



IPMBA NEWS



Official Newsletter of The International Police Mountain Bike Association

Police on Bikes Conference a Hit

A Note From Allan Howard, IPMBA Chair

I'd like to take this opportunity to thank everyone who cast their vote for me at the Police on Bikes Conference. I will continue to work as hard as I can for our organization.

This time last year I was reporting that IPMBA had just over 100 members. I am proud to say, that at the time this report was typed, we have over 400 members. I will admit that police on bikes is a popular law enforcement topic and some of our success is from that. But, I truly believe that our "Police Cyclist" and "Police Cyclist Instructor" programs have been responsible for the lions share of the membership increase.

Just prior to the Police on Bikes Conference we taught an IPMBA Police Cyclist Course in Ft. Lauderdale, Florida. We had so many applicants we literally had to turn people away. Ninety officers from all over the U.S. and Canada have been instructed in the proper tenants of safe cycling and bicycle patrol procedures.

The 3rd Annual Police on Bikes Conference was hosted by the Broward County Sheriff's Office April 29 to May 1, 1993 in Ft. Lauderdale, Florida. The conference was attended by 250 people from 24 states and

Canada, representing 108 different city and county agencies, 18 college and university campuses, five military installations, three civil patrols, one border patrol and one park and wildlife department.

Participants were kept on their pedals attending hands-on workshops which included maintenance, bicycle handling skills and advanced techniques. Other workshops included such topics as funding, night operations, continuous training, nutrition, and officer selection.

One highlight of the conference was the Police on Bikes Competition, sponsored by Nightsun Performance Lighting. Eighty participants, divided into four person teams, tested their bike handling skills, agility, and strength on an obstacle course that simulated tight traffic, wet road conditions, and stair climbing, as spectators cheered on their favorites. Prizes were awarded to the top three individual performers and the top three teams. The winning team members were Jim Kirk and Oscar Navarro, from the Tucson, Arizona, Police Department, John Harrington, from the Fort Myers, Florida, Police Department, and Lowell Petersen, from the Omaha, Nebraska,

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Riding Against Traffic - Exploring the Myth

*By Officer Kirby Beck,
Coon Rapids Police Department, MN*

Riding on the left side of the street, against traffic, is one of the most dangerous things a bicyclist can do. Yet most people who ride that way actually believe they are safer facing traffic. These people have bought into the myth that they are at risk of being struck from behind by a motorist. Some people who ride against traffic will tell you that they were taught as children to ride that way...as if they were pedestrians. But most people who ride against traffic know it is a violation of the law, and do it anyway! Some do it because they are lazy and don't want to wait to cross busy streets. But others do it because they believe in the myth. Here are some facts to keep in mind:

- Approximately 1/3 of all car-bike crashes involve wrong way riders.
- Nearly all car-bike crashes occur at intersections and involve turning or crossing motorists. By riding against traffic, bicyclists approach every intersection and driveway from a direction that is unexpected to motorists. In doing so, they are outside of the motorist's normal searching pattern.
- Stop signs and other traffic control devices are posted for traffic travelling on the right side of the street. By riding against traffic, cyclists may not see important regulatory signs which apply to them.
- Cyclists riding against traffic endanger other bicyclists as well. Since there are no rules on how oncoming

cyclists should pass one another, the threat of head-on collisions between cyclists is very real. Closing speeds at the time of such a collision can reach over 40 mph.

• Only 4 to 6 percent of all car-bike crashes involve a motorist striking a non-swerving cyclist from behind. These accidents rarely occur in the daytime. They occur most often at night when the bicyclist is insufficiently illuminated or the motorist is intoxicated.

• Riding on the right side of the roadway is the law in all fifty states!

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Chair's Column

IRONHORSE BICYCLE CLASSIC

Durango, Colorado

I just got back from teaching a Police Cyclist Course and racing the Iron Horse Classic Mountain Bike Race in Durango, Colorado. Durango is located at 6800 feet of altitude in the southwestern part of the state, and truly is a mountain bike mecca. Everybody in this town rides a bike, including the Durango Police Department, and everything about this town spells bicycle: restaurants, bike shops and taverns have bicycles and pictures in them. Most of the bikes have been ridden to world championships, and the pictures are of their former riders. Greg Herbold, Ruthie Mathis, Ned Overend, John Tomac, and Bob Roll all grace the windows.

Prior to the bike race a PC course was taught by myself, Andy Janowsky, Durango Police Department, Tim Orton, Longmont Police Department, and Tom Madrid and Steve McCauley, University of Colorado Police Department. Andy arranged for a friend of his to stop by and give a talk. Andy's friend was none other than Ned Overend, World Mountain Bike Champion many times over. This guy is the Babe Ruth of mountain

biking, and a first class person.

This is a day and age when full grown men are paid millions of dollars to hit a ball with a stick, and they still charge fans five or ten bucks for an autograph. Overend took time out of his professional schedule to give some cops who ride bikes a little training advice, and autograph posters. His fee for this: \$0. He truly believes in police on bikes.

Another person I met in Durango was Ed Zink. Ed owns a local bike shop called "The Outdoorsman," and he is the race director of the Iron Horse Classic Bicycle Race. The Iron Horse consists of a road race from Durango to Silverton, which is 47 miles, climbing 5,500 feet. The race started many years ago between two brothers, one a bike racer and the other a conductor on the Iron Horse train that runs from Durango to the mining town of Silverton. Despite the 1,000+ climbs, the brother on the bicycle triumphed and created a yearly challenge.

John Tomac won the road race to Silverton this year in a bunch sprint between ten others in the

breakaway. Also in this group were Ned Overend and Rishi Grewal. I saw it all from start to finish thanks to my Durango PD lead car driver Jeff. Jeff always knew just where to be due to years of experience leading the race. Although he wasn't a cyclist, he knew what it meant to me to be riding in a car alongside these monsters hammering up an 11,000 foot pass. (I owe you a beer Jeff, on the golf course, of course.)

For the next two days there was a full card of mountain bike racing, downhill, slalom, trials, cross country, and of course, the Law Enforcement Challenge. This was a team and individual race that spanned two days and included an obstacle course relay, speed relay, and the individual and team cross country races. Deck Shalene, from Durango Police Department was crowned the national champion (them boys from Colorado can ride!). There was also a kids' race, and a future bike cop captured 2nd place, Timmy Orton, son of Longmont Police Department's Tim Orton.

Ed and his sponsors provided us with many prizes, and for the first time in my racing career it was stuff I could use. This was a first class event and I'd like to see more participation in next year's race. I want to say hey to all the gang in Colorado - Jeff W., Dan, Deck, Lisa, Steve, Tom, Tim &

A Welcome from the Education Chair

Just how important is training anyway? I mean, after all, we all rode bicycles as kids. Other than a few skinned knees, we all survived. What's the big deal?

Well bicycles have changed a bit. Bicycle maintenance should be taught to officers riding bicycles. How about proper gear and brake usage? Then there's rules of the road and patrol procedures. And what about officer safety considerations. I think we'd all agree that there's a lot to know in order to be effective bicycle officers. That's where IPMBA's Education Committee comes in.

The IPMBA Board established an Education Committee, with me as its Chairman, at this year's Police on Bikes Conference in Ft. Lauderdale, Florida. We have developed standardized training throughout the country and are currently in the process of refining and updating the training manual, as new ways of doing things come to light each day. There are several departments throughout the country that have excellent programs from which we are constantly drawing information and training techniques. This information is being applied to the IPMBA Police Cyclist Course to make it a strong course that will be accepted as the premier police cyclist education program nationwide.

The IPMBA Police Cyclist Course, taught by certified IPMBA Police Cyclist Instructors, pro-

vides detailed information in all areas of police cycling. In the past month we have certified 12 PC Instructors (PCIs) and have 16 instructors in training across the country, all eager and excited to teach the four day IPMBA course to new and existing units. Officers completing the course can become certified IPMBA Police Cyclists and apply to become instructors.

As we all know, there are always several ways of doing the same thing, and this course attempts to present the student with several options. It is a matter of officer preference and departmental policy as to which way is ultimately used. If you are interested in taking an IPMBA Police Cyclist Course or have any questions about the program, you may contact myself or Robin Miller at L.A.W.

If you've got some new or different training technique to share, please forward it to Robin. I feel that the education committee has the responsibility to be a library of information. I will strive to maintain information concerning all facets of training and will therefore make myself as available as possible to answer questions, provide information and/or support. Please do not hesitate to call or write. My address is Tacoma Police Department, 930 Tacoma Avenue S., Tacoma, WA, 98402, (206) 591-5952.

I encourage everyone to take the course. In today's society, this training is a must!

- Gene Miller

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IPMBA News

Newsletter of
The International Police Mountain
Bike Association, a division of
The League of American Wheelmen
190 W. Ostend St., Suite 120
Baltimore, MD 21230-3755
410/539-3399

Robin Miller, Design & Layout
Allan Howard, IPMBA Chair

Submissions should be sent to Gary McLaughlin at (Home) 11849 Prospect Hill Dr., Gold River, CA 95670; (916)852-8686 or (Work) 625 H St., Sacramento, CA 95814; (916)264-5392

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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
(one year term)

Sgt. Gary Gallinot, Vice Chair

Santa Monica Police Department
1685 Main Street
Santa Monica, CA 90401
310/458-8426
(two year term)

Sgt. Tom Woods, Secretary

Denton Police Department
221 N. Elm Street
Denton, TX 76201
817/566-8181, 8188
(two year term)

Officer Gary McLaughlin,

Newsletter Editor
Sacramento Police Department
813 6th Street
Sacramento, CA 95814
916/264-5392
(three year term)

PPO Stuart Bracken,

Sgt. At Arms
Tacoma Police Department
930 Tacoma Avenue, South
Tacoma, WA 98402
206/591-5952
(three year term)

Officer Kirby Beck,

Education Liason
Coon Rapids Police Department
1313 Coon Rapids Blvd.
Coon Rapids, MN 55433
612/780-6481
(two year term)

Cpl. J. Andrew MacLellan

Baltimore County Police Dept.
Precinct #1
901 Walker Avenue
Baltimore, MD 21228
410/887-0872
(three year term)

Sgt. Joseph Martin

Hayward Police Department
300 W. Winton Avenue
Hayward, CA 94544
510/293-7272
(one year term)

Conference - from page 1

Police Department. These officers each won a supplex jacket from J. Marcel/Olympic Uniforms, and a pair of Protective Optics sunglasses. Chad McDaniel, from Oviedo, Florida, Police Department, rode away with the best individual time, completing the course in 1.22 minutes, and was also a member of the second place team. Chad is now the proud owner of a Nightsun Lighting System.

The winners of the competition were not the only people to walk away with goodies. Many other prizes were won by conference participants. Thanks to generous donations from our conference sponsors, a Klein Elite Police Force bicycle, a Bridgestone MB-6 bicycle, Desert Sun Market-

ing first aid kits, Trek bicycle helmets, Bike Pro bicycle bags, Nashbar windjackets and pumps were among the prizes given away and raffled off.

Since the conference is the annual meeting of IPMBA members, elections for the Governing board are a part of the program. Election results can be found above. In addition to the new Board, IPMBA has formed an Education Committee with Gene Miller of Tacoma Police Department, appointed as the Chair.

Police on Bikes '94 is in the planning stages and promises to be the best conference yet. IPMBA is no longer in it's infancy, we are a strong organization that's flexing it's muscle.

Myth - from page 1

• Despite what people tell you, they are never safer riding against traffic.

According to John Forester, "New cyclists fear that they will be hit from behind by fast motorists, almost to the exclusion of any other fear of motor traffic. This fear is created by parents, teachers, police officers, motor vehicle driver education, and other social forces. However, this fear is entirely unwarranted, because, about 90% of car-bike collisions are caused by conditions or actions in front of the cyclist, where they can be seen and therefore avoided by proper avoidance actions. Of the 10% of accidents that are caused by conditions behind the cyclist, 6 percent are caused by

the cyclist swerving in front of the car and only 4 percent by the overtaking motorist. Of this 4 percent, half are caused by motorists who do not see the cyclist (generally) in the dark and often by motorists who have been drinking; some by motorists who do not see the cyclist (generally in the dark) and often by motorists who have been drinking; some by motorists who misjudge the width of the vehicles, and very few by motorists who are out of control." (*Effective Cycling*, 1984.)

Pass this information along to your fellow bicycle officers, as well as other cyclists you see and know, and help to dispell the myth.

IPMBA MEMBERSHIP APPLICATION

Name _____

Home Address _____

City _____ State _____ Zip _____

Telephone(____) _____

Police Dept. _____

Membership is \$35 for an individual, \$40 for family.

IPMBA membership is **not** offered to police departments.

Add \$15 for postage to foreign countries.
Pay by check drawn in U.S. dollars from U.S. bank, or international money order.

Enclose Payment or choose:

VISA MasterCard

Card #: _____

Exp. Date: _____

Signature: _____

Make Check Payable to:

League of American Wheelmen

190 W. Ostend St., Suite 120

Baltimore, MD 21230-3755

1-800-288-BIKE (membership only)

(410) 539-3399

Group or Partner Riding

By Officer Kirby Beck,
Coon Rapids Police Department, MN

Police cyclists will often ride in traffic with one or more partners. For reasons of safety, as well as to serve as an example to the community, officers should be able to ride both single file and side by side with ease. Transitioning from one to the other is an important skill intended to prevent collisions between riders. Above all, transitioning requires communication between riders.

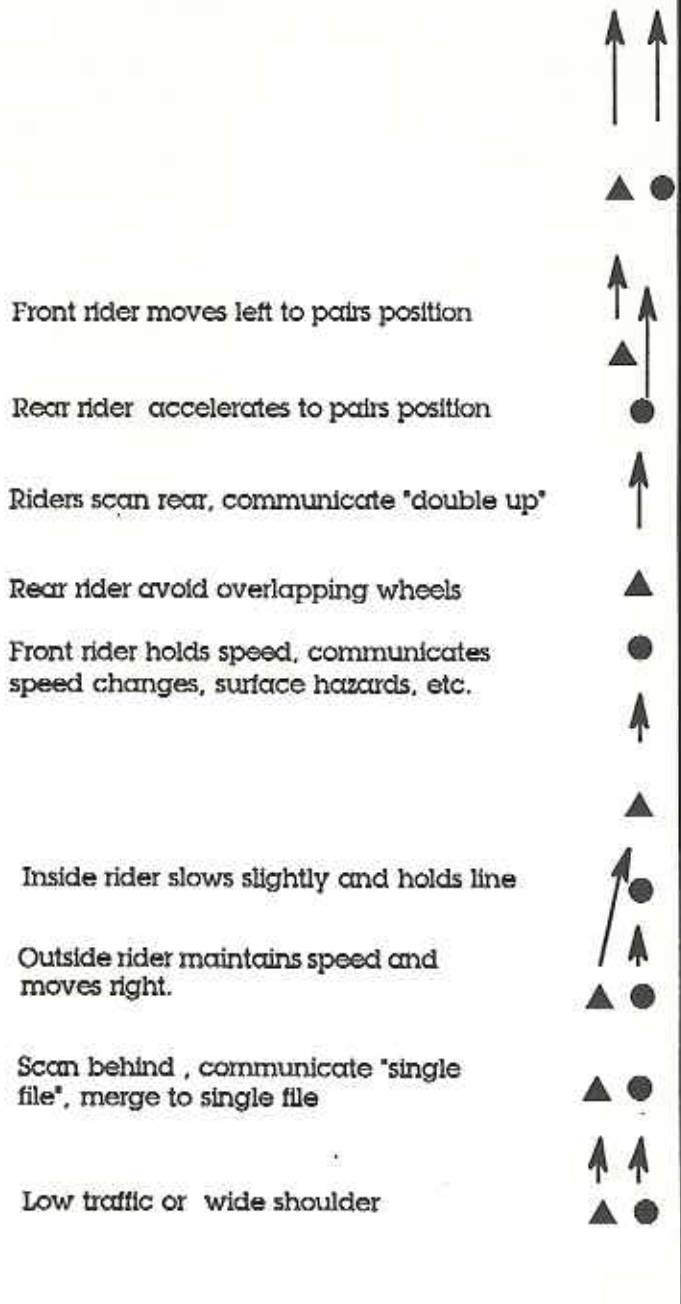
Legally, riding two abreast is allowed in most states under most circumstances. There may be exceptions, so check your local statutes and ordinances before riding alongside another cyclist. Riding *more than two abreast* is never legal and should be reserved for those special events when police activities may require it.

Riding side by side is relatively safe. When the road narrows or high speed traffic is too close, it may be necessary to transition to single file. The outside rider will be making the primary move. The first step is communicating the move to the inside rider. Simply saying "single file" should work. This is necessary so that the riders don't overlap wheels and fall. Ideally, the outside rider will cease pedaling, or even brake slightly, to allow room for the first rider to merge. After being advised of the upcoming merge, the inside rider must first check behind to make certain it is safe to slow down. A collision could occur if another cyclist or vehicle is following too closely behind the inside rider as they slow. Once the inside rider has determined it's OK to slow he can simply say, "Okay" or "Go".

When transitioning from single file back to double echelon it is equally important that the rider moving verbalizes his intent to move. The crucial error to avoid when riding single file or making lateral movements is overlapping wheels. If the front wheel of the rear rider overlaps the rear wheel of the one in front, the rear rider must quickly move back to avoid a collision or fall. If the front rider makes a lateral movement that causes wheels to touch, the rear rider will likely lose his balance and crash. Movements of the front wheel allow a rider to balance. By diverting the wheel another direction, or obstructing movements to help the rider balance, a crash may result.

With practice your transitions can be smooth and safe.

Basic Transitions



Ironhorse - from page 2

Timmy, Andy, Mitch, Dave, Myon (don't go back to New York dude), and my arch enemy and friend Dan Shry (I will be back!) I'll apologize in advance for forgetting someone, I'm sure I did,

you are all good friends.

A word of advice: If you plan to race the cross country race next year, find a 30 story building and practice riding up the side of it with a plastic bag

over your head! Hope to see you next year. Until then, don't let the bad guys or the pavement magnet get ya!

- Allan

1993 Police on Bikes Conference Exhibitors

Access Bicycle Components
3838 N. 36th Avenue, Suite 200
Phoenix, AZ 85019
602-278-5506
Contact: Elayne Hinkel

Alitta, Inc.
P.O. Box 931
Santa Monica, CA 90401
310-396-0123
Contact: Stacie J. Green

Bell Sports/Blackburn
1510 Dell Avenue
Campbell, CA 95008
408-370-1010
Contact: Bruce Brinker

Bike Pro USA
3701 W. Roanoke, Suite A
Phoenix, AZ 85009
800-338-7581
Contact: Paula Girgenti

Cascade Wear Ltd.
148 W 6th Avenue
Vancouver, BC
Canada V5V 1K6
604-873-2226
Contact: Bill Betts

CycleAware
921 Alma
Palo Alto, CA 94301
415-328-9903
Contact: Lee Sharek

Cycle Craft, Inc.
123 Route 46E
Parsippany, NJ 07054
201-227-4462
Contact: Ron Farber

Cyclo Manufacturing Company
1438 S. Cherokee Street
Denver, CO 80223
303-777-2733
Contact: Robert C. Johnson

Flashwear
5006 E. 72nd Street
Tacoma, WA 98443
206-537-8220
Contact: Sally Swanson

InMotion
6407 Cecilia Circle
Minneapolis, MN 55439
612-829-0144
Contact: Mike Arbeiter

J. Marcel Enterprises
5920 Martin Luther King Jr. Way South
Seattle, WA 98118
206-722-1412
Contact: Julie Hughes

Michaels Of Oregon Co.
P.O. Box 13010
Portland, OR 97213
503-255-6890
Contact: Tom Marx

Nite Rider Light Systems
8151 Balboa Avenue
San Diego, CA 92111
619-268-9316
Contact: John Haywood

Ocean State International
115 Front Street
Woonsocket, RI 02895
401-765-0130
Contact: Brett Lipless

Patrol Bike Systems
6720 Gretchen Lane North
Oakdale, MN 55128-3135
612-773-8763
Contact: Mark Eumurian

Sayre Enterprises, Inc.
P.O. Box 2637
Anniston, AL 36201
205-237-9759
Contact: Scott Sayre

Second Chance Body Armor, Inc.
P.O. Box 578
Central Lake, MI 49622
800-253-7090
Contact: David Kotwick

Shimano American Corporation
One Shimano Drive
Irvine, CA 92718-2597
714-951-5003
Contact: Guy Johnson

Allsop/Softride Inc.
P.O. Box 9709
Bellingham, WA 98227
206-647-7420
Contact: Mitch Rydholm

Sugoi Cycle Clothing
#1-3751 N. Fraser Way
Burnaby, BC V5J 5G4
614-432-1334
Contact: David Hollands

Trek Bicycle Corporation
801 W. Madison
Waterloo, WI 53594
414-478-2191
Contact: Adam Ziegelman

United Bicycle Tool
P.O. Box 787
Ashland, OR 97520
503-482-1750

Vistalite Inc.
2950 Old Tree Drive
Lancaster, PA 17603
717-291-1287
Contact: Shirley Chi-Hancock

CALL FOR CONFERENCE HOST DEPARTMENTS

IPMBA is currently accepting bids from departments interested in hosting future Police on Bikes Conferences. Call (410)539-3399 to find out more information on how your department can get in on the excitement.

Police on Bikes Competition Results

Ft. Lauderdale, Florida

May 1, 1993

Place	Time (minutes)	Team	Place	Time (minutes)	Team
1	5:95	John Harrington, Fort Myers PD Jim Kirk, Tucson PD Oscar Navarro, Tucson PD Lowell Petersen, Omaha PD	11	8:16	Alan Clark, Troy PD Steve Stone, Pocatello PD Edward Van Winkle, Gainesville PD Ray Wittmier, Univ. of Washington PD
2	6:45	Steven Carmagnola, Univ. of Central Florida PD Chad McDaniel, Oviedo Bicycle Unit Kevin Shwebes, Univ. of Central Florida PD Mark Wilson, Boone County Sheriff's Office	12	8:51	Norwalk Police Dept.: William Curwen Christopher Garcia Patrick Morris Michael Price
3	6:80	Alan Cruise, Ithaca PD James Fisher, Rutgers University PD Bradley Morgan, Rutgers University PD James Steinmetz, Ithaca College Campus Safety	13	8:91	Darrin Boog, Salisbury State University PD Claude N. Holland, Wicomico County Sheriff's Dept. Michael J. Nicolas, Wicomico County Sheriff's Dept. Chris Welch, Wicomico County Sheriff's Dept.
4	6:82	Brian O'Neill, Everett PD Dave Pickering, Honolulu PD Michael Reilly, New Orleans PD Keith Vegas, Honolulu PD	14	9:23	Denton Police Department: Brian Horn Todd Kidwell Greg Latron Bryan Lee
5	7:01	Tallahassee Police Department: Jack Adkins David Bell James Fairfield Robert Hamby	15	9:25	Denton Police Department: John Cabrales Jason M. Grelhes Lee Weber Earle Cook, Univ. of Toronto PD
6	7:10	Stephen Estes, W. Hartford PD Claude Holland, Wicomico County Sheriff's Office Andy MacLellan, Baltimore County PD Mark Whelihan, UMASS Amherst PD	16	9:83	Broward County Sheriff's Office: Lou Bautista Scott Bures Richard Hurt Kirk Howe, Pocatello PD
7	7:31	University of Toronto Police: Darcy Griffith Darren Joyce Bryan Reid Andrew Stafford	17	10:35	Doug Brown, Univ. of Central Florida PD Alan Clark, Troy PD Stephen Hunter, Florida State Univ. PD Brad Welton, West Hartford PD
8	7:61	Mark Erickson, Mankato Dept. of Public Safety Jeff Kelly, Boca Raton PD Lemuel Russ, Coral Gables PD Brian Wiczkowski, Lancaster City Bureau of Police	18	10:48	Newark Police Department: Robert Barr Raphael Bermudez Willie Thomas Rosa Torres
9	7:81	Broward County Sheriff's Office: Joe Capua Lisa Lamey Kevin MacCagli Matthew Patten			Top individual performers:
10	8:11	Robert Bailey, Hollywood PD Kelly Goswick, Largo PD Michael McGowan, Barksdale AFB Carlos Navarro, Largo PD			Chad McDaniel, Oviedo PD 1:22 minutes Brian O'Neill, Everett PD 1:23 minutes Jim Kirk, Tucson PD 1:24 minutes

Iron Horse Bicycle Classic Cross Country Results

Durango, Colorado

May 30, 1993

1	54:40	Dick Shalene, Durango PD	6	1:01:07	Allan Howard, Dayton PD
2	56:11	Jeff Watson, Durango PD	7	1:02:04	Andy Janowsky, Durango PD
3	57:41	Tim Orton, Longmont PD	8	1:05:09	Dave Peterson, Durango PD
4	59:57	Steve McCauley, Univ. of Colorado PD	9	1:11:23	Todd Keenan, Durango PD
5	1:01:06	Daniel Shry, Durango PD	10	1:27:09	Tom Madrid, Univ. of Colorado PD

Bicycling Resources

L.A.W. announces new resources for sale:

Videos:

Police on Bikes - Seidler Productions, Inc., 1992. Shows police bike units from across the country, as well as interviews with officers and the successes they've seen since implementing their bike squads. VHS format. \$19.95.

Effective Cycling, the video - Seidler Productions, Inc., 1992. Instruction on how to ride further, faster and safer, confidently, anywhere. Includes bicycle handling and emergencies, common roadway conditions, vehicle laws and etiquette, roadway positioning, turning, climbing, motorist errors, night riding, and much more. Vital information for all cyclists, novice or experienced. 41 minutes. VHS format. \$29.95.

Books:

Effective Cycling - MIT Press, 1993. The core of John Forester's concept of effective cycling is that bicyclists fare best when they act, and are treated in return, as drivers of vehicles, with the same rights and responsibilities that other drivers have. This new edition of his classic book is filled with practical details, strategies, and tips that will be useful to all cyclists. \$17.95.

To order these resources with a Visa or Mastercard, call L.A.W. at 1-800-288-BIKE, or send a check to 190 W. Ostend Street, Suite 120, Baltimore, MD 21230. (don't forget to add shipping: \$3.75 on an order less than \$50.00; \$4.75 on an order more than \$50.00)

See Your Name In Print!

Aside from joining IPMBA, there are many ways in which you can get involved and help support and strengthen bicycle patrols across the country. One way is to write an article for IPMBA News. We welcome articles from our members on any of the following:

- Training tips
- Patrol tactics
- Unique funding
- Community involvement
- Legal information
- Equipment
- *and any other item of interest to your fellow bicycle patrol officers*

If you have an idea or article you would like to share, please send it to Robin Miller, IPMBA Coordinator, 190 W. Ostend Street, Suite 120, Baltimore, MD 21230.

Police Cyclist

Lapel Pins

Police Cyclist lapel pins have arrived! If you have taken an IPMBA Police Cyclist Course and have become a certified IPMBA Police Cyclist, you can order a pin to wear on your uniform. The pins are \$5.00, and can be ordered by sending a check to L.A.W., or calling 1-800-288-BIKE with your Visa or Mastercard number.



(the pin is gold with black writing and blue design)

Conference Handouts Available

If your department was unable to attend the POB Conference in Ft. Lauderdale, you will not want to miss the opportunity to acquire the handouts. Valuable information on funding, uniform selection, community oriented policing, bicycle handling skills, officer selection, nutrition & health, maintenance and continuous training, plus much more. The 305 page notebook also contains the 1993 Directory of Police on Bike Units, and a list of exhibitors to aid you in outfitting your patrol.

You can order the handouts for \$25 plus \$3.75 shipping and handling by sending a check to L.A.W. or calling 1-800-288-BIKE with your Visa or Mastercard.

Industry Notes

Shimano Component Corporation

Shimano Component Corporation is willing to include bike patrols performing their own maintenance in their dealer information loop. If your department is performing maintenance in-house, please send your department name, address, what type of maintenance you are performing, and a contact name to IPMBA. We will forward them to Shimano.

PC Courses

Check this column each issue for upcoming PC Courses.

• August 3 to 6, 1993, Minneapolis Community College, Minneapolis, MN. For more information, contact Kirby Beck, (612) 757-3513.

BICYCLE ENTHUSIASTS AND EDUCATORS TAKE NOTE

Safe Cycle '93, The National Conference on Bicycle Safety Education, will take place September 25-29, 1993, in Scottsdale, Arizona. Planned especially for law enforcement personnel, recreation professionals, teachers, bicyclists, medical personnel, and others who teach bicycle safety, this national conference will focus on successful bicycle safety programs from across the United States and provide a much needed forum to promote "state-of-the-art" bicycle safety education. Manufacturers and distributors of bicycle safety equipment and literature will also be on hand to display their materials.

With the continued increase in the popularity of bicycling, the need for such a conference is evident. The National Highway and Traffic Safety Administration (NHTSA) has recognized the high rate of bicycle injuries and deaths as an area of "national concern." The most recent and effective countermeasures and teaching methods for bicycle safety are not universally known and are not being widely disseminated.

This unique gathering of bike safety experts and program planners is being sponsored jointly by the League of American Wheelmen (L.A.W.), the Governor's Arizona Bicycle Task Force and the Arizona Governor's Office of Highway Safety. For more information or to receive a registration packet, call (410) 539-3399.

International Police Mountain Bike Association
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