



IPMBA NEWS



Official Newsletter of The International Police Mountain Bike Association

Police Cyclist Course at the 1995 Conference a Great Success Milwaukee PD Accomodating and Gracious Host

By Officer Stuart Bracken, Tacoma Police Department (WA)

IPMBA's 1995 Pre-Conference Seminar has come and gone. Milwaukee Police Department was our host and did more than an excellent job. Whatever our needs were M.P.D. was there to supply it. Their support staff was constantly ready to help and it seems that "Thanks" just doesn't say enough.

A very interesting feature that M.P.D. set up for the duration of the conference was the bike storage. Logically, the hotel that we held the event at, The Grand Milwaukee, was not fond of having a hundred some bikes go in and out of their lobby. To accommodate the bicycles, the Milwaukee Police Department contracted

with a racquet club that was across the hotel's parking lot. A large unused space that was in the racquet club became bicycle storage. This gave the students an excellent, secure space that also kept the bikes out of the weather. M.P.D. didn't stop there, they placed a 24 hour guard on the bikes. Each bike was assigned a number and the officer/owner wrote that number on their provided name tag. This insured that an officer didn't walk off with the wrong bike. No name tag, no bicycle.

Classes began on Sunday, April 30th. An exceptionally cold, brisk day. Even though we started out in the hotel, with introductions and

See PC Course on Page 9

First PCI Development Course Introduced at Pre-Conference

By Gene Miller, Tacoma Police Department (WA)

I've been home for three days and am finally coming back to life. This years conference was a great success thanks to Milwaukee P.D., L.A.B, the IPMBA Board, and all 300+ attendees. I am very proud of all the train-

ing that took place during the week. I am especially proud of IPMBA's first ever Police Cyclist Instructor Development course.

The PCID course was taught by myself, Gary Gallinot, and Kirby Beck as part of the pre-conference seminar April 30 - May 3rd. There were 16 attendees from all over the United States, Canada, and Australia. Despite a great deal of work, we were not sure how the PCID

See PCI Development Course on Page 4



Newly elected IPMBA Board Member, Sgt. Thomas Northell, shakes hands with President Clinton. President Clinton was in Chicago for the World Cup Soccer Tournaments. See *Unit Profile* on Page 5.

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Best Law Enforcement Conference

I just returned from one of the best law enforcement conferences I've ever attended. Of course I'm talking about the 5th Annual Police on Bikes Conference. In light of my last statement let me say that all of the POB Conferences have been a success. That success is largely due to the efforts of the host law enforcement agency. The hard work and dedication put forth by Deputy Inspector Craig Hasting and his crew shone through in even the smallest detail. If I thanked everyone individually, it'd take this whole newsletter. Please allow me this opportunity to publicly thank everyone from Milwaukee PD for making this event excel.

A few highlights:

The conference netted us a new affiliation with the Australian Police Mountain Bike Association. The

members of APMBMA will also be members of IPMBMA. This dual membership agreement will net us roughly 300 new members to start and approximately 1000 - 2000 in the next 60 months. Of course we'll sanction Police Cyclist Instructors, but the lesson plan will be altered because they drive on the left side of the road. This came about though the efforts of board members Kirby Beck and Gary McLaughlin. Both have friends in Australia and put the IPMBMA board in touch with Brett Harmon, a bike cop from Victoria, Australia. The rest, as they say, is history. Along with our brothers and sisters in Canada and other individual members from around the globe, this makes our organization truly international.

This year's elections went well. Kirby Beck and Tom Woods were re-

elected. We have a new board member from Chicago PD, Sgt. Thomas Northfall. With this election we see one of our Board Members leave. I'd like to say good-bye to retiring board member Gary Gallinot from Santa Monica PD. Gary is one of the founding members of IPMBMA and is one of the reasons this organization is so great. Thanks, Gary.

Gene Miller, IPMBMA Education Committee Chair, received an award for his hard work and dedication to his post. It is a well deserved award, if I do say so myself.

Well, there's a million stories about Milwaukee, and Chicago I might add, and I'm sure anytime you're around bike cops who were at the conference, you'll hear them. Rochester, here we come.

Until next time, don't let the bad guys or the pavement magnet get ya.

-Allan

Education Column

Well folks, now that we have all gotten back home from a very successful Police on Bikes Conference (and as a quick test of skills for those who didn't have the opportunity to make it), it's time for the Bicycle Maintenance I & II test!!! This is not an open book test, but the answers are at the end of the quiz. OK. Pencils ready? BEGIN.

1. *What does the ABC Quick Check mean?*
(A is for ____, etc.)
2. *The two most commonly needed wrenches required to make repairs are:*
 - a. 5/6 mm Miller wrench and 8/10 open
 - b. 3/4 mm Allen wrench and a 4/8 open
 - c. 4/5 mm Bracken wrench and a 2/1 closed
 - d. 5/6 mm Allen wrench and a 8/10 open
3. *To remove a tire from a rim, the recommended tool is:*
 - a. screw driver
 - b. big hammer
 - c. tire lever/quickstix
 - d. crowbar
4. *Required information to make most bike repairs can be found in what book?*
 - a. theBible
 - b. the owner's manual
 - c. Sports Illustrated
 - d. Australian Jokes for All Occasions
5. *Four out of five cable barrel adjustments are located:*
 - a. under the rear derailleur
 - b. under the seat
 - c. in the rear bike bag
 - d. on the handle bars

Pencils down. Hand your paper to the closest IPMBMA member to score. The answers can be found on the facing page.

What To Do With the Whistle?

By Corporal J. Andrew MacLellan, Baltimore County Police Department

Silly question? It could be the difference between life and death. While many bike officers are choosing one of the high tech, battery operated warning devices, some of us are still using the old, reliable whistle. Your first inclination may be to wrap the lanyard around your neck and blow. Don't do it. We don't want to give the bad guys anything to grab, especially around our necks. Another "no-no", is around the helmet strap. If you are using a lanyard, another place to avoid is looping it through your epaulets on your uniform shirt if you have them. There is still enough lanyard left after the loop to wrap it far enough around your neck to gain control of you and possibly cause injury. So, where do you put the whistle? Here are just a couple of suggestions that you may or may not be already using.

If you still like the idea of using the lanyard, unsnap the buckle of your nylon gun belt and run the loop through it. After buckling the loop in, run the lanyard under your uniform shirt and out through your V-

neck at the top. For any officers who are extremely tall, you may have to hook an extension to the lanyard. This will keep the lanyard out of sight. If you are using the standard lapel mic, you can wrap the lanyard around the mic wire, up toward the mouthpiece, and hook the loop to a belt keeper or belt loop. Another option for the lanyard is to tie a knot close to the snap end of the lanyard. If you are wearing a button down or polo shirt, button the knotted end on the shirt and run the excess lanyard between your uniform shirt and your vest. This will leave just the whistle end of the lanyard hanging out and can be adjusted to any length.

Another idea is to sew a loop or a button on the underside of your uniform shirt, under the collar, or inside of a chest pocket. Hook the lanyard to one of these using any of the above methods. Instead of using a lanyard, try using a piece of material that matches your uniform shirt. Cut this material to any length that is desired. Cut button holes in the material and sew the edges of

the holes and the surrounding edges of the material. Hook your whistle through one hole and button the other side to the shirt button or loop at one of the above locations.

The last method is to purchase some surgical tubing and small lightweight gauge chain, similar to chains on nail clippers. The chain should be slightly larger than the inside opening of the surgical tubing. After hooking the whistle through the chain, force the chain ends into the ends of the surgical tubing. Force the chain far enough into the tubing so that it does not shake out during your tour of duty. Then place the entire rig around your neck, just like the traditional lanyard. If John Q. Citizen grabs the rig, he has a handful of whistle instead of a handful of cop. Don't give *them* the edge, and be safe. ☐

Thank you to the Milwaukee P.D. and the following persons who helped make this our best conference yet:

Kirby Beck
Erik Blair
Stuart Bracken
Steve Camplin
Gilbert Clark
Sean Collinsworth
Gary Gallinot
Michael Goetz
J. Leith Harell
Allan Howard
Bobby Jones
Mike Jones
Andy MacLellan
Lenore Maio
Joe Martin
Bonnie McClun
Gary McLaughlin
Gene Miller
Frederick Myers
Kathy Vonk
Terry Welshan
Tom Woods

Continued from previous page.

Four points for each right answer.

1. ABC Quick Check:

Air, both tires, using an air gage on a regular basis.

Brakes, open and close together and operate smoothly; full pad contact and "toe in."

Crank, headset, bottom bracket and pedals.

Quick releases, front, rear and seat post, properly aligned and tightened (don't over tighten!!)

Check. Bounce test and once around the parking lot.

2. The 5/6 allen wrench and 8/10 open. These two will fix 70% - 90% of your bike. (If any of you who are taking this test took one of my classes and get this wrong, don't talk to me!)

3. You always use your hands or a tire lever/quickstix. Never use anything sharp near the tube.

4. The owners manual is a great source of information about your bike. It explains fixing flats, brakes, gearing and the proper care and adjustments. The Bible is very helpful for the first couple (hundred) times you make your own repairs, but it is not bicycle specific.

Police Cyclist Instructor Development Course

Continued from page 1

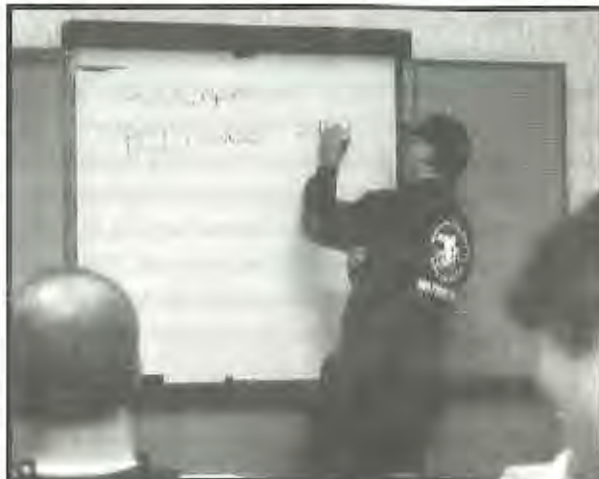
course would do once taught. The first day began with the attendees going on an Effective Cycling Road Ride. This served two purposes: to confirm riding skills and to observe on-bike teaching skills. The groups would stop periodically and one attendee would be designated as instructor and told to teach an on-bike skill. This continued on with the cone course as well.

Returning to the classroom, the attendees had classes on "Why IPMBA Training?" and "Characteristics of a Successful Trainer," and "Basic Course Theory." The attendees then drew topics from a hat and had to speak on this topic for five minutes. Each presentation was video taped so that it could be reviewed later.

Day two began with a class on Visual Aids. It was a combination of what they are, how to make them and how to use them. The second class of the day was "The Delivery," specifically how to become a more effective communicator. This class broke down lecture structure, content and communication skills. Following lunch each attendee was assigned a new topic for a 15 minute presentation. The afternoon classes were "Getting the IPMBA Course State Certified," "Successful Training Tips" and "PC Course Safety." Most of the attendees

had late nights preparing for their first 15 minute presentation. Kinko's Copy was the safest place in town.

Day three began with "Individual Course Preparation." Over the next three hours attendees were separated into smaller groups to give their presentations. Each presentation was



Marianne Wilson Photography

Gene Miller, above, instructs participants in the first PCI Development Course.

video taped and evaluated by instructors. Attendees were evaluated on their written lesson plan, professionalism, lecture organization and content, presentation, and the use of visual aids. Everyone showed signs of improvement and were obviously learning. The afternoon was devoted to presentation preparation and a roundtable discussion

on training. Once the class finished at 5:00, the attendees were back on computers, using video cameras and overheads to improve visual aids. There were attendees still working at 11:00 p.m. which showed us their commitment.

Day four began with four hours of firearms training. The firearms training course has been developed over the past year and this was its first exposure. Everyone concurred it was an excellent program. Following one hour of classroom the attendees then went to a nearby range and had the opportunity to see it actually shot and for some to shoot it. My thanks to Mike Reily (New Orleans), Greg Outten (Colonial Williamsburg) and Dwayne Killian (Joliet, IL) for their assistance.

The final presentations were done from 1:00 p.m. to 5:00 p.m. the last day. Everyone showed great signs of improvement. The course was a success and all the attendees have something of which to be proud.

The attendees were: Steve Cambron, Jeff Gasiorowski, Brett Harmon, Gary Hoegner, Chris Hunt, Michael Jones, Dwayne Killian, John Koelsch, Adam Kyle, Tom Madrid, Michael McNeill, Gary Meyer, Greg Outten, Bert Rainey, Michael Reily, and Warren Wilson. □

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(term expires Spring '98)

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(term expires Spring '97)

Unit Profile

Chicago Mayor Mandates Bicycle Patrol

By Sgt. Thomas Northfell
Chicago Police Department (IL)

The Chicago Police Department initiated a bicycle patrol unit in the summer of 1992, in response to a mandate from Mayor Richard M. Daley - a cyclist and bicycling advocate.

The patrol consists of 20 police officers and one supervising sergeant. The area of patrol is the 18 mile bicycle path along Chicago's magnificent lake front. The mission is to be a balance of community relations, law enforcement activities, and participation in various events (bike rides, walks, concerts, and parades). In 1994, the unit participated in over 35 such events, including the World Cup Soccer events and on two occasions escorting President Clinton during his morning jogs while he was visiting in our city.

Unit activity for the 1994 season (Memorial Day to mid-October) included the following:

Arrests	800
Parking Citations	5,000
Bicycles Registered	3,000

The officers assigned to the bicycle patrol average 30 miles per day on their bikes. The officers are responsible for the routine maintenance of the bikes. The unit maintains a full-range of bike tools and equipment.

Equipment & Uniforms

Mt. Bikes	Specialized Rockhopper
.....	Cannondale Delta V 600
Shorts	Black BDU
Shirt	Reg. Stand. Police Issue
Helmet	LT Brand, police model
Utility Gear ...	Nylon Cordura



In the first year of operation, the unit utilized bicycles from the Evidence and Recovered Property Section of the Police Department (i.e. recovered bicycles, owner unknown). Subsequently, this proved to be cost-ineffective due to various factors including the condition of the bicycles and lack of uniformity. The following year the Department budgeted for, and obtained, thirteen Specialized Rockhopper Comp bicycles. They have served us well over the last two years. They have over 5,000 miles on them and they look and perform as new. The Department has recently purchased nine Cannondale Delta V 600 (police model) bicycles. *Windy City Sports Magazine*, a local publication, donated two additional Cannondale bicycles to the unit.

In addition to achievement, officer dedication to the unit is strong. Several officers from the unit attended the IPMBA certification course and conference this past May. Most of these officers attended utilizing their own time and money.

Questions and comments concerning the Chicago Police Bicycle Patrol Unit should be addressed to:

Sergeant Tom Northfell
Commanding Officer
Bicycle Patrol Unit
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1121 S. State St.
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IPMBA News

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

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Submissions are welcome. Please send to:
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Marianne Wilson Photography



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Photo by Jennifer Horn

5th Annual Police on Bikes Conference
April 30 - May 6, 1995 • Milwaukee, Wisconsin



Photo by Bonnie MacCium

Clockwise from top left: Competitor at Mountain Bike Competition negotiating gravel pit; Rochester P.D. displays their city - site of the 1996 Conference; Gene Miller (l), Education Chair, receives award for dedication to IPMBA from Governing Chair Allan Howard (middle) and Sgt. at Arms, Stu Bracken(r) at the opening ceremonies; Board members Kirby Beck (l) and Tom Northfell (r) spot competitor as he tops the palettes; Board Members Stu Bracken(l), Tom Woods (middle) and Education Committee Member Mike Gnetz (r) during PC Course; officers riding two abreast during PC Course.



Photo by Jennifer Horn



Photo by Kate Smith



Photo by Jennifer Horan



Photo by Jennifer Horan



Marianna Wilson Photography

Clockwise from top left: Competitors of the Mountain Bike Competition gather for a group shot; happy bicycle raffle winners - pictured with her new Trek 9200 is Susan Pitcher of American University Police (DC) (I), (Susan, just by coincidence, was this years first registrant for the conference!) and Andy MacLellan of Baltimore County PD (MD) with his new GT Karakoram; mountain bike competitor negotiates first phase of competition; the incredible Milwaukee Host Committee with Deputy Inspector Craig Hasting pictured at far left; the first bicyclists as they come over the Hoen Bridge en route to the competition.



Marianna Wilson Photography



Photo by Jennifer Horan

IPMBA Certification Becomes Law in Tennessee!

The following was faxed in by IPMBA member and PC Instructor, Terry Welshan, of Maryville, TN:

An Act relative to the exemption of police cyclists from certain provisions regulating the use and operation of bicycles and to amend Tennessee Code Annotated, Title 55, Chapter 8.

BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF TENNESSEE:

SECTION 1. Tennessee Code Annotated, Section 558-101(2)(A), is amended by adding the words "or bicycles" after the words "police vehicles" and before the words "and such ambulances".

SECTION 2. Tennessee Code Annotated, Section 55-8-101, is further amended by adding the following subsection after subsection (6) thereof, and renumbering the remaining sections accordingly:

(7) "Certified police cyclists" means any full time, sworn law enforcement officer who is certified by the International Police Mountain Bike Association or has otherwise been certified by the Tennessee Peace Officer Standards and Training Commission as having received and successfully completed appropriate bicycle training in the performance of law enforcement functions.

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IPMBA On-Line



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

Harry Carlile, IPMBA member and Training Sergeant for the Peoria Park District.

hearlile@heartland.bradley.edu

Timoth R. Delancy of Pitt Police.

police+@pitt.edu

Barbara Furr, IPMBA member and supervisor of the Scottsdale Police Department Bike Unit, AZ.

cyclocat@aol.com

Tony Lummus of Methodist Healthcare System Bike Patrol in San Antonio, TX.

tony.lummus@lchance.sat.tx.us

Thomas Northfell, IPMBA Board Member and Sergeant of the Chicago Police Department Bike Unit, IL.

71736.2726@compuserve.com

PC Course

Continued from page 1

all those frills, soon half the students were outside. During the intros the students, all 91 of them, were split into two groups—Blues and Reds. Reds had the distinct pleasure of heading outside to be evaluated on the cone course while the Blues relaxed in a warm classroom for their first class, "Fitness and Nutrition." When the Reds came back in, we could have called them the Blues, also. Of course after their first class the real Blues were trying to hide all those donuts they picked up on the way to class.

Students were also introduced to the "Wings" and the "Grand Biff Award." These are something we use in our classes back home in Washington State. The "Wings" are a pair of flight wings that come from the military or commercial pilot's wings. The brighter and gaudier the better. They are presented to the first person who takes a tumble off their bike. There's a little twist though. The recipient must wear them upside down. They must continue to

wear them until the next person falls. The last person who receives the wings on a given day must wear them the whole night until someone falls the next day. Even if the last person goes out in public, they must wear them.

The "Grand Biff Award" says it all. One could almost look at this as an award of excellence. This is for the best tumble or for the most consistent tumbler, as was the case in Milwaukee. The "Grand Biff" is different each time but it's always found at Goodwill, St Vincent De Paul or Salvation Army stores. A beautiful 10" tall trophy cup was found at Goodwill for \$0.25. Extravagant, I know, but this year's winner was worth it. The winner was Kevin Carter from Cleveland Police Department. He showed his natural ability to fall and did it more than once. All kidding aside, I would like to thank Kevin for being such a good sport and rolling (literally) with the jokes.

This course went very smoothly with only minor problems. The success was due largely by the core of instructors. I would like to thank them for their dedication to a professionally done seminar. Allan Howard, Dayton PD (OH); Joe



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Martin, Hayward PD (CA); Tom Woods, Denton PD (TX); Gary McLaughlin, Sacramento PD (CA); Andy MacLellan, Baltimore County PD (MD); Mike Goetz, Seattle PD (WA); Sean Collinsworth, Los Angeles County Sherriffs Office (CA); and Kathy Vonk, Ann Arbor PD (MI). We are also very happy to say that no one failed this course. Either the instructors are getting better or the students are smarter. It must be the instructors.

Now we must begin to set up for Rochester, New York, the sight of the '96 Police on Bikes Conference. I think we'll set up our Police Cyclist groups to be "Dark Blue" and "Not so Dark Blue." And for all of you in Hawaii, don't forget to bring long pants next time!

One thing I forgot to mention about the "Grand Biff Award," it's been blessed by the hand of the great god IPMBA. Pretty cool, huh Kevin? ☐



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Conference Exhibitors Recognized

Thank you to the exhibitors of this year's Police on Bikes Conference. Their support makes the conference possible, and makes patrolling by bike easier! Along with Desert Sun and Kryptonite, additional thanks to those companies whose names are accompanied by an asterisk: these companies donated products to be used as awards for the Mountain Bike Competition and the raffle. **NiteRider Lighting Systems** not only donated two lighting systems to be awarded for first and second best individual times, but they also sponsored this year's Mountain Bike Competition. The 1995 Conference exhibitors are:

Aerospoke Technology, Alpine Joe Sportswear, Bratwear*, Cascade Wear Ltd., Fechheimer/Allitta*, J. Marcel*, Michaels of Oregon Co., Mocean*, NiteRider*, Patrol Bike Systems*, Raleigh U.S.A.*, Slide Zone, Inc.*, Trek USA*, W.L. Gore & Associates, Inc., Werner Works, Inc., and Winner International

GT Bicycles and **Trek USA** donated mountain bikes for the annual bicycle raffle. The winners of the bicycles were Andy MacLellan of the Baltimore County Police Department (MD) and Susan Pitcher of The American University Police (DC), respectively. (The winners are pictured on page 7.)

INPUT FROM IPMBA MEMBERS REQUESTED

Greetings from Texas! It was great to see a lot of familiar faces and meet so many new ones in Milwaukee last week. A helmets-off salute to Deputy Inspector Craig Hasting and the hard working officers of Milwaukee P.D. for a fine show indeed! Rochester's got a hard act to follow!

Throughout the pre-conference PC Course and the first few conference workshops it became evident that we were seeing some of the most experienced officers ever in attendance at a national conference; a fact that made my re-election to the governing board, by those members in attendance at this conference, even more meaningful. The icing on the cake was my nomination and appointment to Vice-chair by the governing board. I deeply thank all of you who expressed trust in my abilities and commitment to the IPMBA. I won't let you down.

While instructing the "Red Team" during the PC Course and "Patrol Riding Techniques" classes during conference, I had several discussions with officers about how various tactics' might be considered an elevated level of force by the many different policies of the agencies represented, and how officers should demonstrate those tactics to their policy makers for approval before making them part of their repertoire on the street. Also, I invited all to share any new techniques, or modifications of those being dem-

onstrated, that they knew of -- with the promise that I would pirate the good ones for use in the course.

In keeping with that request and in a continuing effort to update and stay abreast of the latest techniques I would like to extend that invitation to all IPMBA members. If you are using a tactic for rapid dismounts, suspect detentions and apprehensions, or the use of the bike as a defensive tool that is unique, please drop me a line with an explanation of same -- a short video would be helpful, and I'll return your tape.

Also, as a way of keeping our training current and within acceptable parameters regarding officer safety and use of force policies, I would like to develop a data base of incidents where the bike was deemed a use of force (above verbal commands), and/or "IPMBA taught" tactics were used in an arrest or pursuit situation. I would appreciate the following information about the incident:

- overview of the incident (number of officers/suspects, time of day, type of location, etc.)
- suspect activity (criminal or otherwise) that caused officer(s) to make initial contact, - describe any use of force used by suspect or officer, and if the police bike was used describe how and it's result.
- detail any injuries to officer, suspect or bystander.

- if permissible, include a copy of your agency's use of force policy or the section that may apply to the bike's use.

- if a complaint was filed against the officer/agency for inappropriate use of force include as much detail as you are permitted.

In addition, it would be helpful to know a little about your bike patrol unit's training and primary patrol responsibilities. If your unit is not listed in the IPMBA directory, pass along that general info as well. Again, this information is vital in keeping your IPMBA training resources on the cutting edge, so make an effort to send me anything you feel might help.

Your input may save an officer's life down the road, or at least keep him/her out of federal or civil court. I hope to make this information available by the next national conference (it will take time to amass a meaningful data base) in Rochester, N.Y.

I'm on rotating shifts so it can be frustrating to reach me at work by phone and my voice mail is accidentally(?) erased sometimes, so please mail your replies to:

Denton Police Dept.
601 E. Hickory, Suite E
Denton, Texas 76205
c/o Sgt. Tom Woods
Field Operations Division

□

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YOUR NAME IN LIGHTS

Okay, just print. But that's pretty good.

You know that great story you just told your friends, "I was on my bike and this guy comes..." Great story? Relevant to bicycle patrol? *We want to print it!* Don't worry if it's rusty - that's what editors are for. **Send in your story.** If you have any information about laws pertaining to bicycle patrol in your state or community, information about your unit, training tips, or funny anecdotes, send those in, too. (An accompanying photo would be a plus!) **ADDRESS:** IPMBA, 190 W. Ostend St., Suite 120, Baltimore, MD, 21230.

THANKS!!



International Police Mountain Bike Association

League of American Bicyclists
190 W. Ostend Street, Suite 120
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