many reputable companies, Scott will dis-

continue special prices if we abuse their offer. There have been several companies over the years whose generosity was abused. Officers bought items for friends or for personal use. Some of whom bragged to retailers about the wonderful police price they received from the company. Those companies no longer offer special police pricing. Hopefully that's enough said.

Aside from the usual color difficulties, which are easier to overcome in these shoes than it is in others, Over Rocks are impressive shoes. Scott's increased share of the cycling shoe market reflects that. You may want to give them try on your beat. □

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Philadelphia Housing Police Bicycle Patrol is the Envy of Other Neighborhoods

By Jennifer Horan, IPMBA Manager

Officers Gregory Davis and Robert Ware started the Philadelphia Housing Police Bicycle Patrol Unit in June of 1994, basing it on the New York City Housing Police Bicycle Patrol. Philadelphia's unit consists of five men and two women and has drawn praise and quick acceptance from residents in the patrol areas.

The officers cover rough territory, riding the 11th Street Corridor in North Philadelphia, encompassing six developments and about 5,700 tenants. The unit is getting noticed: the Philadelphia Inquirer did a profile on the unit in October,

1994.

Am y Rosenberg, the author of the article, notes that "the children and adults they encounter adore these officers. They flock to them, admiring their sharp uniforms, their state-of-the-art equipment... and that residents are more willing to point them in the direction of troublemakers."

"The main objective is to be more visible to the community, to interact with the younger generation and older senior citizens in the development. You can take time to talk to people. In a car, you can ride past things that you don't see. On a bike, you have direct contact and can see what's going on around you," said Officer Davis. He also notes that most of their



narcotic arrests were made in day hours, that they have had several ped investigations and numerous arrests. He adds that he and fellow officers hold bike classes in community policing and bike safety.

The seven officers involved say they are receiving more respect and cooperation than they ever did riding through housing projects in cars. The community has responded strongly to these new peddlers on the block and relations with residents have strengthened. Other housing developments are envious of the patrols and wonder when they'll see bike cops in their neighborhood. □

Equipment & Uniforms

Mt. Bike.....GT Timberline
Shorts.....J Marcel Enterprises
Shirt.....J Marcel Enterprises
Helmet.....Giro Police Helmet
Shoes.....Hi Teck
Rain Gear.....Performance

Liability - From page 1

rently the CPSC (Consumer Product Safety Commission) only requires reflectors on seat post, head set, pedals and wheels. Based on testing, these reflectors are not adequate for the conspicuity of a cyclist; although visible, reflectors do not deliver enough information to identify the object as a bicycle. Headlights are vital. Small wattage headlights are not sufficient enough to see with or be seen. At least 5 watts or

better is recommended for the headlight. The rear of the bicycle is very vulnerable as well. The red LED Vista lights are, in my opinion, the very best for attracting motorists' attention.

It is important to your safety that you can be seen from short distances as well as from long distances. I suggest you conduct your own studies on how conspicuous you and your bicycle patrol are to others. What you learn might just save a life. □

IPMBA News

Newsletter of

The International Police Mountain Bike Association,
a division of

The League of American Bicyclists
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Submissions are welcome. Please send to:
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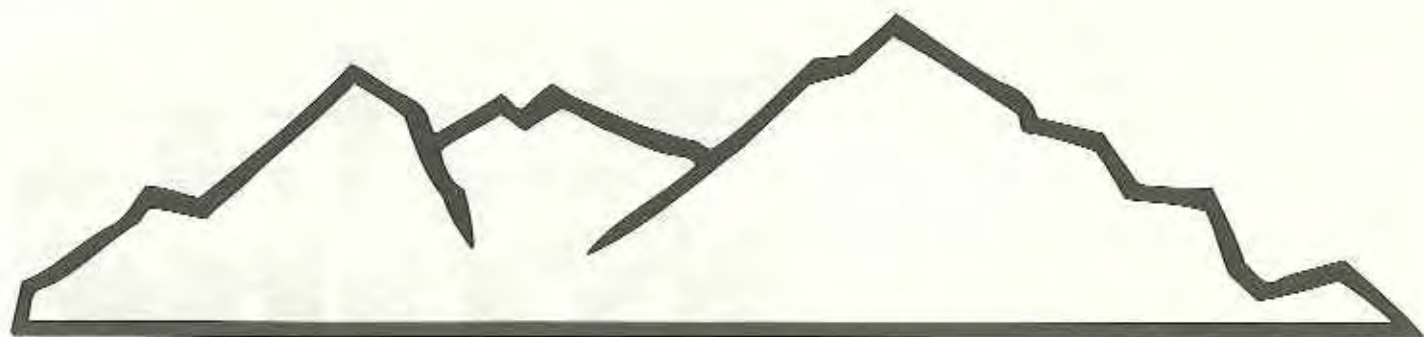
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IPMBA On-Line

Thank you to those who responded to our request for on-line addresses. The following would welcome computer correspondence from fellow IPMBA members:

Kirby Beck, IPMBA Board Member and officer from Coon Rapids, MN
KirbyP42@aol.com

Alan G. Cruise of the Seattle Police Department
AGCRUISE@aol.com

Randy Hoffman of Police Services at Penn State University
Hoffman@Safety-1.univsfy.psu.edu

Sgt. Tom Northfell of Chicago, IL
71736.2726@compuserve.com

You can contact Jennifer Horan at IPMBA and the League of American Bicyclists at
bikeleague@aol.com

We know there are more out there! Please send your on-line address into headquarters and we will publish it in the next newsletter to continue promoting the networking opportunities available through IPMBA.

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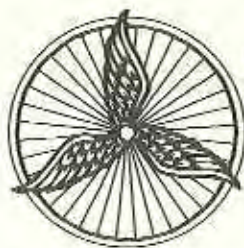
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PacifiCare of Texas and the San Antonio Police Department Downtown Bicycle Patrol have teamed up to present the **Southwest Police Bicycle Competition** on March 31 and April 1, 1995. The winning team will not walk away, but ride away with the grand prize: 4 new Diamond Back Mountain bikes provided by PacifiCare (no foolin').

Qualifying teams will consist of 4 certified peace officers (civilian or military) on police-duty bicycles. No onsite pick up teams will be allowed. For a registration package, write to:

**San Antonio Police
Southwest Bike Comp.
240 E. Houston
San Antonio, TX 78205**

You may direct your correspondence to Officer T.J. Richardson, or call 210/271-9601, Tuesday - Saturday 10 a.m. - 5 p.m. CST. We look forward to having your department represented in San Antonio on April Fools Day.

-Lt. Harry Griffin
Commander, S.A.P.D.
Bicycle Patrol

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Police Cyclists Demonstrate Their Skills in an Official NORBA Event

The Chihuahuan Desert Riders Mountain Bicycle Club is sponsoring the 1995 Chihuahuan Desert Challenge Mountain Bike Race and Festival February 16-19, 1995. As a part of the festivities, there will be a demonstration of police cycling skills organized by Tom Woods of the Denton Police Department (and of the IPMBA Governing Board). Besides the demonstration, the police cyclists will assist in marshalling the kid's race and participate in other festival events. Some participating Police Cyclists are also racing. If you would like to know more about this event call Race Central at 915-371-2602.

5 Patrol Tips for Effectiveness and Safety

Courtesy of the Louisiana Police Mountain Bike Association

The following tips are intended to make your patrol more effective, keep you safe and keep things running smoothly. And yes, some of these changes may void the manufacturer's warranty.

1. Instead of applying stock reflective police stickers to your equipment, do this: Obtain sheets of sticky backed white reflective material (Scotchlite). Clean the top tube of your bicycle to remove dirt, oil and wax build-up. Fully wrap a section of the top tube with the white reflective background. Attach contrasting reflective POLICE logos over that background. Sgt. Maurice Head of Shreveport P.D. says he uses, "Industrial Grade Sign material to make additional reflectors for the bikes. I have put it on the rims, the headset, and 4 surfaces of the crank arms. It looks awesome; it looks like a strobe moving. It has held up well to our abuse, and the weather."
2. Make the spare tube in your trunk a Presta valved tube. You do carry an extra tube in your trunk don't you? And a pump? The Presta valved tube will fit in either a Presta or Schraeder rim. Screw on a Presta to Schraeder valve adapter to make the tube fully universal.
3. Send your least mechanically inclined bike officer to the shop for repairs. If the bike shop that you use is worth anything, and they aren't too busy, they will allow your officer watch the repair. Have him or her watch what the shop's mechanic does to fix the bike. When that bike officer becomes an experienced bike mechanic, send your new least mechanically inclined bike officer.
4. Use a heavy duty nylon/plastic flex cuff to attach your trunk to the rack. If theft is a big problem then use a second, hidden, black, heavy duty zip tie to secure the trunk.
5. Custom Gore-tex helmet covers are great to keep the rain and cold off of your head. However, if mild weather and the expense of a custom police helmet cover are a luxury, try this: cover the helmet with a clear plastic shower cap. This closes off the vent holes while still allowing the helmet markings to show through. They really don't look bad. Really. □

Competitions

New Orleans Police Mountain Bike Patrol will be hosting the 1995 Gulf South Law Enforcement Bike Competition and Civilian Ride-along on Saturday, April 1, 1995 at 10:00 a.m. at Ducan Plaza near City Hall. For more info call Michael Reily at 504-565-7945.

San Antonio Police Department and PacificCare are hosting the Southwest Police Bicycle Competition on March 31 and April 1. For more information call Officer T.J. Richardson at 210-271-9601

Ice Cream, Movies and the Law

The two person Bike Patrol in Helena, Montana has been in service since 1992. It's main emphasis is on crime prevention and community relations in the downtown area; but they do reach out to the public in a variety of ways.

Every year the bicycle patrol unit assists local groups in their bicycle rodeos, school safety programs, summer recreation bike safety programs. They also find time to patrol in local parades.

The bicycle patrol initiated a program for kids wearing helmets and riding their bikes safely. If "caught" they would receive a "courtesy citation" congratulating them on being safe cyclists. Attached to the ticket is a coupon for a free movie rental or an ice cream cone, which is donated by local businesses. 1994 was the first year for the program and it received very good reviews. It helped to build good relations with the kids and gave them positive reinforcement for doing things right. □

*-Contributed by Dave Jeseritz
Helena Police Dept.*

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.

Police Cyclist Courses

When: March, 1995
Where: Palm Beach Community College's Criminal Justice Institute (FL)
Contact: Mrs. Jill Reiter
 407-439-8323
Request: "Information on the IPMBA Police Cyclist Course"

When: April 18 - 21, 1995
Where: Dayton Police Bike Patrol School (OH)
Contact: 513-449-1266
Request: "Registration for spring Police Cyclist class"

When: April 30- May 3, 1995
Where: Milwaukee, Wisconsin 5th Annual POB Conf.
Contact: Jennifer Horan at IPMBA Office:
 410-539-3399
Request: "Registration for conference"

When: June 12 - 16, 1995
Where: Centerville Police Department (OH)
Contact: Bruce Hopfengardner at 513-433-7661 or fax him at 513-433-0735
Request: "Registration for Centerville PD's Police Cyclist class"

5th Annual Conference

International Police Mountain Bike Association's 5th Annual Conference and Product Exhibition registration packets were mailed December 30, 1994. If you did not receive yours, please call 410-539-3399 and state your request with your name and address and a packet will be sent out to you! Don't miss this networking and training opportunity!!

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Attention Gear and Rally Registrants:

If you plan on attending either GEAR (being held in Amherst, MA, June 16 - June 19) or RALLY (being held in Asheville, NC, July 5 - July 9), and are a certified Police Cyclist, please give the League a call at 410-539-3399 and ask for Wendy. There is a Police Cyclists' Demonstration being organized and if you are interested in participating, you'll receive a comp registration.

LET'S SPREAD THE WORD

The editor of the League's membership publication, *Bicycle USA*, is asking members of IPMBA to submit anecdotes of the successful use of the bicycle in police patrols, for use in future issues of the magazine. The goal: anything from 25 to 250 words, about a specific event, you out on the bike on the beat! (Not just general numbers.) I hope to hear from you.

RECALL NOTICE

Trek has found that the bottom bracket of the '94 Models 8700, 8000, 7000, 7000 SHX, 7300, 7600, 7900, and 2200 have the potential to break down. If you own any of the above, take the bike to your local Trek Dealer and have it inspected. If you have any questions, call Bill Van Lieshout at 414/478-2191, ext. 2526.

PATCHES PATCHES PATCHES

A Special Thanks to those IPMBA Members who have sent in their patches. They'll be prominently displayed at the Conference in Milwaukee. However, there's still time for your patch to be included. Keep sending them in!

Notice to IPMBA Members and Their Departments

There will be a survey update form being sent in early February. Please look for it in the mail, reply and send it back to IPMBA as soon as possible. This will guarantee your department's info making it into the 1995 Conference Directory.

International Police Mountain Bike Association

League of American Bicyclists
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