



IPMBA NEWS

JULY/AUGUST 1997

NEWSLETTER OF THE INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION

IPMBA: PROMOTING AND ADVOCATING EDUCATION AND ORGANIZATION FOR PUBLIC SAFETY BICYCLISTS. VOL. 6, No. 4

Consider the Sun a Bad Guy

The dangers of the sun are year round, but are especially bad in the summer.

By Officer Gary McLaughlin
Sacramento Police Department (CA)

Young skin can repair itself, but sun damaged skin can't repair itself as well. Not only does ultra violet light from the sun cause mutation of healthy cells into potentially cancerous cells, but sun damaged skin is less able to defend itself against these cells, which grow and multiply, possibly into cancer.

Melanoma is the most serious, most common cancer among young adults. Melanoma kills over 7,000 Americans every year, with 35,000 having to endure the miseries of aggressive cancer treatment to beat it. If detected early, melanoma is 90% curable.

It's never too late to have a sunscreen strategy. Listed below are six steps for safe sunning.

1. *Schedule it:* Avoid the sun between 10:00 a.m. and 2:00 p.m.—the sun's most powerful time. Since most of us are not able to modify our schedules to miss these times, please be sure take note of the following steps to prevent the harmful effects of the sun. Remember that it's not only the direct sun, but also the reflection and bouncing of the sun's rays off of the white cement and glass covered buildings that intensifies the sun's damaging effects.

2. *Try it:* Experiment and test several products to find the one that suits you best—especially if you have sensitive skin.

See "Summer" on Page 6

Officer Safety — O.C. Deployment Errors

Excerpted from an article in *PORAC Law Enforcement News*, Vol. 29, No. 5, May 1997

By Ron Martinelli

Director of Officer Safety Institute (CA)

Over the past few years, law enforcement agencies made the switch from tear gas and mace (CN and CS) to oleoresin capicum pepper spray (OC), all hoping that pepper spray would be "the magic bullet." In the years since the change, officers have found it to be a great tool, but not the answer for every use-of-force situation. As manufacturers promised, it incapacitates resistant or violent subjects. However, due to their lack of knowledge about OC, officers have sometimes found it to be ineffective.

Ron Martinelli for the past three years has researched hundreds of OC incidents. Martinelli has talked to officers who have used OC, and tested volunteer officers and numerous resistant and assaultive suspects in high-risk incidents. Following are the results of the OC study and the most common errors. Please review and memorize these errors, so that you can avoid them when deploying OC during your next critical incident.

1. No tactical plan prior to deployment

Always plan upon the unexpected before deploying any chemical agent.

2. Spraying too close to the subject

Hand held aerosol stream OC weapons need at least 3 feet to allow for the oxygenation of the OC particles to leave their water carrier envelope and effectively strike and influence the target.

3. Spraying too long or too much OC

Your OC canister is only 5 to 10% active OC. The remaining 90 to 95% is a combination of water, glycol and a preservative. The more OC you spray, the more OC you are washing off. Never spray more than .5 to 1.5 seconds of OC unless you miss your target. A 3 to 5 second spray of OC may render the OC totally ineffective until the water can evaporate.

4. Not moving while spraying

ALWAYS move laterally and side step while deploying OC on an advancing target. Even if you get a good spray on the target, he remembers where you were, and if you don't move, this provides him with an opportunity to reach and assault you.

See "OC Spray" on Page 8

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Are we on the right route?

When I introduced past-chair Allan Howard and past-secretary Joe Martin in the opening ceremonies in Nashville, I said, "What we are seeing in IPMBA today is the vision we had for the organization seven years ago." Anyone who was around "cops-on-bikes" seven years ago can attest to that. But now we're at an organizational crossroads of sorts where new directions have to be determined in tandem with a firm commitment to moving ahead.

We have to move ahead, but with the caution and care you give that new ride the first time the rubber hits the ground. We've "bought-up" from chromoly to carbon fiber and though the machine has the looks, the speed and the superior function, it's still an expensive unit and deserves all the protection and maintenance we can muster.

In that regard, the governing board has resolved to putting the finishing touches on programs and processes that are already in place during these first couple of months of the "conference year." Upgrading from LX to XT, so to speak. Examples of this are the completion of the PCI visual aids packet (overheads, videos, slides) as well as videos for maintenance, tactics, and legal issues. We will also tighten up the paperwork processing for certifications and PCIC/PCI applications [already in the works, thanks Natalie] in the hopes of reducing the time involved. All of this should set the stage for development and implementation of new (advanced) programs and setting our long range goals.

Next we will be discussing ideas that have the potential to not only increase membership, but to make our training and manufacturer/vendor accessibility available to more officers, more often. We're changing from 7-speed to 8-speed gears (the 9s are down the road a little). One concept is to hold two annual conferences, splitting the country into two regions; most likely east and west. This will be tested in a mini-format this fall in Chicago where we'll hold a Maintenance Officer's Course, and a PCID.

Another development is to offer the PCID more often, and as regionally diverse as possible, to keep all our PCICs and PCIs working from the same page. The PCID course is an important method of calculating the caliber and depth of our instructor cadre. It is our way of putting the best instructors out there teaching while coaching those who need a little more work on their presentation skills, etc. From that perspective we have to make it more accessible in terms of location and frequency.

Moving Ahead...

We've wrestled with these ideas along with corporate sponsorship and product endorsement issues for a couple of years now, but the time wasn't right to make a big move. Collective common sense and cool heads on the board prevented us from leaping too soon. We needed all our ducks in a row we thought. However, based on our evolution over the last couple of years; I think the time is now.

Again, we have to tread carefully so as not to overload our already straining administrative resources in Baltimore, but we need to make a move in a new direction if we're to further evolve as an organization.

Sure, there'll be a saturation point in terms of membership numbers, but I think we risk splintering into smaller, less effective, entities if we don't increase the accessibility and frequency of our programs to our members. We're hot on the case so stay tuned.

You, our members, can also help ensure a healthy progression into the future. We need your help in keeping the membership solid. By that I mean preach the police cycling gospel according to IPMBA every chance you get. Encourage other officers to join or, more importantly, renew their memberships. And as a PCI, you should be doing all you can to encourage your students to become IPMBA members. You know which departments you usually train: Give someone on that unit a call and pump them up about membership.

The other thing you can do is get involved in the organization. Use this newsletter as your vehicle to pass on ideas and information and network with other bike squads. We always need quality articles for publication so sit down and tap out something we can all share and use. And don't hesitate to let your board know what's on your mind. Our contact information is in every issue of this newsletter. (See below.)

We're all in this for the long ride, so we've got to eat before we're hungry and drink before we're thirsty. Just some organizational food for thought. Talk to you soon. - Tom Woods

Oh yeah, there's one more thing you can do. Muster up some riders to beat those Aussies at the Tacoma conference/competition. We're proud they want to come over to our party, but they've kicked our butts the last three years! Let's get with it folks!

IPMBA BOARD

1997-1998 International Police Mountain Bike Association Governing Board

The elected board serves a three-year term.

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(Term expires Spring '99)

180 Degrees of Safety

PRODUCT: Lightman Commuter Remote Xenon Strobe, by Visibility Systems Company

REVIEWED BY: Cpl. Andy MacLellan, Baltimore County P.D.

AVAILABLE FROM: Patrol Bike Systems
1-800-208-2032;
You may also call Visibility Systems direct at 1-800-840-9332 for additional distributors.

PRICE: \$27.95

The problem that most bike cops encounter when it comes to being seen is trying to get "Blacked out" quickly. Bike officers have used several methods to get dark in a hurry in the past.

You may have attempted to reach behind your rear pack, searching for the little button on your bag mounted light—the action of which can be a little dangerous. Have you given up totally using a rear light at night because you spend most of your time off the main road? Also dangerous. Your only other option may be to stop the bike, risk giving up your position and your advantage, and go to the back of the bike and turn the light off. One option is to try and retro-fit a switch to your rear light. The other option is to buy a light equipped with a remote switch. Well, Visibility Systems has done it for you.

The Lightman Commuter Remote Xenon Strobe light offers you a very bright xenon strobe light equipped with a wired remote switch for easy off. The Commuter model comes complete with two retro-reflective lenses, one red and one amber, 2 rubber washers, 1 Anti-vibration strip for mounting, 1 releasable zip tie, and 4 non-releasable zip ties. The most unique feature of the Commuter model is the Anywhere Bolt. The Anywhere Bolt is a mounting bolt which attaches to the unit but has a slit cut into the bolt. The slit allows you to mount

the strobe to any location on the bike with a zip tie. Seat post, handlebars, headtube, stays, or anywhere you want to put the light is accessible with the Anywhere Bolt. Another feature that I had not seen before is the releasable zip tie. After using this zip tie, I wish I had 100 of them. They are very useful for any mounting problem and can be released without using wire cutters.

The Commuter Xenon Strobe is powered by 2 AA batteries, which have a run time of 12 to 16 hours in intermittent use. The flashtube life is rated at 2,000 hours of constant on-time, which translates to about 9.96 million flashes. I used the light mounted on the rear of my rack pack and ran the wired remote to my seatpost. I found that the light was very bright, much brighter than my L.E.D. type rear light. The unit is triangular in shape with the

Product Specifications:


- **Superior Visibility.** Xenon bulb technology. 18 times brighter than L.E.D.'s. Visible over one mile.
- **Convenient.** Quick easy-on, easy-off push button switch.
- **Longlasting.** 16 hours of continuous use. 23 hours with intermittent use. Powered by two AA alkaline batteries.
- **Durable.** Tough ABS, nylon and acetal components easily pass extreme stress tests. Tight o-ring seal guarantees dirt, grime, rain or snow won't penetrate.

lens having a slight pyramid shape to it. I found that this pyramid shape allowed the light to be seen from not only the rear, but from the sides of the light as well, giving you 180 degrees of cov-

erage. Due to the quality of the remote switch, I had absolutely no problem operating the light switch. It has very positive action. It goes on when it should and off when it should. The switch is wired with a heavy lamp cord type wire, which I found very durable. Visibility Systems boasts a 2 year warranty in which they will replace any Lightman product found to have defects of materials or workmanship.

Some suggestions to Visibility Systems: I mounted the Commuter strobe to my seatpost and had just enough wire to reach my seatpost. If the wired remote were extended to 26 inches, it would allow the remote to be wired under the seat rails or under the top tube of the bicycle. These locations are preferable and easier to reach without looking. Take the technology applied to the Anywhere Bolt and include it on the remote switch. While the switch mounted securely with a zip tie on the wired portion, the Anywhere Bolt system allows it to be mounted even better. Keep the lamp cord. The minuscule amount of weight needed to use the heavy duty cord is well worth it. As a whole, this is an excellent product and an excellent value.

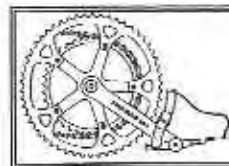
This light can also be mounted to the front of the police bike for added safety while operating in emergency situations. Blue lenses are also available through Patrol Bike Systems. Also available is the Lightman Professional/Police Dual Strobe model, which will be evaluated in a later newsletter. When operating any bike in emergency situations, please keep in mind that no lighting system can replace the safety of using the proper roadway position, proper signaling, and other effective cycling techniques.

Safe patrolling. 




Which Way Do I Go?

By Cpl. Andy MacLellan
Baltimore County Police Dept. (MD)



Derailleur Adjustments, which way do I turn? Here are some simple rules you may wish to post in your bike room. We'll start with the basics. The steps below are assuming that you are fine tuning your cable adjustments and that your bike, chainrings, freewheels and cables are clean.

- As you are looking at the end of the barrel adjuster opposite the derailleur or shifter, remember: *counterclockwise* will tighten cable tension; *clockwise* will loosen cable tension
- A little goes a long way: 1/4 turns at a time, re-check and re-adjust if needed
- Most of the time, if you are having trouble on the rear climbing from the outside (harder) freewheel cogs up through the gears to the inside (easier) freewheel, turn the barrel adjuster counterclockwise or tighten cable tension.
- If you are having problems coming down from the inside (easier) to the outside (harder) freewheel cogs, then do the opposite: turn the barrel clockwise.
- For the front derailleur barrel adjustments, if you are having trouble going from the small or middle chainring to the larger chainrings, then you want to turn the barrel counterclockwise to tighten the cable tension. For the opposite, then turn clockwise to loosen the cable tension.
- Unless you know what you are doing, don't touch the limit screws on the derailleur body. These screws limit or extend the derailleur travel to the inside or outside depending on which way you turn them.
- If you are having problems between the gears, i.e. shifting from #3 to #4 freewheel cogs or from middle to large chainring, it's a cable tension problem. If, no matter what you do with the cable tension, including a complete cable adjustment utilizing the cable adjustment nut, you can't shift to the extreme outside or inside freewheel cogs or chainrings, it's a limit screw problem.
- Don't forget the 3 Rules of Maintenance: 1. Always try the basics first. 2. Always have the right tools. 3. Don't try to fix what you don't understand. 

BIKE PATROL CHECK-UP

By Lt. John M. Koelsch
Emporia Police Department (KS)

The title of this article may have spurred several ideas about its contents, just as the phrase "bike patrol" means something different to each of us in our jurisdictions. Hopefully, in the next few paragraphs, questions will come to mind about your bike patrol that could help you "tune" your unit up or just raise your awareness about how things are.

During a supervisor training class many years ago, an instructor used the following saying: "If you always do what you have always done, you will

always get what you have always got!" This philosophy is why many bike patrols were developed: change is at the heart of what community policing is all about. Change is going to happen and we must prepare for that or the consequences could be very harsh.

As bike patrol officers, you were most likely picked because you handled change in a favorable way. As a bike officer you are likely an officer who is very self-motivated and has a burning desire to help improve the condition in your jurisdiction. As a bike officer, you have a positive attitude, tend to minimize conflicts, and have excellent verbal skills to solve such issues. Does

the above description still describe you and your unit? It should!

When the bike patrol was formed in your jurisdiction the unit was to have a positive impact on a specific problem or problems. If we review where we have been, it makes it much easier to plan where we need to go!

Here are some questions to ask yourself. When the unit was created, there may have been written objectives or verbal directions. Has anyone in my unit evaluated whether these goals have been accomplished? Have new objectives been established? As part of the unit have I become complacent or less

See "Check-Up" on Page 10



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For the first time since its inception six years ago, the IPMBA *Police Cyclist™* Certification Course is now the official Department-sanctioned training standard for the Chicago Police Bike Patrol Unit.

This spring, an inaugural group of 15 CPD Bike Patrol Unit officers took the 32-hour IPMBA PC Course as the final segment in the unit's officer selection process, which included an application/questionnaire, oral interview, physical exam and mandatory drug screening.

CONTINUED

Summer

Continued from Page 1

3. **Number it:** Use at least SPF 15 on your legs and SPF 30 on your face, ears, neck and arms. SPF 15 blocks 94% and SPF 30 blocks 97% of the sun's damaging ultraviolet rays.


4. **Time it:** Apply sunscreen ½ hour before you go out in the sun and reapply half way through the shift because if you sweat a lot you will lose some of the protection. The chemicals need time to be absorbed into, and to create a barrier on, your skin.

5. **Cover it:** Use sunscreen on all exposed parts of your body, make sure you cover the ears and nose. Dermatologist Dr. Gravenese states that 90% of the basal and squamous cell cancers she removes are from ears and noses. Choose moisturizers that have sunscreens and use them on your face, ears, neck and hands everyday and on other parts if they're exposed.

6. **Pale it:** Protect yourself from burning but also consider avoiding a tan altogether. A tan is a sign that ultraviolet rays are reaching your skin and causing changes. If your sunscreen lets you tan, consider a higher SPF. Because bike units are exposed to ultraviolet rays at the worst time of the day and officers are not able to protect their skin with clothing, it is very important to know how to care for your skin. Using common sense and the proper sunblocks can minimize or eliminate the chance of skin cancer. Please read the following article and live longer and pain free.

The following information was taken from the April/May 1997 issue of a *Fitness Swimmer* article, "Stay Safe in the Sun" by Kathryn C. Kukala:

The PC course was instructed by PCI's Tom Northfell, Raimond Ranne and PCIC Dawn Milovich, of the CPD Bike Patrol Unit.

Congratulations to Chicago Police Superintendent Matt Rodriguez and Commander Andrew Wojnicki for their insight and input in providing their bike patrol officers with IPMBA Certified *Police Cyclist™* training. 

Sunscreen will protect you against burning and pre-mature aging, but it won't stop the spread of skin cancer. For that, you've got to examine your skin and become familiar with existing moles.

Melanoma, the most dangerous form of skin cancer, often begins as a new mole or a change in an existing mole. "If a mole changes over months, rather than years, see a dermatologist," advises Patrick Bitter Jr. M.D., a dermatologist from Los Gatos, California.

New, non-cancerous moles can appear on adults into their 30's. When a new mole appears, or changes occur in an existing mole, look for the ABC's (and D) of melanoma.

ASYMMETRICAL shape

BORDERS that are irregular

COLOR variations in the mole

DIAMETER of more than 6 mm (pencil eraser size)

Enlist a partner to keep an eye on hard to see areas, Bitter recommends. It could save your life: on men, melanomas are most common on the upper back or the shoulder blades; on women, the back of the calf.

Don't be shy with your dermatologist. Ask them to look at all of your skin. Bitter finds three melanomas a year on average while performing total skin exams on patients who come in for other complaints, such as warts on a finger or facial acne. "If you have a new dermatologist, ask for a total body skin exam," he says.

You're at high risk for melanoma and should get an annual total skin exam if you have fair or freckled skin and light eyes, if you have a family history of melanoma or if you had more than one sunburn as a child.



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The Inside Story



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OC Spray

Continued from page 1

5. Inaccurate deployment missing your target

The only target areas with OC are face, eyes, nose, and mouth. Other areas are totally ineffective or significantly delay any response.

6. Moving in too soon and attempting to control and influence subject

You have successfully sprayed and influenced your subject. It does not mean that their resistance has stopped. Allow the OC to take effect and issue strong, loud, and simple verbal commands, PRIOR to attempting to physically control any influenced subject.

7. Cross - contamination of self and partners

Be aware of wind direction and your environment prior to deploying any chemical agent.

8. Lack of training in, or having no other force options to consider

OC will not make up for lack of proficiency in other defensive force/control tactics.

Survival Skills for the Mountain Bike Officer

Tuition: \$695.00

Duration: 5 Days

Ammunition: 650 rounds pistol

Special Requirements: DOT helmet, gloves and protective riding gear, pistol, 3 magazines, duty belt, holster, magazine pouches, ear and eye protection, flashlight

Bicycles will be provided by Trek Bicycle Company at no additional cost. All firearms can be provided by HK at no additional cost.

June 23-27 HK Sterling, VA

Created in conjunction with Heckler & Koch and Trek Bicycle Company, the objective of this course is to develop mountain bike survival skills while engaged in a wide variety of situations. All participants should be assigned to Bike Patrol and confident in operating bicycles. Fifty percent of this course will consist of operating mountain bikes in demanding on and off road environments. Firearm tactics will be taught during the entire course. Subjects that will be covered are:

- Survival mindset
- Tactical pistol skills
- Immediate reaction drills
- Moving and multiple targets
- Use of cover
- Night operations
- Obstacle negotiations
- Vehicle stops
- Off road situations
- Emergency dismounts
- Tactical use of the bicycle
- Brake and escape
- Evasive maneuvers
- Power slides



Any hand held aerosol canister is a tactical weapon. You must know the dynamics and limits of that weapon. Like riding a bike, you must practice using it. Please review these 8 steps and post them by your ABC check list in the bike room.

1. TACTICAL PLAN
 - A. "Line up your ducks"
2. SPRAYING TOO CLOSE
 - A. Oxygenation
 - B. Blow-back on officer
3. SHORT BURSTS
 - A. .5 to 1.5 seconds
 - B. 90 to 95% is H2O
4. MOVE
 - A. Prior to spray; they know where you are
5. PRIMARY TARGET
 - A. Face, Eyes, Nose and Mouth
6. MOVING IN TOO SOON
 - A. Give OC a chance to work
 - B. Use loud and simple verbal commands
7. CROSS-CONTAMINATION
 - A. Wind direction and environment
8. TRAINING
 - A. Not a "Magic Bullet"
 - B. It will not solve all your problems



For more information on joining a scheduled course or hosting on-site instruction, contact:
Heckler & Koch, Inc.
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IPMBA's Product Purchase Program

The following companies have agreed to be included in the IPMBA Product Purchase Program. In order to purchase items from these companies, you must offer some sort of guaranteed payment, i.e. certified check, MasterCard, Visa etc. The particular requirements for each of the participating vendors are listed below. Unless other arrangements are made with the companies, they cannot except Purchase Orders in order to keep your discount. When you call or write, you must also provide them with your IPMBA Membership Number in addition to your form of payment. Negotiations are continuing with other companies at this time. Keep your IPMBA membership current and watch for the Product Purchase Program column in each IPMBA News. Any questions or suggestions can be forwarded to IPMBA News Editor Andy MacLellan via E-mail at andymacl@aol.com.

COMPANY

PRODUCT AND REQUIREMENTS FOR PURCHASE

Paradigm Products 1-800-923-5625 6024 S. 300 W. Ste. A Murray, Utah 84107	Lock/Pump 2 (\$29.95) and Lock/Pump 2 Mini (\$27.95) Provide your IPMBA Membership #. Purchase must be made by either Certified Check, Money Order, Visa, MasterCard or American Express. Ask for Todd
PYI Spokeswear 1-800-523-7558 7831 196th Street SW Edmonds, WA 98020	Extreme Glove (Retail \$30.00, IPMBA Price \$15.00) The Extreme Glove is a 1.5 mm Neoprene Glove with Gripper Dots for Winter Riding. Provide IPMBA Membership # and make payment by Visa, MasterCard or Certified Check
Iii-Tek Racing 1-203-378-5210 7365 Main Street, 183 Stratford, CT 06497 HITKCRACE@aol.com	General fitness related products including Gatorade products, BTU Stoker energy bars, Polar Heart Rate Monitors and more. Note IPMBA Membership # on order and take 10% off. Products available on their Web Site at http://members.aol.com/hitekcrace
NIKE 1-888-224-6453	We are still trying to get our own special program with NIKE. Meanwhile, they do currently have a purchase program for professional outdoor workers: its their ACG Pro Purchase Program. You can call them for an application while we work things out.

IPMBA Web Site

Look for IPMBA Info on the World Wide Web. You can access it through the League's address at: <http://www.bikeleague.org>

Also, please send in your e-mail addresses to LABipmba@aol.com for our "IPMBA On-Line" feature!! Re-send if you've sent already so we're sure to have your address! Thanks!

Bike Patrol Riding IN Malls

Spotted riding in the Mall at Columbia (MD) was Sgt. Jay Becraft, a Special Police Officer who has been in charge of the bike program at the Mall for five years. It was this spring when they brought the bikes inside, to chuckles and wonderment of the mall crowd. However, those chuckles subsided when the summer youth crowd was better controlled than in any year previously, in addition to other bike patrol-related security improvements. If you'd like to talk to Sgt. Becraft about the success of bringing bikes inside, you can contact him at 410-730-3300.

Bike Cops Arrest Suspect 45 Minutes After Mug Shot Posted

Bridgeport, Connecticut. Bike patrol officers Erno Nandori and Antonia Deida, Jr. arrested a man on a murder charge shortly after his mug shot/wanted poster was posted at their department. The suspect was wanted for shooting his neighbor in the chest.

The suspect was spotted going into a local deli, and after acting suspiciously upon seeing the bike officers, was detained and identified as the suspect. He was arrested without incident. The warrant for his arrest was signed at 3:00 p.m. on the 24th of October, and was executed at approximately 3:45 p.m. the same day.

“...the best bike accessory I have ever purchased. I am a bike cop with a lower back problem, and without a doubt, this product will help. I will show and tell friends about your product. Great Job!”

Ofc. Allen Turner - San Angelo P.D.

“If not for the bikes this suspect might still be out there ducking out of the sight of those Crown Victorias and Chevy Caprices!” said Officer Nandori.

“Arrest Story” is a new feature of IPMBA News. Send in your arrest stories to IPMBA News, 190 W. Ostend St., Suite 120, Baltimore, MD 21230-3755.

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CHECK-UP

Continued from Page 4

productive? Have we as a unit continued with our original philosophy, such as a community policing philosophy, or have old habits appeared again? Do we find ourselves not utilizing our bicycle as a tool to the fullest extent? Have we had direction from the agency's top administrator to insure our plotted paths are the same?

These are just a few of the questions with which I evaluated our unit and my own performance. I was disappointed at some answers and elated about others. I found that the community thinks that the "bike patrol is the best thing that the Police Department has ever done." With people in the street stoking your ego like that, it is easy to begin believing that bike patrol is a non-replaceable institution. But we must change to meet the changes of our community or the significant difference we once made becomes insignificant. 

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 and encouraged. Please send to: IPMBA News, 190 W. Ostend Street, Suite 120, Baltimore, MD 21230-3755 ext. 223; or fax to 410/539-3496.

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Anyone Wanting to
Become a PCI

The new, revised *Police Cyclist™* Instructor Packets were sent out the first week of June to all who had (up until then) requested one. If you are planning on applying to become a PCI, you must currently apply with this packet. Call 410-539-3399 ext. 232 to receive one.

Maintenance Course (MOCC),
Police Cyclist Instructor
Development Course (PCID)
Being Offered in Chicago

Call 410-539-3399 ext. 223 to receive information on the upcoming MOCC and PCID Courses being offered in Chicago this fall. Details are being finalized as we went to print. The four day courses will be held during the last week of September, the first week of October. Don't miss out, call today!

The Complete Guide to Police Cycling is
the Official Text for the PC Course

Just a friendly reminder to all PCIs and PCICs that IPMBA's publication, *The Complete Guide to Police Cycling*, is the official text for the *Police Cyclist™* Course. Any questions, call 410-539-3399 ext. 223.

IPMBA News will be focusing on specific topics in each issue of 1997. Below is an outline of the topics that will be covered and the future issues in which they will appear. Submissions should be made on or before the fifteenth of the month prior to the issue date. Any comments or suggestions are welcome. Please mail or phone to the contact information shown to the left.

ISSUE

September/October

November/December

TOPICS

Winter and your unit. Uniform and equipment for winter. Administrative side of bike patrol.

EMS & SAR on bikes: how has 1997 been to this relatively new niche? Best-of stories from 1997.

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is the host city for the
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Police on Bikes Conference

April 26 - 29
Pre-conference Training

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MAINTENANCE OFFICER CERTIFICATION COURSE

September 30 - October 3, 1997

Chicago, Illinois

Call 410-539-3399 ext. 223 and request a registration
packet for the fall MOCCourse and leave your name,
address and phone number.

POLICE CYCLIST INSTRUCTOR DEVELOPMENT COURSE

September 30 - October 3, 1997

Chicago, Illinois

Call 410-539-3399 ext. 223 and request a registration packet for
the fall FCID Course and leave your name,
address and phone number.

(Open to current PCIs and PCICs only)

A special thanks to the
Nashville Metro Police Department
for their role in making the
7th Annual Police on Bikes Conference a
fantastic success!

- 7th Annual Police on Bikes Conference Recap
- Summer Sun: Strategies for Healthy Skin
- Product Review: "Black Out" Effortlessly
- Keeping Your Bike Patrol on the Right Track
- Tips for OC Spray Use
- Maintenance Tips
- May/June IPMBA News

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