



IPMBA NEWS



Official Newsletter of The International Police Mountain Bike Association

IPMBA Voice Heard by Traffic Planners at UC Berkeley

By Sergeant Joseph T. Martin, Hayward Police Department (CA)

On November 16, 1995, I had occasion to visit the UC Berkeley campus as a representative of my department. Unlike my last official visit, made in a utility uniform, helmet and long baton, this trip was made in a sports coat and tie. My equipment was decidedly more benign as well; a video tape, copy of John Forester's *Effective Cycling* and some scribbled notes. Rather than spending the day guarding a volleyball court at "People's Park", this time I was treated to a day in the Faculty Club. There, the University of California Berkeley, Transportation Center, held its quarterly Traffic Safety Forum.

The meeting focused forty traffic planning professionals on the theme *Planning for Bicycle Safety*. The audience included representatives from the automotive insurance industry, Metropolitan Transportation Commission, California Bicycle Safety Network, California Department of Transportation (Caltrans), Department of Motor Vehicles, California Highway Patrol (CHP), California Office of Traffic Safety, a number of municipal and county governments, and a smattering of bike advocates. The day was broken up into four sections, *planning process for bicycle*

facilities, design of bicycle trails, enforcement, and engineering issues in safe design/operation of bicycle facilities.

Good News! Traffic engineers are taking bike access and planning seriously. Bike advocates and engineers *who actually ride bicycles* have a voice, and many are listening. Issues presented, discussed, and argued about included; how effective speed bumps are in "calming" residential streets, design of bike facilities for transportation rather than merely recreational use, improper and misleading signs, and the virtues of *Effective Cycling*, to name just a few.

For the *enforcement* section of the program, organizers wanted a police officer to address the lack of enforcement of traffic code violations committed by cyclists. (I'd say the "perceived" lack of enforcement," but I don't think I'm going out on a limb here...) Not surprisingly, some people believe the biggest obstacle in getting cyclists to ride responsibly is lack of enforcement. In presenting this section of the program I addressed three questions: 1. Why do we lack enforcement? 2. Can we change?

See "IPMBA Voice" on Page 6

Part-Time Bike Units - Are They Really Needed?

By Sergeant Ken Belden, San Fernando Police Department, (CA)

Yes, I'm opinionated, have been for decades. No, being a police officer has nothing to do with it. Fortunately, there is no requirement to buy into anything I write. My views are definitely my own, however, there are those of you who may agree, just not outwardly. Every once in a while a subject will MOVE me enough to write and express myself, and being a part-time bike unit supervisor, I think it's fair to do so. So to answer the question - *Sure they're needed*, unfortunately the reasons may vary.

From a personal standpoint, I feel there is a place for part-time units. It's simply a matter of logistics, especially when working for a smaller department like I do. You have the majority of the department's personnel dedicated to patrol, handling 3 different shifts. In working with the other supervisors you manage to schedule rides throughout each 28 day period without affecting a particular shift's minimum deployment. Of course this is all under the assumption that you have the *certified* personnel with which to schedule with. This city's Safety Committee saw

to that, but in all honesty that is as it should be. Sorry for straying from the issue. I feel the time has come wherein bike units, of any type, are needed.

We need them because they fill a slot that nothing else in law enforcement can. They can boost

See "Part-Time" on Page 3

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The 6th Annual Police on Bikes Conference is Where It's At

In the past month I've heard from a dozen or so friends that I made over the years at POB Conferences. While we were talking, we reminded ourselves about the content of some of our first conversations. Everybody was trying to figure out angles. For our supervisors, angles on why we should be riding. For ourselves, angles on how to acquire and modify the cobbled together equipment to achieve our goal of patrolling by bike.

Today, talking with these same schemers, the major topic of the conversation seems to be, "do you guys use portable computers or cell phones

to run record checks?" Yes, times have changed, for the better, I might add. Just today I received a press release on a new TV show about bike cops. Hell, five years

...five years ago people thought you were on bike patrol because your license was suspended, now its on TV with "Babewatch".

ago people thought you were on bike patrol because your license was suspended, now its on TV with "Babewatch".

My point is this: everything that was an idea and is now a reality started with bike cops who were hanging out at

one of our conferences. Many of us are alive today because of what we've learned from each other. Where else are you going to find out more about doing the job we do than at POB 96? Which one of you is willing to stake your life on training and information that is not the most complete and up to date available today? If you want to know what's going on in police cycling, and if you want to meet some of the best people in the world, then plan on attending POB 96 in Rochester, New York. Till then brothers and sisters, don't let the bad guys or the pavement magnet get ya.

-Allan

Vice Chair's Column

THE WINTER MONTHS: TO DO AND REVIEW

As the winter season grounds a lot of bike patrols, it's time to put this down-time to good use. There are many things that can be addressed to prepare for the coming season to further develop and refine your bike unit. Here's a few suggestions.

Take a broad look at the overall program. Has the unit met the goals or expectations it set to accomplish? What will it take to make that happen in '96? Brainstorm with all the members of the unit and set some new goals and objectives or, develop a way enhance the way you've been operating.

Review the SOP for the unit to insure it is valid and correct with how things really are, or should be. Be sure that your officers have a clear picture of where the bike fits into your agency's use of force continuum policy, and maybe have that added to the SOP document.

While you have the members of the unit together -- or however you might communicate with them in the case of a

large unit -- get their input on training needs and concerns. Is everyone IPMBA PC certified? Find a way to make that happen. Send them to the PC Course in Rochester (held 4 days before the conference), or contact a PCI near you for the date of their next class.

Do you have PC certified officers who want to become PC Instructors? Get them to the national conference in Rochester for the PCI Development course, or make other arrangements for them to get their PCI candidate application in to our Education Committee and arrange co-teach with a PCI in your area.

Are you getting enough time from your agency to train? If that has been a problem because administrators don't think it's important, call a PCI in your area to help you make that pitch, or contact the IPMBA governing board or Education Committee. We'd be happy to write letters or make personal contact with your administration to explain the importance of continual in-service training. Remember, you can't rely on

duty time riding to keep your skills up!

How's the budget situation for your unit? It's probably time to think about a supplemental package request for the '97 fiscal year if you anticipate needing any new equipment; replacing a couple old frames, bike specific tools, new uniforms or helmets, paint jobs, etc. Don't wait because some other unit is writing their request as you read this and you'll lose it!

Please remember to use our family of vendors and manufacturers when making out those purchase orders. They're the folks who show up every year at the national conference and support or organization. There's a big difference between products made specifically for bike patrols and products that maybe were adapted for that use. The difference is: Bike patrol specific products have been tested for that application and they work -- the others don't. Our family of manufacturers supply the best of the former.

On the subject of equipment, this the best time to do the annual over-haul. Pay

See "To Do and Review" on Page 5

Part Time

Continued from Page 1

moral thereby increasing productivity in various areas. They can vastly benefit health thereby decreasing use of sick time. They can respond to calls in ways no other conveyance can. Most importantly, we are privy to the most effective means of personal contact to the people we serve. People will come out of their houses to contact you. Who else enjoys that kind of community feedback. Certainly not by driving a car, piloting a boat or even from atop a horse. Is there a downside to this? Sure, the same reason the administration needs the bikes to stay around.

The 90's have ushered in the "community oriented policing" concepts with the hopes of all law enforcement personnel embracing those concepts by the 21st century. In order to receive all those

grants monies and general acceptance management has to show some type of COP is in place. A part-time bike unit fits the bill quite well with management fully supportive in its development and implementation. The problem being that, *in some cases*, the upper level support falls dramatically once the unit is in place. Once in a while a status inquiry is made to ensure the unit is still intact. Sure, you may make equipment and training requests, just don't expect to get placed too high on the priority list. Vacations, injuries, illnesses and special projects present problems for normal scheduling, but wait. A special event is coming up or a presentation to a civic group looms in the future so even overtime is a possibility. "Nothing is too good for our community" (roughly translated,

"We want to look good. Shake off the moth balls and get the bike unit out for high visibility.") Unfortunately, our field of interest happens to be a quality political football in a very large game.

Yes, both sides can benefit from the utilization of part-time units. However, I haven't met any part-timers who didn't want more time on a bike or want to see the possibility of a full time unit. It doesn't matter if you're from the U.S., Canada, Mexico, Australia or any other point in the world. If you had anything to do with the birth of a permanent bike unit, you'll become a standard for others to attain.

"They" say *community oriented policing* has to be embraced by all before entering into the next millennium. Hell, we've been practitioners of that philosophy for years. Keep spinning. □

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Tire Replacement

When replacing a tire onto a rim, remember always to place the tire so that the trademark, or the color label is at the stem location of the tube. This will help locate flats and if placed on the drive side of the bicycle, will put the tire in the proper rotation for those who are using directional tires. - Submitted by Officer Gary McLaughlin, Sacramento (CA) Police Department

BRAKES HALT THE FREEZE

Have you checked your mace container since you have been a bike patrol officer? Much to my surprise, I found that mace containers not incased in plastic takes a beating on the bike. Because bike officers wear nylon gear instead of leather, the metal cans are not as well protected even when you are not in many tussles with suspects. In an inspection of mace containers of bike patrol officers, I found three out of five containers were seriously damaged to the point of leaking the contents of the can. Bike patrols should at the very least inspect the cans frequently and seriously consider purchasing mace that has been incased in plastic.

Bike patrol in cold weather presents problems you should consider. If you have a problem with your feet getting damp from sweating, try powder in your socks. This will absorb moisture and your feet are more likely to stay warm if they are dry. Most bike patrols do not ride on ice or snow packed streets. However, many start riding once the roads are clear. Even after the snow and ice is gone from the street there is usually snow or ice puddles around off road. One frigid morning when the temperature was around 15 degrees Fahrenheit the following occurred. I rode through some grass, and water had puddled in a low spot with a thin layer

of ice on top. I rode approximately 10 yards and then started to brake to dry off the rims. Suddenly, I realized that there was a thin layer of ice on my rims. I was lucky in where I was at and the slow speed I was traveling because my brakes were useless. If this happens to you immediately apply your brakes to remove the water from the rims to avoid any ice build up. Ride slowly and apply your brakes to insure yourself you do not have ice on your rims.

- Submitted by Lt. John M. Koelsch, Emporia (KA) Police Department

The I.P.M.B.A. News staff would like to see this Tech - Tips column as a regular feature in every I.P.M.B.A. News. Help your fellow bike officers, and send or Fax your Tech - Tip to your newsletter editor. For the East Coast, that's Andy MacLellan and Gury McLaughlin for the West Coast.

Texas Police Games

1996 - The 20th Celebration of the Texas Police Games.

In honor of this celebration the Texas Police Athletic Federation has opened the 1996 Games to the "rest of the world."

The Games are scheduled for Houston, Texas, June 10 - 15, 1996 and will be hosted by the Houston Police Officers Association.

Get an application mailed to you by writing Texas Police Athletic Federation, PO Box 2195, Austin, TX 78768 or phone 512-252-3675.



Issuing the Texas Team Challenge: The Houston Police Bike Team. From left to right are: Mike Lapp, Kevin Rumber, Ed Avant, Jack Schroeder, David Russell.

Tulane University Officer Killed by Car

By Corporal Andy MacLellan, Baltimore County P.D.(MD)

On 1/20/96 at 0430 hours, Sgt. Gilbert Mast was struck and killed on the Tulane University campus by a hit and run driver. Sgt. Mast was on a traffic stop with another vehicle when he spotted a speeding car heading towards himself and his partner. As Sgt. Mast attempted to flag down the vehicle in an attempt to get the vehicle to stop, the vehicle accelerated towards Sgt. Mast. The vehicle slammed into a parked car and then struck Sgt. Mast, who was pronounced dead shortly after the accident at Charity Hospital.

Officer Michael Reily of the New Orleans Police Department stated that

Sgt. Mast had assisted him in a PC Course at Tulane University and was a "great guy." Sgt. Mast was a Police Cyclist, though not on bicycle patrol at the time of the accident.

Sgt. Mast was praised by students on the campus of Tulane for his rapport he had built with the students. In one incident, Sgt. Mast bet an entire dorm floor that if they could go for a month without having one call, he would treat the whole floor to pizza. If campus security did get called during the month, then the students would have to wash all the police cars and ambulances. Well, the students lost that bet with three days

left in the month, but Sgt. Mast treated them to pizza anyway. If you must know, yes, they washed the police cars and ambulances also. I didn't know Sgt. Mast, but it sounds like he captured the epitome of community policing.

Sgt. Mast began his law enforcement career with the Kenner Police Department near New Orleans in the 1970's. He is survived by his wife and fifteen year old daughter. All the brothers and sisters from the IPMBA membership send their deepest sympathy to his family and department. □

To Do and Review

Continued from page 2

attention to detail when inspecting your bikes and accessories. Use the off time to inspect each frame for potential problems, like: cracked frames, bent or out of alignment chain/seat stays. Check the bars and

By the way, did you see the prototype police bike shown at one of the bike shows that had a donut holder on the down tube instead of a water bottle cage? It was pretty cool! It also had a Thermos compartment to hold hot coffee instead of a rear pack!

stem for signs of fatigue, especially if they're the "light-weight" variety. Check wheels for true and broken spokes or rounded-off nipples. Are all the bearings lubed and adjusted properly? Are the lights in good condition; bulbs need replacing? You know the drill.

Take any repair jobs that you can't handle to the local shop now so you'll have it back in time for spring. Now is

the time to get them all up and running. Also, if you haven't been keeping records of the repairs and maintenance, you should start. This could be the difference in getting a warranty claim OK'd by a manufacturer, or having to buy a new piece.

And last, but certainly not least, take a look at your fitness level. Did you have as fat a holiday season as I did? I saw a couple of you guys lighting up in Milwaukee last year! Kill that habit before it kills you! Do it now! Set up an exercise program for the off-season that incorporates aerobic conditioning and weight training. And don't forget those guts! All those off-season "Power Bars" add up. (By the way, did you see the prototype police bike shown at one of the bike shows that had a donut holder

on the down tube instead of a water bottle cage? It was pretty cool! It also had a Thermos compartment to hold hot coffee instead of a rear pack!)

In any event, don't start the new riding season overweight and/or out of shape. It's a lot easier to come back with a decent workout program during the winter. And that goes for the whole program as well. Your program will be enhanced by the quality time you spend working on it before temperatures rise and the snow is gone; so, use it wisely.

Finally, remember: Your governing board, education committee, and LAB resources are all here for you. Call us for help you can't get locally, or don't know what to look for. You elected us to work for you and to run the organization: Let us know how we're doing. Use our on-line address: LABipmba@aol.com. Get your POB Conference registrations in as soon as possible! I'll see you in Rochester. □

IPMBA Voice

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3. How can we change? Some in the audience expected a litany of police excuses; how busy we are, how in the "big picture," bike traffic violations are relatively unimportant, etc.

Rather than excuses, the presentation began by attacking mistaken beliefs. As an example, when enforcing traffic laws we've all heard, "Don't you have anything better to do? Why aren't you out catching real criminals?" What's wrong with this question? I mean, *besides* the fact it's virtually guaranteed to get one issued a citation. While the FBI and others are telling us that in many places it's the first time more people are being killed by homicides than auto accidents. But in most communities, more folks are killed in car accidents each year. Accidents caused by people committing those darn, lowly, unimportant traffic violations.

Society generally recognizes the need to go along with traffic laws. That's why you see folks stopped at red lights at 3:00 a.m. when there's nobody else visible for blocks. Cyclists, on the other hand, are virtually expected to ignore traffic regulations. Although police chiefs love to take credit for decreases in crime rates, the real reason entire neighborhoods are not awash in blood has more to do with social and physiological factors than the number of cops on the beat. Enforcement can only be meaningful when we have public cooperation. Police in a free society are staffed only to deal with the exceptions to laws most people obey willingly. We can effectively enforce speed limits, lane change requirements, and licensing provisions only because most motorists voluntarily obey the speed limits, signal their turns, and agree to put license plates on their cars. Society as a whole, not just club cyclists, traffic engineers and cops, must accept cyclists obeying traffic laws by as the rule, rather than the exception, in order to get better enforcement. Without this wide acceptance, officers who write



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

Joe Cannon, IPMBA member and bicycle patrol officer with the University of Virginia Police Department. (VA)

jLc9c@poc.acc.virginia.edu

Hans Erdman, a bike patrol ranger in Minnesota looking for info from other units across the country that are using bikes as a search tool. (MN)

bikersq@aol.com

Paul Landstrom, IPMBA member and three year bike patrol member of the University of New York's Public Safety Department. (NY)

paul201@ix.netcom.com

Brian J. Lumpkin, IPMBA member and Lieutenant with the Houston Police Department. (TX)

bj_lumpkin@aol.com
(note space between "bj" and "lumpkin")

Michael McClain, IPMBA member and a bicycle officer with the San Diego State University Police, has started a "listserver" for bike cops world wide. If you wish to receive information on this valuable networking tool, send mail to the address listed below.

bikecops-request@dps.sdsu.edu

Kyle D. Peterson, IPMBA member and bicycle patrol officer with the University of Central Florida's Police Department. (FL)

kpeterso@pegasus.cc.ucf.edu

Jay Rodriguez, four year IPMBA member and Deputy Sheriff and with the LA County Sheriff's Department. (CA)

jay@e2.empirenet.com

Troy Ross, IPMBA member and officer with the Virginia Commonwealth University Police Department. (VA)

tcross@felix.vcu.edu

Don Theisen, IPMBA member and first year bicycle patrolman with the Port Washington Police Department. (WI)

copperdon@aol.com

Steve Wolf, IPMBA member whose address has changed since the December's Issue, is a member of the Cambridge Police Department. (MD)

steve@mail.dmv.com

cyclists tickets will often be viewed by the public, their peers, and the courts as wasting time and resources.

Can we change this? The answer is a simple "yes." Remember the days before M.A.D.D.? If you've been in the police business more than, say fifteen years, you recall

a time when putting someone in a cab, driving them home yourself, or even making a public drunkenness arrest was considered a better use of time than arresting someone for driving under the influence. The public and the courts just did not consider drunk driving cases all that impor-

Continued on the next page

Product Reviews

By Corporal Andy MacLellan, Baltimore County (MD) P.D.

As we told you in the last IPMBA News, the Mac Attack is coming. No, this isn't an endorsement for a fast food item, but an article to appear in every IPMBA News evaluating a useful bike product. We have hashed out a couple policies regarding our product reviews. Many of these policies are designed in dealing with the manufacturers, but, we want to share a few of the policies with you so you know what to expect out of this column.

- IPMBA will not print press releases
- All products will be tested by an IPMBA Governing Board or Education Committee member or another professional bike officer as designated by IPMBA Staff.
- All products will be evaluated on usefulness, value, performance, innovation and quality as it relates to a bicycle patrol.
- If we test a product that is totally unsuitable or unfavorable in use in a bicycle patrol function, IPMBA will not print a review on the product. We want to provide fair and accurate product reviews. A product that is unsuitable for a bike patrol, may be the best thing since paved roads for a bike commuter. A good reputation with our bicycle manufacturers is very important to the entire membership of IPMBA.

- We will not test and evaluate a product before it is available for sale. It would be a disservice to the IPMBA membership to go nuts over a product and then tell you that you can't buy it.
- Every product will include a retail price, and, if applicable, any special price available to bike cops, and where the product is available.

The Mac Attack will be coordinated by your IPMBA News Editors, that's Gary McLaughlin for the West Coast and Andy MacLellan for the East Coast. Any ideas you have for products you wish to see reviewed, please write, FAX or call your IPMBA News Editor. Manufacturers and Distributors, please contact the IPMBA Office for information on having your product reviewed. We look forward to evaluating your products and urge you to get involved with IPMBA.

The west coast editor is: Officer Gary McLaughlin, Sacramento Police Department, 11849 Prospect Hill Drive, Gold River, CA 95670. Phone: (916) 566-6407 FAX (916) 566-6467

The east coast editor is: Corporal Andy MacLellan, Baltimore County Police Department, 901 Walker Avenue, Baltimore, MD 21228. Phone: (410) 887-0872 FAX (410) 833-8628 □

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tant. That is, until advocacy groups forced us to take a hard look at what we should have known all along about drunk driving. The cost in lost and broken lives and property was staggering. Similarly, it was not that long ago when we were trained to mediate in domestic violence cases by encouraging abusive spouses to leave for a night, or take a walk around the block to cool off. Conduct which once resulted in an officer suggesting an abusive spouse spend the night at a friend's house or motel, is now often cause for a trip to jail on felony charges. Certainly has changed, hasn't it? This did not happen overnight, nor was it easy. Many issues that seemed "not a big deal" twenty years ago, are today considered very serious indeed.

How did this take place? In the case of drunk driving and domestic violence, massive efforts to bring the facts before the public were undertaken. Advocacy groups, insurance companies, and government teamed up to educate people about the realities of drunk driving and domestic violence. We must do the same with cycling education. Bike rodeos are a wonderful public relations tool, but that can't be where we stop when it comes to effectively educating the American public. Nor can the League's "Effective Cycling" program be heralded as an effective education effort if it only reaches club cyclists. Forum participants were encouraged to not just "preach to the choir," but look beyond the engineering, police, and

cycling communities. We can get limited success by rewarding officers who write tickets enforcing bike laws, pointing out how many criminal arrests can be made by stopping cyclists in some areas (lots of 'em at night have warrants), and other traditional motivational techniques. But, if we really want cyclists to ride responsibly; if we really want to get to a place where we can expect cyclists to obey traffic laws, the public and private sectors have to team up to take the message to the people, via a long term, multi-media campaign. It will take time. It will take money. It will take dedication and teamwork. But it can be done. Sadly, until Candy Lightner started M.A.D.D. after losing her own daughter to drunk driver, or laws and attitudes were not up to the task. What will it take for cyclists? □

Nampa, Idaho Police Bike Patrol Unit Looks Forward to Becoming Full Time

By Detective Leroy Forsman, Unit Coordinator

Nampa, Idaho is a city of just over 36,000 and is located 15 miles west of Boise. The city is currently at 14.5 square miles and is annexing new subdivisions on a regular basis. Because of the city growth and increases in criminal activity, especially juvenile related, officers approached the administration with a proposal for starting a part time mountain bike unit in the spring of 1994. The department had utilized one officer on bike patrol for special events over the previous three years. Our proposal was geared more toward community policing, crime prevention, and enforcement. With a large amount of administrative and community support, the unit purchased two mountain bikes and began patrolling.

From the very first patrol day we knew we had something. In a four hour period, two officers made nine arrests, assisted patrol officers on three priority calls, and made several field interrogation cards and oral warnings. More importantly, officers made an impact on every contact with our ability to move through traffic quickly and efficiently, make contacts in crowded areas, and be extremely accessible to the general public. It did not take long for those skeptics, including our own department, to see the bikes were effective.



Since that first day, our program has expanded to six bikes with eight officers assigned. Five detectives, two patrol officers, and one reserve officer currently make up the unit. Officers ride on a case load permitting basis for the most part. Two detectives work as school resource officers and schedule their hours to allow more riding time during the summer months.

Equipment & Uniforms

Mt. Bike Mongoose Hilltopper SX
Uniforms..... J. Marcel
Lights..... Cy-Golight rechargeable
Helmet Specialized
Gloves Nylon Cordura

narcotics teams on drug suppression contacts early in July. During follow-up patrol in the same area, two bike officers heard a domestic dispute coming from a vehicle parked on a ditch bank off the main road. The officers approached the scene silently, catching the suspects off guard. The driver was arrested on a warrant. During the subsequent search

of the vehicle, officers found that the driver had been cutting and packaging drugs for delivery. The bike unit recovered 56.7 grams of cocaine and methamphetamine, packaging materials, scales, and other paraphernalia. The following week, officers were able to work only nine hours. During that time, the bike unit made five DUI arrests.

Our agency is seeing the benefit of the bikes on the streets. With 129 hours of summer patrol, our unit made 93 actual arrests. This equates to one arrest every 83 minutes. We have gained the acceptance and respect of our department personnel, local citizens, and especially the early opponents of the program. We anticipate even more ride time this year. Our department added the bike patrol to the annual budget with funding for equipment and maintenance. We recently purchased cold weather gear to allow us to ride into the winter months. With the continuing growth of our department and community, our bike patrol is looking forward to the day when we can work as a full time unit. □

Send in your unit profile, photo, and list of equipment and uniforms for future editions of *IPMBA News*.

ADVANCED SERPENTINE

By Officer Gary McLaughlin, Sacramento(CA) Police Department



THREE EXERCISES

A = 8 Foot Centers

B = 6 Foot Centers

C = 4 Foot Centers

You will need 15 cones to complete the serpentine at 4 foot centers, plus 4 cones to mark the gates

OBJECTIVE

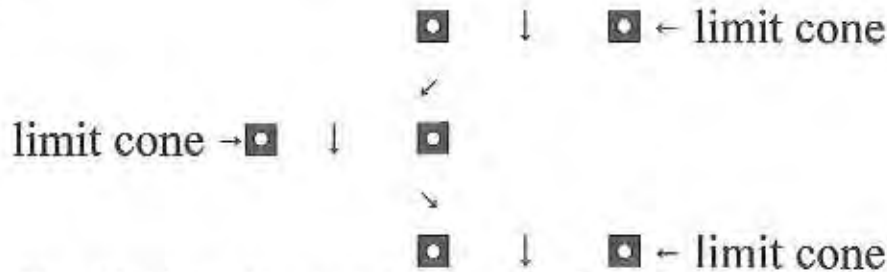
Students will demonstrate ability to maneuver the bicycle through a cone serpentine and execute proper tight turns.

INSTRUCTIONS

- Ride to the right of the first cone, left to the second and continue weaving past all of the cones.
- Apply rear brake to control speed to execute a proper tight turn through the corners
- Make sure to keep power to the rear wheel at all times by continuous pedaling while dragging rear brake.

DRILLS

- Sitting on the saddle, ride through cones without touching any. Try to pick up your speed while staying in control as your skill improves.
- Flip out of your pedal retention system, perform a crossover dismount without exiting the bike, stand on the pedal and coast through cones. Perform on both sides, being careful of the chainring. This drill is only performed on 8 foot centers.
- To limit the distance that a student can use to make the tight turns, set up limit cones on the outer portion of the cone course.



This will keep riders from making extremely wide turns in order to make the cones, especially useful at the 4 foot distance.

- Have the students start at opposite ends and keeping within the limit cones, perform the serpentine. **Communication is a must.** Use at 8 and 6 foot centers only.

COACHING TIPS

- All teaching is based on a building block program. You must start at a easy level and build the students to a more difficult level.
- Slow speeds will give the students better control and is done by dragging the rear brake while pedalling. This keeps continuous power to the rear wheel, which will provide better control.
- Student will not be able to pedal while performing the crossover dismount on Drill #2. Make sure the student approaches at a safe speed, for the safety of the students. If they go too fast or are out of control, stop them. The students, of course, will need enough speed to make it through the course.
- Encourage the more advance students to assist those who are having trouble.

Hollywood Scene!

Bike Cops Roll Into Hollywood

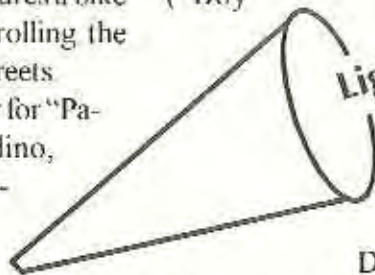
By Corporal Andy MacLellan, Baltimore County P.D. (MD)

Well, we've finally made it! Bike cops will be featured in the glit-ter of Hollywood in a new TV series to begin in March on the USA Network. "Pacific Blue" takes place in Santa Monica, California and features a bike squad of five officers patrolling the beaches and surrounding streets.

The Executive Producer for "Pacific Blue" is Gary Nardino, former president of Paramount and Orion Television ("Brothers," "Time Trax" and "Star Trek II") and Bill Nuss ("A-Team", "21 Jump Street" and "Renegade"). And guess who the technical advisor is? None other than IPMBA's own past Governing Board member, Gary Gallinot. Gary is currently a Sergeant with the Santa Monica Police Department.

"Pacific Blue" stars Rick Rossovich ("ER" and "Top Gun"), Jim Davidson

("Crowfoot"), Marcos Ferraez ("Honor Thy Father & Mother" and "Search & Rescue"), Paula Trickey ("Tradewinds" and that Zip Code Show) and Darlene Vogel ("Boy



Lights, Camera, Action. Roll Bikes!

Meets World") as the bike patrol officers. Micky Dolenz ("The

Monkees") plays himself as the mayor of Santa Monica, and also features David Lander (Squiggy of "Laverne & Shirley") and Shannon Tweed.

More exciting to the REAL bike cops is the list of people behind-the-scene's crew. The bicycle stunts will be performed by world champion riders Hans Rey, Eddie Fiola, David Brinton, current 1995 National Downhill and Dual Slalom champions Brian

Lopes and Leigh Donovan. The "Pacific Blue"

series promises some of the most imaginative action sequences on two wheels and a list of the newest high-tech equipment. The first episode features a dramatic bike chase scene with two young inline skaters. Maybe you West Coast pedalers can relate to that. Tune your TV to the USA Network in March for the first episode and see if they ever get flat tires! ☐

Tech - Talk

By Corporal Andy MacLellan, Baltimore County (MD) P.D.

This new feature in IPMBA News will begin in the April 1996 newsletter. It will feature some of the bicycle industry's experts talking about different product types. It will not be a sales pitch for these companies, but act as an informative article to help our readers and their departments make intelligent decisions in their purchases. Next issues feature will be on uniform fabrics and will be written by Julie Cruise from J. Marcel Enterprises. We want to hear from YOU! What do our readers want to learn more about. Send your request via FAX, mail or to your IPMBA News Editor.

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Membership is \$40 for an individual, \$45 for a family. IPMBA membership is not offered to police departments.

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Announcements

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/resumes 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.

Central Savannah River Area: Local Chapter for Bike Cops

In February of 1995, bicycle patrol officers in the Central Savannah River Area started the CSRA Police Mountain Bike Association. There are approximately 30 members - all of which are local police. They have a monthly newsletter called "COP" which stands for community oriented policing. They teach IPMBA Police Cyclist courses around the area. Congratulations to your new venture, CSRA!

Scholarships Available

The Governing Board of 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.

IPMBA News

Newsletter of
The International Police
Mountain Bike Association,
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190 W. Ostend St., Suite 120
Baltimore, MD 21230-3755
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Gary McLaughlin, West Editor
Andy MacLellan, East Editor
Jennifer Horan, Design & Layout
Allan Howard, IPMBA Chair

Submissions are welcome. Please send to:
IPMBA News, 190 W. Ostend Street, Suite
120, Baltimore, MD 21230-3755.

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International Police Mountain Bike Association Governing Board

Officer Allan Howard, Chair
Dayton Police Department
Bicycle Patrol
335 W. Third Street
Dayton, OH 45402
513-222-5206
(term expires Spring '97)

Sgt. Tom Northell
Chicago Police Department
1121 S. State St., Rm. 601
Chicago, IL 60605
312-845-8280
(term expires Spring '98)

Sgt. Tom Woods, Vice Chair
Denton Police Department
601 E. Hickory Suite B
Denton, TX 76205
817-566-8181, 8188
(term expires Spring '98)

**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
Tacoma, WA 98402
206-591-5952
(term expires Spring '96)

**Officer Kirby Beck,
Education Liaison**
Coon Rapids Police Department
1313 Coon Rapids Blvd.
Coon Rapids, MN 55433
612-870-6481
(term expires Spring '98)

Sgt. Joseph Martin, Secretary
Hayward Police Department
300 W. Winton Avenue
Hayward, CA 94544
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(term expires Spring '97)



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League of American Bicyclists
190 W. Ostend Street, Suite 120
Baltimore, MD 21230-3755

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