



Bike Patrol in Africa *Not You're Ordinary Bike Unit*

By Lt. Tom Woods
Denton Police Department (TX)

Editor's note: Tom's Chair's Column usually appears on page two of IPMBA News, but due to the length of this column, we have started it on page one.

As promised last issue, I'd like to share with you my experiences in Rwanda, Africa this past summer. I was invited by the University of North Texas to participate in a program which they were involved in with the US Department of Justice. Many of you may know the program as "ICITAP" (International Criminal Investigation Training Assistance Program), which was developed to provide basic police training to budding democracies around the world. The ICITAP curriculum covers every phase of police work, from basic crime reporting, to homicide investigation, as well as other topics related to the particular country's situation.

UNT operates a regional police academy in the Dallas/ Fort Worth area and worked with ICITAP to provide a basic police bike-training course. This bike school was to be ICITAP's final phase of training for the Communal Police in the Rwandan capital city of Kigali. And

naturally, nothing less than an IPMBA certified PC Course would meet the challenge. I worked with UNT PD bike instructor Mark Gohlke, and together we had no idea of what we were about to tackle in putting one-hundred Rwandan students through the four day course in two weeks.

The setting for this PC Course was like no other we'd ever seen. Rwanda recently experienced a period of deadly political unrest, pitting tribal factions against each other (Tutsi vs. Hutu) for control of the government. In 1993 civil war erupted after Rwandan President Habyarimana and the President of Burundi were killed when their plane was shot down over Kigali. The aftermath brought the brutal massacre of an estimated 500,000 Rwandans. We learned that neighbors in Kigali fought each other to the death outside their homes with machetes, and citizens were rounded up by soldiers and executed en masse around the city. Hundreds of thousands of Hutu fled the country into The Republic of the Congo (formerly Zaire) and other neighboring nations. Thousands of those refugees subsequently died by the bullet, machete, disease and starvation.

Since the war's end, thousands of refugees have tried to return to Rwanda and their former homes, only to find that Tutsis have taken

See "Rwanda" on page 2

He'll Be Comin' Down the Mountain...

By Officer Don Hudson
Los Angeles Police Department (CA)

It was a warm beautiful California day in July of 1996, no different than any other day. I had called three of my buddies, Larry, Hank, and Marty, to see if they wanted to get together and do what we do best: mountain bike. I had no idea that before this day was over, I would end up in the emergency room.

We decided to do a well known Southern California single track trail, Marshall Canyon. Once we had finished the 7 mile climb to the top of the canyon, we were ready for some well deserved fun: the white-knuckle downhill! Larry and I told Hank and Marty to go ahead and we would catch them. After about 2 or 3 minutes of war stories, we decided to give chase. Larry popped a wheelie, and over the side of the mountain he went with me in close pursuit. You see, two weeks prior to this, I had just placed 2nd in the

California Police Summer Games Mountain Bike Downhill Competition. I felt that I could do no wrong.

As we entered the steep sharp switchback sections, we began to pour it on, for we hadn't seen Hank or Marty yet, and we weren't about to let them beat us to the bottom. Suddenly Larry took a sharp left turn onto a narrow trail and yelled, "short cut!"

Though I was unfamiliar with this trail, I was determined to catch Hank and Marty no matter what it took.

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over their land and occupied their houses. (There was still sporadic fighting as close as seventy miles from where we set up training.) This situation poses a tremendous problem for the police and the national government, which is where the Communal Police will come into play. The responsibility for maintaining order will fall on their shoulders once they're trained and deployed, and many will be on mountain bikes.

Kigali, less than 200 miles south of the equator, is at an elevation of 6,000 feet, and is topographically very hilly. In fact, the name of our hotel was the "Mille Collines," the English translation being, "Thousand Hills." The neighborhood streets and roads are unpaved and deeply rutted, making patrolling the residential areas a challenge, even in a four-wheeled drive vehicle, and less than efficient on foot. So the logical answer was to deploy the Communal Police on 21-speed mountain bikes, except, of course, during the rainy seasons, when even walking the roads is difficult due to very slick, muddy conditions.

Early on, we recommended to ICTAP the type of equipment we thought would be appropriate for the project, though we were not allowed to specify a particular brand, model or manufacturer. The decision was made in Washington, and TREK was chosen to supply one hundred, fully "police spec'ed" 930 SIX's with RockShoks. We also included enough tools and spares to leave our African counterparts with a good, basic, repair shop, along with one-hundred and twenty traffic cones to practice those cone drills.

We arrived in Kigali on August 2nd to find that the airport was still showing signs of the war. It was pretty shot up, with very few windows left. Mortar and rocket holes in the walls were in the process of being patched, and soldiers roamed among the in-coming passengers, cycling baggage and just generally maintaining a presence. The trip to our hotel revealed more of the same: small mud houses and shops riddled with bullet holes, and fortifications surrounding the upper-class homes. Trucks full of soldiers (armed with AK-47s) and Gendarmerie (national police) were prominent in the local traffic.

Our first day was used to set up the program, select the training site, and locate the other resources needed. The training site was a barbed wire-enclosed compound, formerly used by United Nations peace keeping forces who assisted in bringing relief to the country after the genocide. It was comprised of a dozen or so portable buildings (much like you'd see on a construction site) with a sentry posted at the gate, behind sandbags and tin roofing. The compound was now the Communal

In a country with so little, and with so little to be happy about, the sight of these officers on mountain bikes must have brought them a small dose of fun

Police bike training center, and also where our students lived. Although it was a twenty-minute drive from the hotel, the place worked to our advantage, as the fortifications kept a very curious public from interfering with the training.

The next step was to assemble the first 50 bikes and apply the "Police" decals and visors onto the TREK helmets for our students that we'd meet the next day. This process took - with the help of Ernie Buck and Brad Sauer of ICTAP - about four hours. We worked at the training site (in production line mode) that afternoon into darkness, which also coincided with an onslaught of malaria-bearing mosquitoes. Their buzzing about was our signal to pack it in and head back to downtown and our hotel to rest up for day one.

The hotel was supposedly the best in town, where most dignitaries and international relief agency personnel stayed. Imagine a Holiday Inn in decent condition, and you have the Hotel Mille Collines. It was the Taj Mahal to us. The food at the hotel was imported weekly from Belgium, and we ate breakfast there each morning and ate very well. However, a couple of nighttime excursions into Kigali for dinner had mixed results. One place was a very nice outdoor restaurant specializing in pizza, cooked in huge stone ovens near your table. It wasn't New York Italian, but hey, we were in Africa! The other venue served "brochettes," (Shish Kabob) with meat that didn't look or taste like any beef I'd ever had. The jury is still out on that place. It's probably the source of the Hepatitis-A I brought back with me. But that story's a "whole 'notha" column.

The next morning our first group of students was waiting in the classroom at the compound. They dressed in blue uniforms with military style hats, black belts, no weapons, and no badges. Ages ranged from twenty-one to thirty-five, but most appeared to be very young (the civil war took its toll on the male population). A sergeant was the only person who spoke and read English. So, Fred (his real name) was assigned to us as our interpreter and assumed the title of class leader. As it turned out, his title was well deserved; had it not been for Fred, we would have been lost trying to teach through the language barrier.

We began by having the class sign a roster, but we were told that only a few could write, so Fred became the scribe as well. A show of hands revealed that six students had never ridden bicycles in their lives. These men were from Kenya and lived as farmers and cattle drovers growing up: no time or money for bicycles. These guys were our biggest challenge.



All the officers were fitted to one of two frame sizes, had their saddle height and fore/ aft adjustment set, and were then each assigned a bike. We helped them adjust the straps and padding on their helmets, which they chose to wear everywhere, even during classroom lectures, until the novelty wore off.

We covered the entire PC Course outline, including "Effective Cycling" (modified to match their traffic patterns and roadways) and two days of cone drills, and then it was time for our first road ride. We were particularly concerned about a few of our Kenyan officers, as they had a difficult time with some of the

No Vacancy?


No room at the Inn? Have you used up all your handlebar room with some of those "Squirelly" just for bike cops accessories. Then this product may be for you. The Sidetrak Excess Access bar offers you a little over 6 inches of additional handlebar space that you can load up. You may find this product especially useful if you are running grip shifters, which take up a little more of your handlebar room than a standard bar grip.

The Excess Access mounts to your existing handlebar and extends a six inch+ bar made of 7000 series alloy about 3 1/2 inches out in front of your stem. The entire system is black in color. You can control the angle to get around all those cables and other accessories you have. The Excess Access weighs 185 grams and has a load capacity of 400 grams. Sorry, it won't hold a Federal Light Bar system but it did a more than adequate job of mounting my

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|------------------------|--|
| Product: | Sidetrak Excess Access Bar |
| Reviewed By: | Cpl. Andy MacLellan Baltimore County P.D. (MD) |
| Available from: | Patrol Bike Systems 1-800-208-2032 |
| Price: | \$19.95 plus shipping IPMBA Product Purchase Program Only |

dual headlight system. It is also not designed as an extra hand resting location. As long as you don't over load the bar, it mounts and stays mounted very securely. The shakes and shimmers, even on the roughest of off road patrol adventures were very minimal. I rode with this product for several months and did not have one problem with it loosening from vibration or showing any other signs of stress. Having my headlight system mounted the extra couple inches in front of the handlebar also allowed me to rotate my

head units much easier.

The Excess Access is designed to mount not only headlight systems, but horns, computers, lightbars or anything else you can think of. After playing around with some different arrangements, I found it best for my headlights. After mounting these, I still had plenty of room to mount other accessories, if needed. If you carry a lightbar or other patrol bike oriented accessories, I think you will find the Excess Access an essential item. 

Mountain

Continued from page 1


We were pushing the envelope at about 20 to 25 mph in very rough terrain.

Then it happened. A rather large rock buried in the dirt grabbed my front wheel, causing the handlebars to be jerked sharply to the right. At this point, I felt the rear wheel coming over my head, and there wasn't a thing I could do about it. As I went over the bar to "take a soil sample," my left shoulder contacted the ground, and I started to slide. I continued to slide on my left shoulder and side for approximately 30 ft., where I came to stop as I struck a tree. I started to get up, when I felt a terrible pain in my neck and left shoulder area.

I looked around and realized everyone was gone. I was experiencing so much pain I was content just laying there and waiting to become a meal for a mountain lion: I really didn't want to move. After a couple of minutes, Larry showed up and asked, "are you alright, Bro?" As I laid there on the wet dirt, I knew I wasn't ok. But I was

sure glad someone had come back for me.

At this point, Larry talked me into getting up and start walking, supporting my left arm with my right. Two hours later, we had walked out of those mountains. At the emergency room, the diagnosis was a broken collarbone, dislocated shoulder, and extensive tendon damage. As I look back, I think of all the years I spent training alone in the mountains, and how many times I was pushing it.

As a result of this accident, I learned a few things I would like to share with you. NEVER ride alone when riding in the mountains. Always wear a helmet, only push the envelope when there is money or trophies on the line, and last but not least, know your limits. Thanks again for being there, Larry. I owe you one, Bro. Oh, I almost forgot: Hank and Marty finally won one! 

Continued from Page 2

cone drills, but Fred was way ahead of us and made three of them stay behind to practice. Assured by Fred that his men were ready, we lined the rest of them up, single file, at the gate.

Mark rode point, and I took up the rear of the thirty would-be bike officers, a mass of humanity and equipment. Our support vehicles covered the front and rear and blocked intersections for us as needed. On this ride, their commander, Captain Joseph, occupied a seat in the chase vehicle to observe his men riding.

Citizens lined the roadway by the dozens, cheering us on and chasing the officers as they rode by. With every subsequent ride we took the crowds grew larger and larger. We were an event! In a country with so little and with so little to be happy about, the sight of these officers on mountain bikes must have brought them a small dose of fun. Even the somber workers building a monument over a mass grave (located next to the compound) stopped what they were doing to wave at us and smile. On some rides we experienced what it must be like to ride through the crowds that line the roads in the Alps in the Tour de France. It was truly an unbelievable experience for two "muzungo" Texas bike cops!

happy to see us helping their police so, "muzungo!" was a sort of salutation. We were relieved, I might add here that during all the training we were watched over by an armed Gendarmerie officer and never felt that our safety was in jeopardy.)

About ten minutes into the ride, we encountered a downhill about half a mile long. Coasting, you could reach speeds in the high teens and lower twenties, and that's the tact some of the riders decided to take. I was unprepared to immediately find that all previous lessons on the use of the gears went out the window for some, as did the idea of using the handbrakes to slow down, and of steering the bike by leaning instead of turning the handlebar! I tried to ride next to riders having problems and correct their errors, but they seemed dazed and frightened by the speed and paid no attention to me. About halfway down the hill, two rode with their feet off the pedals, their legs out to their sides. They coasted and wove back and forth, into and out of the oncoming lane, all the

We encountered a downhill about a half a mile long ... They coasted and wove back and forth, into and out of the oncoming lane, all the while increasing speed ... It was an instructor's nightmare!

of bike carcasses in the support vehicles, and gave the seriously wounded transportation back to the compound for treatment.

The rest of the class pedaled on through villages and market

places, and arrived at the compound after six miles of what had proved to be a tremendously exhilarating experience for them. They tackled steep hills and long grades, dirt roads and congested traffic, and learned how useful all those gears really are. They were pumped and ready for another lap! I have to admit, we were pretty pumped too, so we did go for another lap and enjoyed it as much as the first. We also found out that these guys were well acclimated to the hills and thin air. While we were gasping, they were yuekin' it up and slapping high-fives. With a little more saddle time, they'd be hard to keep up with.

Upon our return to the classroom, Captain Joseph called me aside and asked if we had taught his men how to change the gears on the bike while riding? Of course, my answer was "yes." "Did you also teach the men to use the hand brakes to slow the bike?" Again, "yes sir." His relaxed, casual demeanor made me think he was just checking on the curriculum as a matter of courtesy, since he had not been around during the practices up to this day. But Mark later told me that during a break, all the riders who'd crashed on the road ride were caned: six lashes each for screwing up! The good Captain was just making sure they'd been properly instructed before he carried out the corporal punishment. We felt pretty badly about it, but Fred assured us it was a regular event in any of their training.

The first class finished up in four days, which gave us one day off to recuperate and do a little exploring in the countryside. We took a day long, four-wheeling trip through the Akegara National Park, north of Kigali, where



(Many of the children were shouting "muzungo!", which means "white man!" in Kinyarwanda - the most common language of several spoken. Fred told us that depending on the tone of voice used, a Rwandan shouting "muzungo!" could lead to a detrimental change in your well-being. However, in this instance, the citizens were

while increasing speed. Another was furiously pedaling in the small chainring and largest rear cog, giving it his best effort, while his comrades were frantically trying to avoid colliding at speed as they "steered" into each other. The few Kinyarwanda commands Fred taught us were of no avail. It was an instructor's nightmare!

Eventually one rider could no longer control his speed, and veered into a drainage ditch and crashed. Two more collided in the middle of the lane, and lie sprawled among their wreckage (with a case of road rash

we saw far less wildlife than we'd hoped, but it was an adventure nonetheless. Then, we did a little shopping in Kigali, had dinner, and rested for class number two the next day.

Class two went much the same as the first, only we benefited from having two students from class one help out as bike mechanics. Each morning before class began, Mark and I were greeted by the students who'd crashed and suffered road rash seeking first aid assistance for their wounds. There is little in the way of medical support in this war-torn, disease-ridden country. Our students were well aware that a serious infection could cost them their lives, if not treated. So we were happy to use our personal first aid kits to "doctor" these guys every day. We packed our kits to handle any worst-case scenario, and wound up with just enough bandages, antiseptic scrub, Neosporin, Ibuprofen, etc. to help them until we departed.

At the end of week two, on graduation day, we assembled the forty or so best riders from both classes for the ceremonies. In attendance was the US Ambassador, Robert Gibbon, the Rwandan Secretary of State and Minister of Internal Affairs, the Chief of the Communal Police and staff, the German Ambassador and staff, and other members of the international

community who are in Rwanda to aid in its rebuilding. The graduation took place on a practice field outside a large soccer stadium, large enough for us to ride in a large circle in front of our audience, demonstrating various riding techniques the students had mastered. We rode in formation: columns of two, changing to columns of four (all on whistle signals), and then forming a single column that cross-over dismounted and stopped, facing the dignitaries.

Next, officers demonstrated the PC Course Suspect Apprehension drills, using Eric Buck of ICITAP as their "bad guy." And the final touch was two Communal Police descending the 30 stairs from the upper level of the soccer stadium. The entire ceremony was most impressive, not only for the audience of dignitaries, but for the hundred or so citizens who lined the fences surrounding the practice field.

Finally, each officer was called from the ranks to receive an IPMBA certificate of completion, a diploma from ICITAP, and a pair of handcuffs (which would later double as their bike lock). We ended the ceremony with a little ritual Mark and I had them doing throughout the training to boost their enthusiasm. First we high-fived each officer as we walked down their ranks. Next, we shouted, "who are the

best police?" And they screamed in their best English, "biko police!" With that, the final salute to the audience came. We asked them, "and what do we say?" Simultaneously, they shouted the Marine Corps "OORAH!", with clenched fists raised in jubilation! It was very cool!

The new bike officers were very proud and pedaled enthusiastically in formation back to the compound, where we exchanged our final handshakes and congratulations. We traded hats and other keep-sakes, said goodbye to our new friends, and wished this newest cadre of police on bikes the best of luck. It became evident to us that mountain biking had a positive impact on them when some officers immediately wanted to go tackle a couple of miles of single track through the hills. We'd have loved to go, but our time was too short.

It had been a long, hard two weeks in the blazing sun and thin air, but the smiles on their faces and their exuberance told us it was well worth it helping these guys find a better way to do their job. We flew out six hours after graduation, too tired to even talk much on the plane. But we both felt a great sense of accomplishment, and a deep respect for what these officers were about to take on as bike patrol officers in Kigali, Rwanda.



Advancements in Bicycle-Specific Firearms Training

EDUCATION CHAIR'S COLUMN

As most of you are aware, IPMBA has a very good, bicycle-specific firearms training tape available that will provide your department with a basic training course. The course-of-fire and the training tape were developed by my department to help address a specific training need.

Bicycle officers around the country were getting into shooting situations and losing as many as they were winning. Utilizing the training course that is on the tape, we were able to illustrate several concerns. The most important concern was that officers were negatively affected by the presence of the bicycle gloves. Officers that had been shooting in the high 90's were suddenly 50 - 70% shooters. The winter gloves affected the officers' accuracy even more than the summer gloves.

The second concern was that newer bicycle officers were negatively affected by the bicycle itself. Increased time on the bicycle squad equated to increased confidence and competence in the necessary bicycle

handling skills. This, in turn, led to decreased stress levels when required to perform these skills and subsequently shoot, and that led to improved accuracy.

The third concern was that poorly conditioned officer's shooting skills would be negatively affected by moderate physical exertion. Conversely, officers in good physical condition had their shooting skills positively affected by moderate levels of physical exertion.

We were able to show a need for ongoing bicycle-specific firearms training, a need for in-service training for bicycle officers to further develop their on-bike handling skills, and to clearly show the need for fitness standards for all bicycle officers. Hopefully, most of you already have the tape. But if your department does not, and your department does not yet understand any of the above three concerns, buy the tape yourself. (Available through IPMBA by calling 202-822-1333. - Editor)

Every department should have at least 4 hours of bicycle-specific firearms training at least four times a year, in addition to any

regular firearms training that your department may provide. The bicycle-specific training should require that bicycle gloves be worn at all times. It should be done twice in winter gloves and twice in summer gloves.

There are several elements of firearms training that should be covered. Probably the most important is the gloved holster drill. Officers must be able to get their weapons out quickly to win a gun battle. They will do them no good in the holster. Drawing a weapon with gloves on has a totally different feel, and will require practice. This should be done a minimum of 50 times with an unloaded weapon.

The next drill is called a single tap drill. Bicycle officers will initially shoot either left or right of center, due to the grip change with gloves. The single tap drill allows each officer to see where they are hitting, and to take any corrective action necessary. This too should be done a minimum of 50 times, with multiple targets so that officers do not loose track of where they are hitting.

See "Firearms Training" on page 6

The objective of the Police Cyclist Instructor (PCI) program is to provide the highest quality instruction to all prospective police cyclists. In an effort to maintain a high standard of instructor knowledge, the requirement to become a police cyclist instructor has been for each candidate to be an active member of their department's bike squad. To insure that new police cyclists are being taught by knowledgeable instructors, the board feels that to maintain certification as a PCI, the instructor must be currently assigned to his department's bicycle unit.

The true test of a great teacher is how well he trains his own replacement.

It is recognized that officers will be assigned to other duties by their departments. Sometimes assignments are temporary, and an officer will return to the bike unit. In the past, an officer lost certification as a PCI after one year. Temporary assignments are usually of short duration, allowing the

instructor to return to his unit and to continue to instruct new police cyclists. During the last governing board meeting, it was decided to extend the time before loss of credentials (for a police cyclist instructor no longer on a bike patrol) from one year to two years, with the requirement that a PCI must instruct two police cyclist courses during each calendar year of the extension.


Police Cyclist

Instructors who leave the bike unit must notify IPMBA in writing within 60 days of the date they left in order to invoke the extension. We feel that in a two year period, the tactics and techniques that PCIs teach will not

change to such an extent that new students wouldn't be receiving the benefit of the instructor's experience. Consequently, if an instructor teaches two courses each year during the extension, and then returns to the bike unit, his certification will remain valid.

The requirement to teach at least one PC course a year remains in effect for all PCI's. You must teach one class a year to remain certified.

A new police cyclist would not expect to receive the most up to date instruction from someone who is not working in the field. Why would a new bicycle officer want to learn bicycle tactics from someone that has been working as a detective or in administration? As an instructor, you must always present your credentials to your students to demonstrate to them that you are an expert in the material you teach.

As much as we might want to remain instructors, there comes a time in our careers where the needs of our departments change, or where our professional development requires us to do another job within the department. As instructors, it is our responsibility to prepare those promising officers that follow us to someday take our place. The true test of a great teacher is how well he trains his own replacement. 

CONTINUED

Firearms Training

Continued from page 5

The third drill is a double tap drill. It is the same as the single tap drill, but now doing double taps. This will bring up their confidence levels when putting shots together. There should be at least 20 repetitions of this drill.

Most bicycle officers will become 70% or better shooters with just these three drills alone. However, the officers will loose it as fast as they got it if these drills aren't done on a regular basis.

Additional drills addressing reloading and malfunction clearance should also be done, and again, they should be done with gloves. At that point the officers will have received the basics, but that is not where it should stop.

The most common injuries bicycle officers experience in falls are those that disable an arm: injuries to the collar bone,

forearm, shoulder, etc. We must address this in training by teaching bicycle officers off hand draws and off hand shooting. Additionally, bicycle officers must receive training on relative positioning shooting. This means shooting wherever the officer ends up. If a bicycle officer is being shot at, or faces some other immanent risk, they may have to exit their bicycle quickly. Independent of where and how they end up, officers must be able to get into the fight quickly. Developing the officers' drawing and shooting skills while on the ground in various positions may mean the difference between living and dying.

There are two very good courses for those of you that want to receive this type of firearms training and more advanced training, one of which is IPMBA's own Advanced Police Cyclist Course. It will be taught at

IPMBA's 1998 National Conference here in Tacoma, during the pre-conference, April 26th - 29th. This course is also 40 hours long. Another is given by HK International Training Division. IPMBA was instrumental in the development of this course and HK utilizes IPMBA certified instructors during all of its bicycle specific training. Contact Gene Zink at (703) 450-1900 ext. 244 for more information.

God forbid you should need to utilize this bicycle-specific firearms training but my motto is, "Better to have it and not need it, than to need it but not have it."

Training saves lives.

Gene Miller
IPMBA Education Chair
E-mail address: gmiller@ptinet.net



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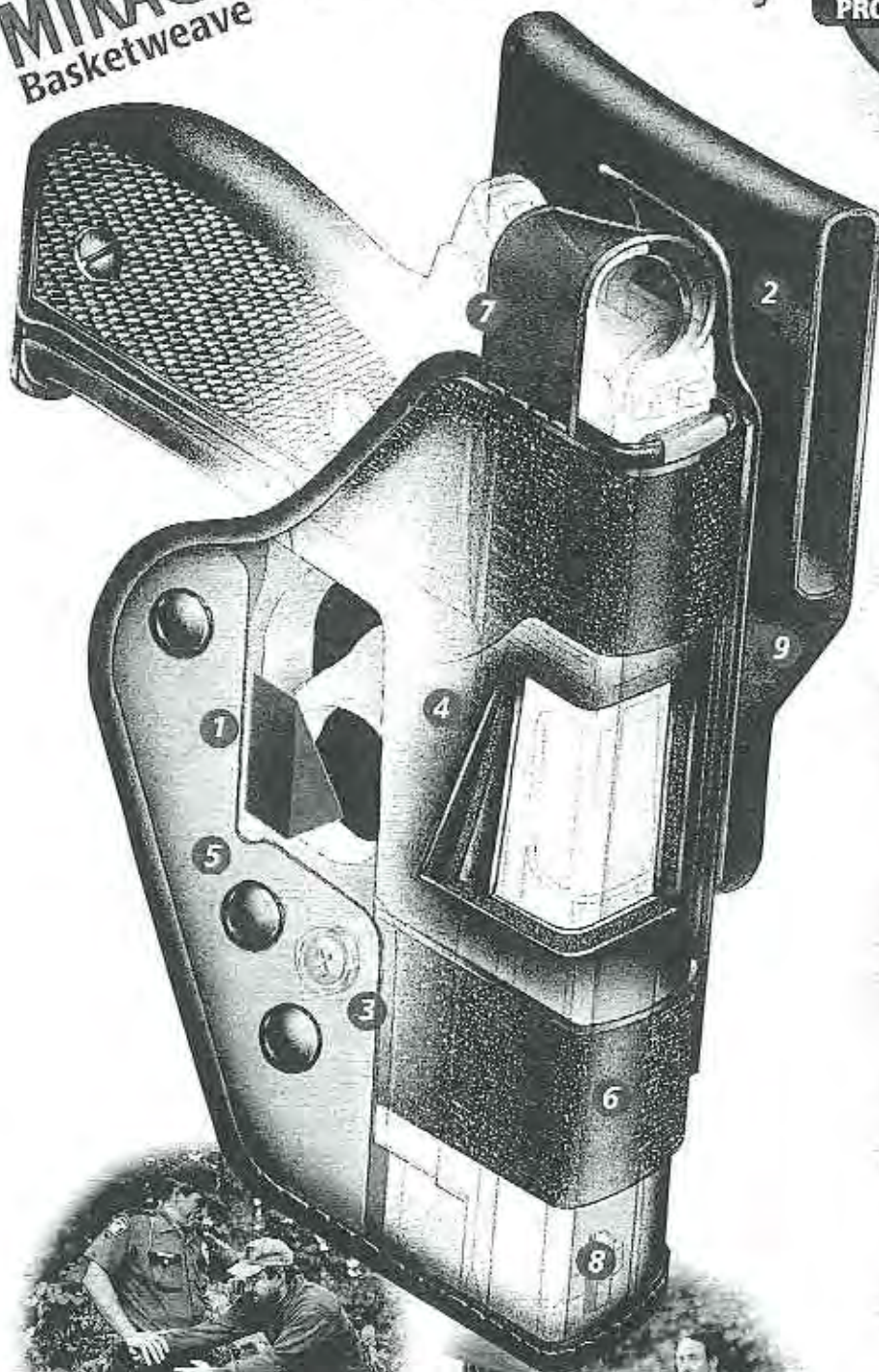
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The following companies have agreed to be included in the IPMBA Product Purchase Program. In order to purchase items from these companies, you must offer some sort of guaranteed payment, i.e. Certified check, MasterCard, Visa etc. The particular requirements for each of the participating vendors are listed below. Unless other arrangements are made with the companies, some cannot except Purchase Orders in order to keep your discount. Have your IPMBA membership number ready. **Keep your IPMBA membership current and watch for the Product Purchase Program column in each IPMBA News for new Purchase Program members.** Nike is re-thinking some of their programs and cannot include us in their ACG program at this time. Sorry for any problems this may have caused. IPMBA hopes to become part of a Nike program in the future. Vredestein Tyres was omitted by mistake from the last IPMBA News. We've added Chiba Gloves, Code 2 Equipment and Taya Chains for this issue. As this program continues to grow, we will have to limit the space taken up for this column in the future. Please save this and all future issues of IPMBA News to keep yourself up to date. Any questions or suggestions can be forwarded to IPMBA News Editor Andy MacLellan via E-mail at andyaccl@aol.com.


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| PYI Spokeswear 1-800-523-7558 7831 196th Street SW Edmonds, WA 98020 | Extreme Glove (Retail \$30.00, IPMBA Price \$15.00) The Extreme Glove is a 1.5 mm Neoprene Glove with Gripper Dots for Winter Riding. Provide IPMBA Membership # and make payment by Visa, MasterCard or Certified Check |
| Hi-Tek Racing 1-203-378-5210 7365 Main Street, 183 Stratford, CT 06497 HIITEKRACE@aol.com | General fitness related products including Gatorade products, BTU Stoker energy bars, Polar Heart Rate Monitors and more. Note IPMBA Membership # on order and take 10% off. Products available on their Web Site at http://members.aol.com/hitektrace |
| Maxit Design Inc. P.O. Box 1052 Carmichael, CA 95609 1-800-55-MAXIT Fax -1-916-489-7031 | The Official Supplier of Thermal Wear to the USCF and the U.S. Cycling Team. Also supplier of thermal wear to the NFL. Maxit is offering IPMBA Members a 30% discount off of their retail prices. Their most popular police cycling related products are the Headgator, Msoxx, and Bandit Sweatbands. Also manufacture turtle and mock turtle necks, body suits, tights and shirts. Note IPMBA membership # on all orders and pay by Visa, Mastercard, Certified check or money order. Call for brochure containing complete product descriptions and tell them you are from IPMBA |
| Vredestein Bicycle Tyres All orders via WWW at www.vredesteinusa.com FAX at 1-408-394-4721 | For a FAX order form or for any questions or problems, call Vredestein at 1-800-578-5790. The leading bicycle tyre is Europe for 100 years have agreed to offer their Vredestein Special Edition Law Enforcement Tyre to IPMBA members for 10% off of their wholesale price of \$20. For \$18.00 each you get an excellent road combination tyre with Vredestein's patented Puncture Resistance System (PRS). Can only be ordered via the internet or FAX at listed address. Once you enter their home page, click on the badge at the bottom of the page for their law enforcement page. Put your IPMBA membership number in the space for your badge number. Just to be safe, state that you are an IPMBA member in the comment box. Once you enter your Visa or Mastercard #, click on the Submit order box to send your order. Vredestein will correct your IPMBA price when they receive the order. |
| Chiba Gloves 13750 McCormick Dr. Tampa, FL 33626 1-813-855-3400 www.chibagloves.com Email: Chibagloves@aol.com | Chiba Cycling Gloves are a 144 year old German Glove manufacturer and Official Glove supplier of the U.S. Cycling Team and Norba. They offer an extensive line for both summer and winter riding. IPMBA members can purchase direct from Chiba at up to 35% off retail prices. Payment can be made by Visa, MasterCard, Discover or personal check. There is NO minimum order. Catalogs are available upon request. This is an outstanding product line. Tell them IPMBA sent you! |
| Code 2 Equipment Inc. 3133 S.E. Sherman Portland, OR 97214-5662 1-503-234-1805 Email: code2@teleport.com | The makers of the dual Xenon Patrol Bike Lightbar (Reviewed in IPMBA News; Nov. '96). Retail is \$74.95, IPMBA Product Purchase Price, \$67.45, includes shipping and handling! Also offer all IPMBA members 25% of retail prices of Vistalite headlights, strobes and safety lights. Payment can be made by Certified or Personal Check (after clearing), Money Order or COD |
| Taya Chain 2525 Arapahoe Ave. Suite E4-147 Boulder, CO 80302 1-800-344-8292 Email: tayachain@aol.com | Taya Chains have been manufacturing chains for over 26 years. Taya Chains feature unique star-punched pins for maximum side plate load rating and double chamfer plates for quicker, smoother and quieter shifting. Taya has offered IPMBA members their special Club pricing on their chains and clothing. Examples: Pro Extreme chain: \$20.00; Pro Relief Chain: \$15.00; TB-700: \$9.00; TB-600: \$7.77 |

In 1998, *IPMBA News* will be going to a quarterly format. As announced at the beginning of 1997, our goal was to improve the newsletter. We've made changes, but none drastic — that'll happen next year when we go to a quarterly format. You'll see a new look, too! As a member, we urge you to write to us, and let us know what's going on in your part of the bike cop world! Don't worry about your writing style, that's why we have editors! (We have listed "Subject" below as a guideline, both for our purposes and yours, but will be writing about other issues as well, and as such, would love to hear from you on anything!)

1998 IPMBA News

| <u>Issue</u> | <u>Date Published</u> | <u>Deadlines for Submission</u> | <u>Subject</u> |
|--------------|-----------------------|---------------------------------|--|
| Spring | March 1 | February 1 | Winter stories. Gearing up for seasonal patrol. Community Oriented Policing & kids education. What to expect at the 8th Annual POB Conference. |
| Summer | June 1 | May 3 | Summer tips. EMS. Wrap-up on the 8th Annual Police on Bikes Conference. |
| Fall | September 1 | August 2 | Equipment & Uniforms. Bike patrol & public housing. Fall survey. The League & IPMBA. |
| Winter | December 1 | November 1 | Results of fall survey. Best of '98 stories. IPMBA in 1998/99. |

About the office...

MEMBERS, I know that a lot of you out there are more than frustrated with headquarters. We've always been a step or two behind because of lack of resources. The second half of this year has proven to be exceptionally difficult — I came back from maternity leave initially on a part-time basis, and the day I returned was the first day without the IPMBA Assistant (Natalie got a great new job with a division of Johns Hopkins University). IPMBA has had help, but the end of summer is a crazy time (when isn't it?) and that was topped with the move to Washington D.C. As a result, we've really fallen behind. In 1998 IPMBA will be hiring its first full-time assistant. Look for exceptional changes in membership services next year. Please call me at 410-539-3455 (I still work in Baltimore) after the New Year with any complaints or problems, and the new assistant and I will try to help you with your concerns/complaints/questions as much as possible. We apologize for any inconvenience this has caused. - Jennifer Horan, Director, IPMBA. 

IPMBA BOARD

1997-1998 International Police Mountain Bike Association Governing Board

The elected board serves a three-year term.

Lt. Tom Woods, Chair
Denton Police Department
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940-383-7988
ipmba.secl@aol.com
(Term expires Spring '98)

Officer Kirby Beck, Vice Chair
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(Term expires Spring '99)

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916-566-6407
(Term expires Spring '99)

Cookin' with Cops

There's a cookbook out written by Hollywood cops (i.e. Clint Eastwood) with 20% of the proceeds of the sale going to the National Peace Officers' Memorial Service Fund. More details can be found on this by visiting the website at <http://www.bookzone.com/greta>.

CONFERENCE ANNOUNCEMENTS

Packets for the 1998 Conference went out at the end of December by third-class mail. If you've moved, or know of someone who has moved, the packet will not be forwarded. If you need a registration packet, or would like a copy to be sent to someone, please call 202-822-1333 and leave your name, address, request and phone number in extension 223.

1999 Conference

IPMBA is proud to announce:

The 1999 Police on Bikes
Conference will be held in Chicago
May 13 - 15, 1999.
(Pre-conference courses are May
May 9 - 12, 1999)

IPMBA News

Newsletter of the
International Police Mountain Bike Association
A division of

The League of American Bicyclists
1612 K Street, NW, Suite 401
Washington DC 20006

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Gary McLaughlin, West Editor
Jennifer Horan, Design, Layout, Copy Editor
Tom Woods, IPMBA Chair

Submissions are welcome and encouraged. Please send to: IPMBA News, 1612 K Street, NW, Suite 401, Washington DC 20006; (202) 822-1333 FX: (202) 822-1334.

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SWITCH TO LIGHTMAN XENON STROBES



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Lightman® Bike Patrol Strobes are designed specifically to meet the high performance needs of bike patrol officers. Hard-wired switch, lightweight, and unparalleled brightness make them ideal for this application. Remote switch allows you to quickly and easily activate - or deactivate ("Black Out") - the strobes without reaching or stopping the bike. And Lightman strobes can even be mounted facing up on cargo bags; their unique pyramid design provides **180° OF VISIBILITY.**



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1-800-840-9332

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Didn't make it to 1997's
Police on Bikes Conference?

Don't miss out!

Come in '98

*Work with your unit's
budget NOW!*

TACOMA, WASHINGTON

is the host city for the
8th Annual Police on Bikes
Conference

&

Product Exhibition:
April 30 - May 2, 1998

Pre-Conference Training:
April 26 - 29, 1998

Check out the web site at:
<http://www.ci.tacoma.wa.us/ipmba>

BE THERE!

Important Announcement:

IPMBA has moved!

IPMBA's new address is:

IPMBA/LAB

1612 K St., N.W. Suite 401

Washington, D.C. 20006

PH: 202-822-1333 • FX: 202-822-1334

E-mail: LABipmba@aol.com

Website: www.bikeleague.org

Reminder:

- *PCIs and PCICs must send in all material to this new address.*
- *Submissions for the newsletter must be directed to this new address.*
- *Any and all correspondence should be directed to this new address.*
 - *If you're in D.C., please stop by the new headquarters!*

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