



# IPMBA NEWS



Official Newsletter of The International Police Mountain Bike Association

## 4th Annual Police on Bikes Conference Best Yet!

Hawaii, Alaska, New York, Nevada, Florida, Minnesota, Wisconsin, and of course, the Lone Star State itself. More than 250 bicycle patrol officers from these states, and 29 more, descended upon the city of San Antonio for the 4th Annual Police on Bikes Conference, May 5 - 7, 1994. Hosted by the San Antonio Police Department and the San Antonio Park Rangers and sponsored by the International Police Mountain Bike Association (IPMBA), the conference provided the officers with a wealth of information on topics such as uniforms, equipment, night patrols, urban drug enforcement, and officer selection. Other 'hands-on' instruction in bicycle handling skills, advanced techniques, and maintenance was available.

"I found the conference to be very informative, as well as a great way to meet bike patrol officers from all over the country. The product exhibition was a dream come true for me," stated one conference attendee. Officers attending were able to participate in workshops, spend time with 26 different vendors in the exhibit hall, ride in the largest law enforcement ride-along ever, and compete in the yearly competition. In addition, IPMBA members voted in the annual

Governing Board election. Officer Allan Howard, Dayton (OH) Police Department and Sgt. Joseph Martin, Hayward (CA) Police Department were re-elected for another three year term.

More than 175 officers rode together for a 10-mile trek from the San Antonio Airport Hilton to HemisFair Park, located in the center of the city. Upon arrival at the park, the officers rode a two-mile youth fun ride with young cyclists from San Antonio. After lunch, 20 four-officer teams tested their bicycle handling skills on an obstacle course - over parking blocks, through cones, up stairs, and a panic stop before a sprint to the finish. The winning team, from the Omaha (NE) Police Department, went home with new uniform jackets from J. Marcel/Olympic Uniforms, bags from Gall's, and portable truing systems from West Coast Bicycle Innovations. Other Conference supporters included Alitta, Derby Cycle Corporation, Desert Sun Marketing, Klein Bicycle Corporation, Kryptonite Corporation, Michaels of Oregon, Nightsun, Patrol Bike Systems, Respro, Ride Safe Inc., and Trek Bicycle Corporation.

## Equipment Needs of the Police Bicycle Officer (PART III)

By Officer Allan Howard  
Dayton (OH) Police Department

(Part I and II of this series appeared in the February and April issues of *IPMBA News*)

**Wheels.** Wheels should be built for strength because they take a lot of abuse, and they are the only things between you and the ground. If you try and save some money here, you'll probably pay later. The hubs should have a minimum of 36 holes for spokes because the more spokes you get in the wheel the less it will need to be "trued" or straightened up. In addition, wheels should be laced in a "3 Cross" fashion, meaning each spoke should cross another spoke three times between the threaded and hooked ends.

Spokes should be stainless steel, 14 g, straight gauge spokes. Straight gauge spokes are the same thickness, usually 2mm, throughout the spokes entire length. Double butted spokes are spokes that are one thickness on the ends and a thinner diameter in the middle to save weight. Police mountain bike wheels should be designed for strength first, weight savings second.

Rims should have double wall construction and be

at least one inch wide. Mountain bike tires are for the most part quite wide. If you use a wide tire with a narrow rim you risk poor tire performance. Narrow rims also cause cantilever brake shoes to drag on the sidewall of the bulging tire which has been known to

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## Conference Wrap-Up

To start things off, I'd like to thank everyone for their votes in my bid for re-election to the IPMBA Board. I just got home from the conference in San Antonio and this is the first real opportunity I've had to reflect on the event. The PC Course prior to the conference had about 84 students and went well. This is a result of the hard work done by: T.J. Richardson (San Antonio PD), Adolph Hernandez (San Antonio Park Rangers), Gene Miller (IPMBA Education Chair), the IPMBA Board and Education Committee members, and last but not least, Robin, Susie, and Donald from L.A.B./IPMBA. There were many people involved with setting up the conference, so I'll apologize now for not being able to mention all

of them here. To all of them, "Thanks".

The conference had a good showing of manufacturers and I believe we're miles ahead in terms of what we ride and what we wear. The competition was bigger and better than it's ever been and I think we'll build on that for next year. The main focus of the conference has shifted from starting a bike patrol to training existing units. We will continue this trend but we will still offer "startup" classes and information.

The "Tour De Force" bike ride of 200 cops from the hotel to Hemisfair Park and the kids' ride was the coup de gras; I'm proud to have been a part of it. My only regret is that a San Antonio copper didn't call for backup while we

were in the area. Can you imagine the look on some shleps' face who had just made the statement, "You BETTER call for some backup because it's gonna take more than you to get me to jail."?

By the time you read this, Sgt. Tom Woods, IPMBA Board member from Denton (TX) PD, will be pulling duty in Russia. He is on an exchange program organized by Project Harmony and he will be showing them how American bike cops do it. I met and rode with a lot of people at the conference and I have to say, you can't beat Texas hospitality.

Till next time, Don't let the bad guys or the pavement magnet get ya.

- Allan

## Education Column

### PCI Roundtable Discussion Produces Valuable Insight

The 4th Annual Police on Bikes Conference was held May 5 - 7 in San Antonio, Texas. There were over 200 officers present representing more than 120 departments from all over the country. In particular, there were 29 IPMBA Police Cyclist Instructors (PCIs) present which allowed for an excellent PCI roundtable workshop.

Initially, the roundtable was scheduled to be a two-hour discussion, but five hours later we found we were still talking about the existing IPMBA Police Cyclist Course. I want to thank all the PCIs that were present for the discussion. It was a pleasure to gain their insight into the PC Course as it is taught throughout the country. As a result of the discussion, the Education Committee is proposing several course changes to the IPMBA Board. These proposed changes include the following:

- Expand the group/formation riding to show all the ways to column off eight officers and include certain maneuvers that can be utilized for training and public appearances.
- Add at least one additional section to the cone course which incorporates 90 degree turns within short distances.
- Expand the area of tactics to include bicycle officers assisting on felony vehicle stops. This is a necessity for smaller agencies that may have limited back up.
- Develop a nationally recognized standard-

ized firearms training course for all bicycle officers. This will encourage every agency to provide each of you with quality firearms training as it applies to bicycles. The entire course will be on videotape as well as in written form to assist each department's range master with implementation.

Due to the comments received at the Conference, the Education Committee is also working on a proposal for an IPMBA Police Cyclist Instructors Course. This includes the establishment of minimum standards necessary for application to the course. I hope to have further information in upcoming issues.

The final area of discussion focused on different levels of instructor certification. The Education Committee is investigating this and will be presenting a proposal to the board in the near future. It should be noted that all PCIs present felt that this was valuable to the continuing development of the PCI program.

As a final note, I would like to thank all of the Instructors who participated in the Course for their continuing dedication to IPMBA's training programs. I would also like to officially welcome Officer Michael Goltz, Seattle (WA) Police Department, to the Education Committee.

- Gene Miller  
IPMBA Education Chair  
Tacoma (WA) PD

## IPMBA Sportswear

Let everyone know you are a proud member of the International Police Mountain Bike Association (IPMBA)! The following items debuted in San Antonio and sold like hotcakes. Keep an eye out for the Summer Merchandise Catalog insert in the July/August issue of *Bicycle USA*.

**Polo Shirts** 100% pre-shrunk cotton polos come in navy, white or red. Each has the IPMBA logo embroidered on the front. Price: \$24.95 plus \$3.75 shipping and handling.

**Baseball Caps** Six-panel twill baseball caps are perfect to hide that wonderful helmet hair! Available in navy, maroon, or white, with "IPMBA" embroidered across the front. Price: \$14 plus \$2.75 shipping and handling.

**Instructor shirts and caps** also available for an additional \$1 each. (Only available to PCIs)

To order, call 1-800-288-BIKE or send a check to IPMBA, 190 W. Ostend Street, Suite 120, Baltimore, MD 21230.

# "Just Write It" Policy Considerations for Bike Units

By Sgt. Joseph Martin  
Hayward (CA) Police Department

Cops like to be where the action is. The *real police work* patrol, SWAT, K-9, NARCS, and (drum roll) bike patrol. As bike units continue to pop up in agencies of all sizes, scores of caution-to-the-wind, action-loving bike coppers will be facing something terrible. Something they fear more than being alone in an alley at midnight with an armed three-time loser and no cover available. Something more scary than being interviewed by an internal affairs sergeant about "some video tape." What is this fearsome monster? Writing a department policy, of course. Yep, most cops avoid administrative assignments like the plague. Well, fear not. You don't think the Chief of Police wrote them all himself do you? Nope, people like you did. And now it is your turn. Read on.

In well established units, policies, procedures, or general orders (depending on what your agency calls them) are taken for granted. You can join the SWAT team, get assigned to NARCS, and transfer to detective without having to worry about (shudder) writing the policy manual for the new assignment. In a bike patrol unit, you may find the policies were established by the same folks who write ads for Nike, "Just Do It." While this is encouraging advice when starting up a unit, once your unit is established, you may want to give some thought to writing a policy with a few more details.

## IPMBA News

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410/539-3399

Gary McLaughlin, West Editor  
Andy MacLellan, East Editor  
Robin Miller, Design & Layout  
Allan Howard, IPMBA Chair

Submissions should be sent to IPMBA  
News, 190 W. Ostend Street, Suite  
120, Baltimore, MD 21230-3755

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Here are some reasons why:

- Everybody who had a bike as a child thinks they are an expert. Experts have opinions. After a crash is no time to find out your opinion is somewhat different than your captain's. Opinions may also differ on training needs, comfortable uniforms, property room bikes, and equipment selection.

- A well-thought-out and documented policy, written by real bike patrol experts, protects you from the whims of well-meaning but uninformed supervisors.

- Many legal issues related to cycling, such as which direction to legally ride on the sidewalk, are not settled in the courts. Do you, your department, the prosecutor, and the courts have the same understanding? Addressing this in advance helps to protect you from criminal, civil, and administrative actions.

- The Americans with Disabilities Act and how it relates to whom is selected to ride bikes.

Now that you're convinced having a policy written by a true expert (you) is a good thing—variety is the spice of life, and approaching a policy writing is no exception. (Which is why this article is not just a sample policy with the agency name left off). Your first step is to find out, in some detail, how your particular agency writes orders. Is there one 'bible' containing everything or are the rules in several separate documents with names like, "policy manuals," "rules and regulations," "general orders," "special orders," "standard operating proce-

dures," "uniform regulations," "standing orders," or "commander's instructions." There are philosophical, mechanical, and style differences too many to list or explore here.

Select a unit or program that has been in existence for some time. Motorcycle, canine, and equestrian units are good places to start. Read every order, rule, policy, specification, and procedure that governs that unit. Ask the cops and supervisors in that unit if there is any part of the policy that they have found lacking. Using your existing agency policy as a format, make sure you cover the following points:

- Mission statement (Downtown patrol, narcotics enforcement, special arrests, etc.)
- Chain of command
- Hours of operation
- Foul weather operation
- Funding (budget process or donations)
- Officer selection
- Medical screening
- Uniform needs
- Bike and equipment needs
- Prisoner transportation
- Training requirements, both initial and in-service
- Firearms qualifications
- Safety equipment
- Solo or double patrol
- Radio communication and identifiers
- Maintenance
- Involvement in other bike issues such as bike safety programs, rodeos, etc.

## Equipment - from page 1

causes tire failures in bikes that are not properly adjusted. On the other hand, if you use a wide rim and a narrow tire, you will surely damage the rim because the narrower tire will flatten out trying to span the distance of the rim and offer it little or no protection.

**Tires.** The knobby tires that come on mountain bikes aren't suitable for pavement use. They're noisy and not enough of the tire contacts the ground, especially when it is wet. Riding a stock knobby tire on the street in wet conditions is just about like riding on ice. If I could make no other change to a mountain bike for patrol, that change would be tires.

You want to look for a tire that has maximum road handling ability, low rolling resistance, and a lighter rotating weight which makes the bike easier to accelerate and corner. Generally, my unit uses tires no wider than 1.9 inches; tires that are wider than that offer no

additional advantages on the street.

**Gearing.** The typical gearing setup for mountain bikes is a 24-36-46 crankset and a 12-28 seven-speed rear cassette yielding a 22-inch low gear and a 99.7-inch high gear. Because we use the bikes on the street, we do not need gears quite that low. The optimum setup is a 28-38-48 crankset and a 12-28 cassette that gives us a 26-inch low gear and a 104-inch high gear.

The cranksets that come on just about all mountain bikes are 175-mm long. We have our bikes with a 17-inch frame or less equipped with 170-mm crankarms and 18-inch frames and above with 175-mm cranks. The reason for this is because crank length should be in proportion to the riders leg length.

Next issue will cover pedal retention systems and handlebars.

## Letters to the Editor

Dear Editor,

First, I'd like to thank everyone who voted to re-elect me during the conference in San Antonio.

In the last newsletter, "Curious in Kansas" wanted to know more about what the IPMBA Governing Board does. Please let me expound on the answer provided by the editor. *Your* IPMBA Governing Board members are all active duty peace officers from across the country, elected by the membership at the annual conference for a term of three years. The terms are staggered to insure continuity. The board is diverse as to region, agency size, type of bike unit (full or part time), and police experience. Current board members are all either police officers, corporals, or sergeants (although no rank is excluded from participation). This dynamic group serves to represent the line level bike cop very well regardless of geography, agency size, or time spent riding. (If you look at some of the other police cycling organizations, you'll find this is no small benefit.) It is through this wide-ranging Board that ideas and information from all over the world can be shared with you, the individual IPMBA member. The day-to-day business of running the association falls to our IPMBA Manager, Robin Miller, and League Education Director, Susan Jones.

The Board's duties, falling more into the policy and planning arena, are carried out through regular conference calls and mailings. Some of the issues we have dealt with during the past year include:

- Clarifying the bylaws concerning membership categories.

- Site selection and planning national conferences for 1995 and 1996.

- Conference workshop development.

- Curriculum development of the IPMBA Police Cyclist Course, accomplished through the education committee.

- Support of an IPMBA delegate to travel to Russia as part of a cultural exchange aimed at sharing information on the use of police bicycle patrols.

- Addressing the misuse of IPMBA's name by falsely identifying oneself as a certified instructor.

- Writing articles for the newsletter (and encouraging others to do the same).

- Supporting expansion and development of the PCI program.

If any IPMBA members have concerns that they want brought up to the Board, just contact one of the officers or Robin (at IPMBA headquarters) and we will be sure to discuss it.

Sincerely,

Joseph T. Martin

(IPMBA Board, term expires Spring '97)

Dear Editor,

I am a member of IPMBA and am assigned to the NCOIC of the bicycle unit here at Dyess AFB, Texas. We've been operating for close to a year now. Everything has been going along perfectly. With the popularity of police on bikes, it has spread to the military. It spread so much that the Commander of the Air Combat Command will be purchasing two bicycles and 10 sets of uniforms for each base in our command. Sounds really great doesn't it?

I wish it was. The Commander will no longer authorize us to wear shorts. All of us here think that is a bit crazy. Here in Abilene the temperature easily reaches 110 degrees during the summer months. To me, I would think this the ideal weather for shorts. We will be wearing supplex pants which are nice but will be tough to wear in the summer. Does anyone have any information or has there been any research done on the relationship of hot weather and long pants on a bicyclist causing any type of heat related injuries? I'm trying to get enough information together to send a package to the Commander. If you or any of my fellow readers can help out, we'd really appreciate it. Hurry, it's starting to get hot down here.

Thanks.

John M. Kerrigan, TSgt USAF  
NCOIC Bicycle Unit

*(Editor's Note - Anyone with helpful information for TSgt Kerrigan can mail it to IPMBA and we will forward it for you. Thank you!)*

**Thank you to the  
San Antonio Park Rangers,  
the San Antonio Police Department,  
and all others who helped  
with the Competition during the  
4th Annual Police on Bikes  
Conference.**

Kirby Beck  
Frank Blasberg  
Nick Burgos  
James Fahrman  
George Glaeser  
Mike Goetz  
Mike Greaser  
Chris Hunt  
Roderick Janich  
Dwayne Killian  
Jim Kirk

Gary Kukla  
Lenore Maio  
Joe Martin  
Gary McLaughlin  
Andy MacLellan  
Gene Miller  
Thomas O'Sullivan  
Terry Welshan  
Mark Wilson  
Tom Woods  
and everyone else!

Dear Members,

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. Articles from our members on any of the following are welcome: Training tips, Patrol tactics, Unique funding, Legal information, Equipment, Community relations, and any other articles of interest to bicycle officers.

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

Thank you!

Gary McLaughlin,  
Newsletter Editor, West

The Baltimore City Police Department announces their **Police Mountain Bike Competition**. The date is set for Saturday, September 10, 1994 and will include a 10K timed road race and obstacle course in and around the Inner Harbor area. For further information, call Sgt. Victor Gearhart (410) 396-2499 or Officer Willie West (410) 354-5169 or fax your request to (410) 396-2179.

## Police Cyclist Lapel Pins

Flash your stuff—the perfect way to dress up your cycling uniform. This cloisonné pin will let everyone know you are a skilled police cyclist. The pins are \$5.00, and can be ordered by sending a check to the League, or calling 1-800-288-BIKE with your Visa or Mastercard.



*(The pin is gold with black writing and blue design)*

# Beyond Stretching

By Sgt. Ken Belden  
San Fernando (CA) Police Department

As bike officers, part of our everyday routine includes (hopefully) a few minutes of stretching before taking off on our chromoly steeds. The importance of stretching, as an injury prevention measure, is stressed from our first day of training and should be ingrained to the point of being second nature. For those yet to receive formal training, it is our responsibility to make sure they understand the benefits of the simple act of stretching.

In reading over a recent sports medicine publication, I came across an injury prevention article on concussions. The article was very descriptive in regards to the varying degrees, symptoms, and what actually happens when a concussion occurs. What I dwelled on is that concussions can happen to any athlete, but some people may be more susceptible than others (particularly those who refuse to wear helmets on and off duty). Dr. Robert Cantu, medical director of the National Center for Catastrophic Sports Injury Research, said, "In general you

are at the greatest risk of head or neck injury when you don't have sufficient neck musculature to overcome whatever it is that's imparting acceleration forces to your head." Roughly translated, this means if some force is trying to tear your head off, weak neck muscles will not help your situation.

The following simple exercises will help gain overall neck muscle strength. Make sure to go through these slowly with the complete range of motion.

**Forehead Push** – While sitting, place your palm on your forehead. Tense your neck muscles and try to push forward. Resist with your palm so your head moves slowly forward. Repeat five times.

**Head Push-Up** – While sitting, tilt your head slightly forward and place your palm on the back of your head. Push against the resistance, gradually tilting your face upward.

Repeat five times.

**Side-to-Side Push** – While sitting looking forward, place your right hand to the side of your head and gradually move against the resistance until you have moved your head to the right as far as possible. Repeat five times then work the left side.

**Side-Bends** – While sitting, place your right hand on the side of your head and gradually tilt your head against the resistance until your hand touches your right shoulder. Repeat five times then work the left side.

These few exercises, done while watching TV, downing a cold one (yeah, like you don't!), could benefit you should you happen to meet an errant driver head-on or face plant because the city isn't filling in potholes. Whatever the reason, you already know a little about how preventative maintenance works wonders on your bike; let it help you now. Keep spinning.

## 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:

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Card #: \_\_\_\_\_

Exp. Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Make Check Payable to:

League of American Bicyclists

190 W. Ostend St., Suite 120

Baltimore, MD 21230-3755

1-800-288-BIKE (membership only)

(410) 539-3399

## The Shocking Truth

As you patrol your beat on your bicycle, you are likely to encounter a situation where someone is in shock, whether it is a victim of an accident, a suspect, or your riding partner. The following information will help you deal with these situations. The word "shock" is often used to describe an emotionally traumatic condition. But in medicine, shock is a serious condition that results from inadequate blood circulation, usually caused by bleeding. The symptoms are not easily detected by an untrained person. If not treated promptly, shock can be fatal.

External and internal bleeding caused by hard blows, crushed bones or muscles, bone fractures, or bullet wounds will bring on shock. Even the loss of body fluids after a severe burn can interrupt circulation and send a victim into shock.

It's important to look for signs of shock in

accident victims, especially if injuries are not readily apparent. Early indications include pale, clammy skin; restlessness and anxiety that turns into mental cloudiness; listlessness or unconsciousness; and a weak pulse. As the condition worsens, the victim may feel great thirst, and have a rapid, but weak pulse, shallow breathing, and nausea or vomiting.

If you suspect that someone is in shock, keep the person lying down. If he or she has chest pains or difficulty breathing, elevate the head and shoulders slightly, but not the legs. Keep the person warm, covered against chill or dampness. If the victim is conscious, give him or her plenty of water to drink. Whatever you can do to lessen pain will also reduce shock damage. Remember to be calm and soothing. (Reprinted from *Ideas Unlimited*)

## Silence Your Salt Cravings

Grappling with high blood pressure? If riding a bike on patrol has not alleviated this problem, then try holding the salt. That means not only refraining from adding salt to your food, but also checking the labels of processed foods for their sodium content. Prepackaged foods contain the highest levels of sodium. Even foods that do not

taste salty are often loaded. A small serving of instant chocolate pudding, for example, may have more sodium than an ounce of potato chips. And look for "hidden" sodium on the nutrition label. Additives like benzoate, bicarbonate, citrate, and nitrate contain sodium. (Reprinted from *Ideas Unlimited*)

# Overview of Bike Patrols

By Sgt. Gary Gallinot  
Santa Monica (CA) Police Department

I just arrived home to California after a very successful IPMBA PC Course and 4th Annual Police on Bikes Conference. I certainly want to thank the San Antonio Police Department and Park Rangers, as well as everyone involved in the Planning Committee for all of their hard work, dedication, and hospitality. Texas really does do everything in a "Big" way.

One of the classes I taught at the conference was an overview of bike patrols. We discussed such topics as funding for bike patrols and bikes as an alternative mode of transportation. Many agencies are faced with meeting stricter AQMD guidelines, and bike patrols are one way of meeting these requirements.

Many communities are exploring alternative modes of transportation in an effort to reduce the number of commuter trips by vehicle per day. Some cities, such as Santa Monica, California, and private businesses offer their employees financial incentives to commute to and from work by alternative means of transportation. I have participated in many planning sessions dealing with these issues, and the most talked about alternative transportation is the bicycle.

The reason for addressing this matter was

spawned by a recent article in the Los Angeles Times newspaper written by Ray Delgado, staff writer, titled "Fear of 4-Wheel Commuters Keeps Bike Kickstands Down." The article addresses a recent study prepared for Congress dealing with bicycles, The National Bicycling

*"...Another advantage of having police on bicycles is the education of the officer in the operational demands of bicycling. Strong police enforcement programs are needed to reduce motorist and non-motorist violations and to increase driver awareness of pedestrians and bicyclists."*

*- The National Bicycling and Walking Study, US Dept. of Transportation*

and Walking Study. The issues in the study are what L.A.B., formally L.A.W., have been dealing with for years. It focuses on education and teaching riders effective cycling techniques. The article, as well as the National Bicycling and Walking Study, encourages creating police bike patrol units to enhance safety through the enforcement of bicycle and pedestrian laws. For those of us already working on a bike, we know how effective they are with regard to these issues, not to mention criminal enforcement and community relations in

promoting the community-oriented policing philosophy.

Remember, police on bikes help to legitimize the bike movement. As role models, we assume the responsibility to set an example and help educate the community with regard to these issues. Encourage other bike officers to join IPMBA so that we can all stay informed and exchange information.

## Police Bike Competition raises funds for Special Olympics

On May 21, 1994, the Anne Arundel County Police Department (MD) hosted what is hoped to be its annual Police Bike Competition. Competitors from as far away as Georgia and New Jersey, as well as Pennsylvania, Virginia, and Maryland, competed for the honors and trophies awarded to the best teams in an obstacle course and road race. The bike toss was also well-received.

The obstacle course was a good test of the competitors' biking abilities, and the winners were: Officer Michael Liles and Calvin Lockhart from Fort Belvoir, VA (First Place), Officers John Walker and Rick Rutherford of Baltimore City, MD (Second Place), and Officers Jim Cifala and Eric Burns from Anne Arundel County, MD

The road race ran for about five miles along the shore of the Chesapeake Bay, and the winners were: Sergeant Robert Barr from Newark, NJ and Officer Robert Carter from Montgomery County, MD (First Place), Officer Willie Thomas and Hernandez Thomas from Newark, NJ (Second Place), and Officers John Walker and Rick Rutherford of Baltimore City, MD (Third Place). Officer Hernandez Thomas won the bike toss with a throw of 24'3".

The competitors all appeared to enjoy the competition and camaraderie. All proceeds are being donated to the Anne Arundel County Chapter of the Maryland Special Olympics. Enough money was raised to send over 100 Special Olympics athletes to compete in the state competition. We thank all of the sponsors, competitors, and volunteers who contributed to the day's success, and we hope to see you all next year!

## 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. Gary Gallinot, Vice Chair**  
Santa Monica Police Department  
1685 Main Street  
Santa Monica, CA 90401  
310/458-8426  
(term expires Spring '95)

**Sgt. Tom Woods, Secretary**  
Denton Police Department  
221 N. Elm Street  
Denton, TX 76201  
817/566-8181, 8188  
(term expires Spring '95)

**Officer Gary McLaughlin,  
Newsletter Editor, West**  
Sacramento Police Department  
813 6th Street  
Sacramento, CA 95814  
916/264-5392  
(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  
612/780-6481  
(term expires Spring '95)

**Cpl. J. Andrew MacLellan,  
Newsletter Editor, East**  
Baltimore County Police Dept.  
Precinct #1  
901 Walker Avenue  
Baltimore, MD 21228  
410/887-0872  
(term expires Spring '96)

**Sgt. Joseph Martin**  
Hayward Police Department  
300 W. Winton Avenue  
Hayward, CA 94544  
510/293-7272  
(term expires Spring '97)

The Northwest Regional Fraternal Order of Police Lodge #3 and AAA hosted the **spring bicycle safety program** in St. Joseph, Missouri on May 14th. The Lodge purchased 86 helmets at a cost of \$1,000 and one bicycle to be given away at the safety program. AAA purchased nine additional bikes for the drawing. Officers from the **St. Joseph Police Department** donated their time to work with the kids fitting helmets and demonstrated safe riding practices with their mountain bikes.

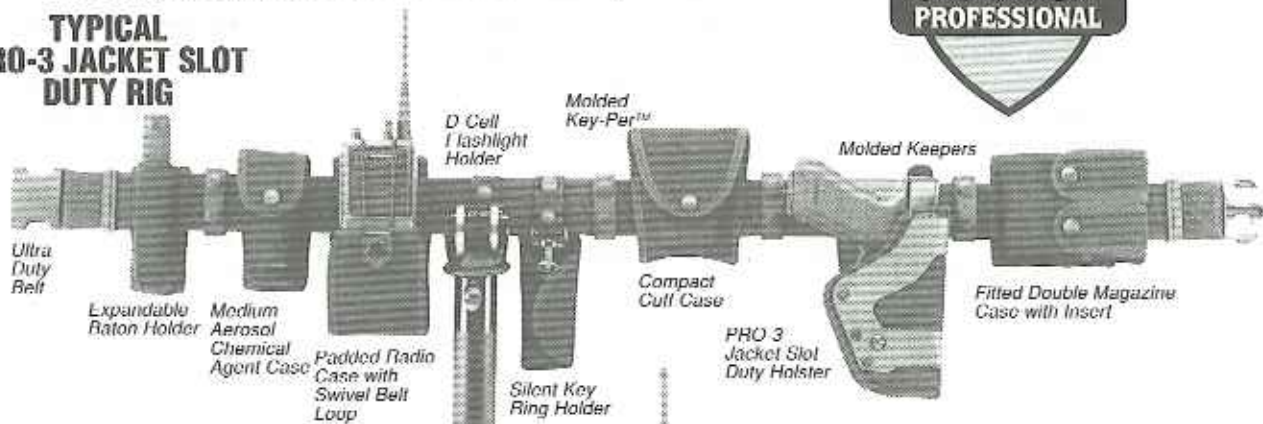
# DEDICATED TO DUTY

**UNCLE MIKE'S**  
by Michaels of Oregon

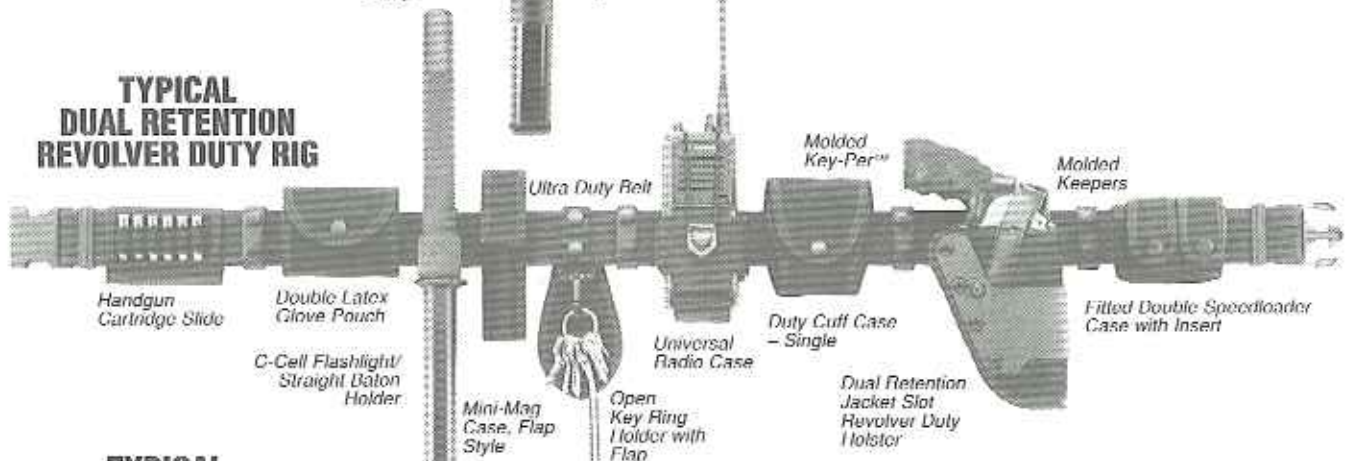
Michaels of Oregon offers duty rigs, tactical systems and concealment setups for every need of every uniformed, special duty and plainclothes officer. For a free SIDEKICK PROFESSIONAL catalog, write Michaels of Oregon, Dept. PMB, P.O. Box 13010, Portland, OR 97213.



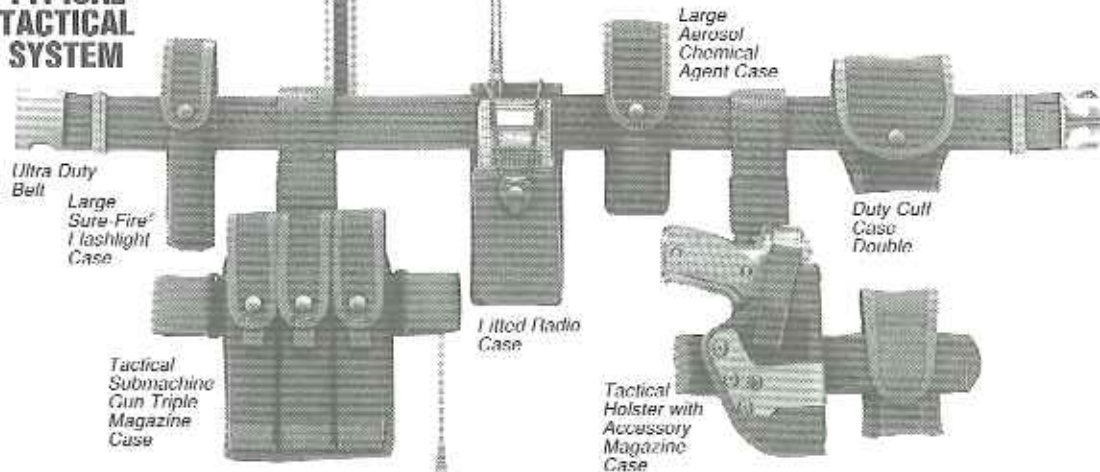
## TYPICAL PRO-3 JACKET SLOT DUTY RIG



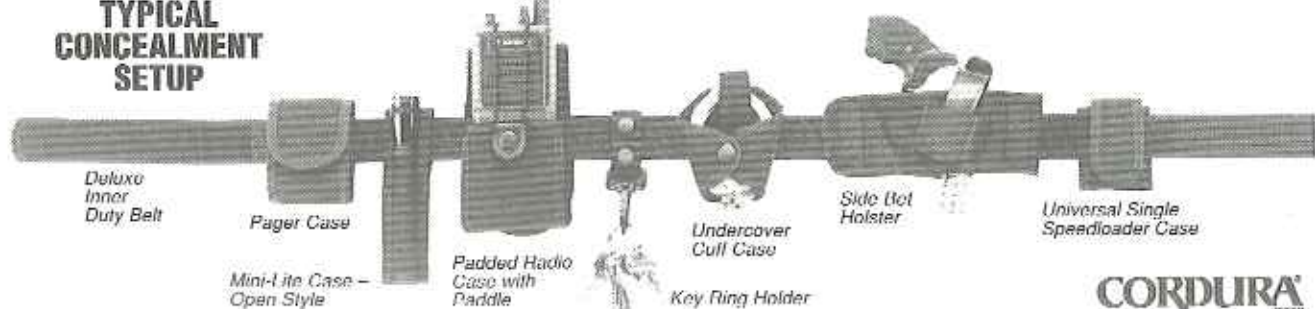
## TYPICAL DUAL RETENTION REVOLVER DUTY RIG



## TYPICAL TACTICAL SYSTEM



## TYPICAL CONCEALMENT SETUP



**CORDURA**  
INC.

A federal grant of \$2 million will put 27 bike-mounted police officers on **Cleveland's (OH)** streets next year following hiring and training. Mayor Michael R. White received the news of the city's successful grant application from President Clinton in a telephone call February 9. The city's new police department currently has four bicycle officers. The money is to come from a pot of \$150 million in the federal Police Hiring Supplement program. More than 3,000 communities reportedly applied for the grants but only 34 received funding in the first round. President Clinton's proposed crime bill contains provisions for more funding. White pledged to create a strong community policing program getting officers out of cruisers and into high crime areas. *(Reprinted from The Ohio Bicycle Communicator, March/April 1994)*

Club president Dennis Strawn started the Mountain State Wheelers club meeting by introducing officers Preston Hickman and Austin Hairston from the **Charleston (WV) Bicycle Police Patrol**. The two provided those in attendance with an entertaining history of the police bicycle patrol of Charleston. They spoke on how bicycles have brought them closer to the community and have helped them in

situations that would not have been possible with another mode of travel. The officers did such a good job of presenting themselves and the bikes that by the time the meeting was over, a motion was passed to donate \$500 to the bicycle patrol. The money will go to purchase much needed equipment and help officers attend training sessions for patrolling on two wheels. *(Reprinted from Spoke Notes, April 1994)*

In conjunction with the Tour DuFun, the **Asheville (NC) Police Department** is offering a Bicycle Rodeo at City-County Plaza immediately following the Tour DuFun. It is designed to teach safe cycling to bicyclists between the ages of 7 and 14. There is an entry fee of \$15 for the rodeo which will provide participants with a bicycle helmet, t-shirt, safety check of your bicycle, and a Certificate of Achievement. For those already owning helmets, the cost will be \$5. Parent/Guardian must accompany participating child(ren) to check in. For more information, contact Officer Dunlap at the Asheville Police Department. *(Reprinted from Blue Ridge Bicycle Club Newsletter, May 1994)*

**4th Annual Police on Bikes Conference Handouts Now Available** – If you did not get a chance to join us in San Antonio, don't miss out on this valuable resource! The 282-page notebook contains information on all the workshops plus the results of the 1994 IPMBA Police on Bikes Survey and Directory. Get your copy by calling 1-800-288-BIKE with your visa or mastercard or by mailing a check for \$28.75 to IPMBA headquarters today!

**Mark your calendar** – The Milwaukee Police Department is the proud host of the **5th Annual Police on Bikes Conference**. Join other bicycle officers from throughout the country in Milwaukee from **May 4 - 6, 1995** for the latest information and uniform/equipment exhibition.

Don't forget that your IPMBA membership entitles you to all the membership of the **League of American Bicyclists**. Take advantage of your subscription to **Bicycle USA** to keep up on the latest in the cycling world. Fly your bikes for free on several airlines. Order unique cycling merchandise through the merchandise catalog – see the July/August issue arriving soon!

### International Police Mountain Bike Association

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

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