



IIPMBA NEWS



Official Newsletter of The International Police Mountain Bike Association

Helmets and Us

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

Helmets. We all wear them, hopefully. Sometimes we all wear the same style and color, as policy dictates. Other times we allow a little individuality, as long as acceptable safety standards are met. Some states mandate the wearing of helmets for particular age groups, and others are following with similar legislation. Whether or not we agree with the political nature of the subject, and whether or not our department supports active enforcement of bike laws, we must confront this issue. As police officers, we are obligated to enforce traffic laws. As bicycle officers we are obligated to explain why. Not just to the kids, but to the parents we always meet.

It's hard to explain the safety testing standards to someone outside the bicycle industry. Once, helmets were simply A.N.S.I. or Snell (or both) rated. Now the Australians have thrown in their own testing standard, and the new kid, A.S.T.M. (American Society for Testing and Materials), is fronting everyone. For the sake of argument, helmets should have at least one of the aforementioned safety stickers to ensure adequate protection.

The League of American Bicyclists can supply a great deal of safety information. For example, head injuries are the primary or contributing cause of death in

80% of bicycling fatalities. Additional studies, published by the New England Journal of Medicine, show wearing helmets reduces the risk of serious head injury by 85%. The same study (in the Seattle area) shows only 20% of adults and 5% of children wear helmets.

The reasons for not wearing helmets are simple. Some don't like the way they look (I've heard officers from other agencies use this one). Others say they're inconvenient or too hot, although other studies show the heat factor of a modern micro-shell helmet to be no more than a sun-exposed head.

Here are some facts to consider:

- The University of Southern California Head Protection Research Laboratory notes that a touring bicycle is further from the ground than a motorcycle. The fall takes only a half second, allowing no time to protect ones head.

- The average height of a person sitting on a bicycle is 5.3 feet. At that distance, the head hits the ground at 12.6 miles per hour. This is the threshold of irreversible brain injury.

- A fall from 3'10", at about 11 mph can cause

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Equipment Needs of the Bicycle Patrol Officer (PART V)

By Officer Allan Howard, Dayton (OH) Police Department

Kickstands. A kickstand is a must on a police bicycle. The kickstand is usually mounted on the chainstays behind the bottom bracket. Because a standard kickstand is located near the middle of the bike, the weight of the rear bag causes the bike to tip over. For this reason, it is necessary to use a kickstand that attaches to the left rear chainstay and seatstay where they come together. This puts the kickstand directly in line with the heaviest portion of the bike and keeps it from tipping over. Also, when mounted in this position, the rear mount kickstand extends well past the rear axle when not in use. This makes it easy to find with your foot when dismounting.

Fenders. You need fenders in foul weather to avoid getting wet and dirty. We use permanently mounted, plastic-coated aluminum fender sets which are very light and don't detract from the bikes overall performance. With the proper clothing and fenders, you can ride in foul weather for an entire shift.

Racks and Bags. Because police work involves mountains of paperwork, a rear rack and bag are mandatory. We

use welded aluminum rear racks and a variety of soft-sided rear bags. About the only thing that's consistent on the bags is: they are all somewhat water resistant, have an expandable section that opens up with a zipper,

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IPMBA Membership Reaches 1,000 Mark

I just received a recent membership report, and I'm proud to announce we have over one thousand members. This is truly an accomplishment considering our humble beginnings. I personally believe we will continue growing to even greater proportions, and that will benefit us all. One of the ways I see IPMBA growing is through the inception of regional or state chapters. With the chapter system we will get valuable interaction between other local bike cops without isolating ourselves from everyone and everything else going on in the country.

Right now I know of a couple of areas that have or would like to have local chapters. Some of the people that I would like to see take a leading role in this program are: Fred Myers and James Steinmetz in New York, Lenore Maio in Florida, Michael Reilly in Louisiana, Jim Purdo in Michigan, Andy Janowsky and Steve McCauley in Colorado, and Dwayne Killian in Illinois. To be honest, I don't have room to list all the quality people I have met in the last three years, but you get the idea.

Here are some of the things that a chapter coordinator would be responsible for:

- Keep track of and promote all PC Courses, seminars, and competitions in his or her region. This would make it easier for anyone seeking to attend or conduct any of these events.

- Solicit people within his or her chapter to author articles for *IPMBA News*. Eventually, I'd like to see each chapter have enough material for the newsletter so they have their own page.

- Act as delegate for your chapter at the Annual IPMBA Police on Bikes Conference and work closely with the IPMBA Board to better serve our organization.

Obviously, our program has a lot of potential for growth. I challenge each of you to get something going in your area and to contact Robin at IPMBA Headquarters if you are interested in coordinating in your area.

I recently had the pleasure of signing two certificates of Commendation from IPMBA for two bike patrol officers who showed extreme courage in the face of danger—one for Officer

Bobby Joyner and one for Andrew Brown.

In April of this year, Officer Bobby Joyner of the Pittsburgh, PA Police Department was nearly killed when he was shot in the face by an armed gang member. Even though Officer Joyner was severely wounded he had the presence of mind to draw and fire his weapon. Officer Joyner stopped the suspect's aggressive behavior without endangering bystanders, thereby preventing any further injuries or deaths.

Early this summer, Military Police Officer Andrew Brown of the Fairchild Air Force Base, Spokane, WA, was the first officer on the scene of a shooting rampage that left four dead and 23 wounded. MPO Brown was forced to take a shot from 70 yards away and successfully stopped the shooter, putting an end to his rampage.

On behalf of the IPMBA Board, and the entire membership, I commend both of these officers for these acts of heroism. It is an honor to have members like you in our organization. Until next time, don't let the bad guys or the pavement magnets get ya. - Allan

Training Tips

Winter Hydration

By Cpl. Andrew MacLellan, Baltimore County (MD) Police Department

The summer is probably over for most of you and if you are a fair weather recreational rider you are about to trade in that bike for a snow shovel and ice pick. Hold that thought a second sport, you are a full time police bicycle officer, so don't hang those wheels up just yet.

In addition to wondering how many layers of clothing you may have to weigh yourself down with this winter, you will also need to think about your water consumption. You may be thinking "I'll be drinking more coffee than anything because it keeps me warm." NOT. Or "I can drink less in the winter because I don't sweat as much as I do in the summer." NOT. How about "I don't feel thirsty so I don't need to drink." One more time, NOT.

As you are out patrolling on that lead pipe of a bicycle in the summer, pushing those hills, it is fairly easy to know when to drink just by looking at the puddle behind you. In the winter when it is 20 degrees outside (in the sun), how much and when to drink are big concerns for bicycle officers.

In the winter your body actually loses more water than it does in the summer, but it is lost in

different ways. You will be sweating less in colder climates. However, as it gets colder, you will notice you can see your breath when you exhale. As you breathe in the nice, cold, dry winter air your lungs need to moisten and warm the air before it can be absorbed. What you see in your breath is the byproduct of this process which contains a quantity of water, thus leading to water loss from your body.

Water performs many important functions in your body. It assists your circulatory and temperature regulation systems and it helps moisturize your skin. In the winter, dehydration can make you very vulnerable to frostbite. Don't ignore the signs of heat exhaustion, which can include increased fatigue, dizziness, nausea, severe headaches, increased heart rate, and could lead to coma or death.

When hydrating your body you want to drink plain water. You may choose to supplement your water intake with a fluid of your choice, but make sure you lean away from caffeinated and alcoholic beverages. If you choose to use a fluid replacement or energy drink, use these only in addition to plain water, not as

a substitute. And be careful of those high carbohydrate drinks.

You can never drink too much water because your body knows when to get rid of it. You should be consuming a minimum of six ounces every 15 minutes while you are riding, whether for recreation or on patrol. Your fluid losses must be continuously replaced, so fill your water bottles just like you would if it were 100 degrees outside. Just be careful they don't freeze along with your toes and hands and get those snow tires ready!

Dear Fellow Members -

I am looking for statistics, both traffic and criminal enforcement, on full-time bicycle units, preferably broken down into months. If your department has such statistics, please send them to Cpl. Andrew MacLellan, Baltimore County Police Dept., Precinct #1, 901 Walker Ave., Baltimore, MD 21228. Thank you!

Milwaukee Police Department to Host 5th Annual Police on Bikes Conference, May 4 to 6, 1995

By J.B. Bartkowiak

On the other end of the phone line, one can hear pride ringing through the voice of Sergeant Gary Meyer. Even the slightest mention of the 5th Annual Police on Bikes Conference seems to send him beaming. And for good reason too. Sergeant Meyer is not only the Police on Bikes Project Director for the Milwaukee Police Department, but he was also among the ranks of officers who sought aggressively in past years to bring the conference to their city in May of 1995.

Since August of 1990, when the first bike under police operation pulled out of a Milwaukee department, Sgt. Meyer has been charged with the task of training officers for what they might encounter. Meyer says, "I plan one big training session in the spring, but I often find that one is simply not enough." He usually ends up giving three or four courses a year, warranted, of course, by the overwhelming interest displayed by officers.

His sessions involve both classroom and on-road training. Classroom work begins with a review of Wisconsin bicycle law and then works its way through such topics as health and nutrition. Final classroom meetings are spent reviewing proper bicycle handling and maintenance skills. From there, Meyer takes the class to the parking lot for drills.

Meyer remembers fondly a recent training ride which spilled out of the police lot. He led six or seven trainees, many of whom had no previous experience as an officer on a bike, into a local community. This ride, though originally intended to instruct the officers on the dangers of obstacles such as glass and gravel, turned into, what Meyer called, "something really amazing." What these officers got an opportunity to witness first hand was the "love" that Milwaukee's communities have for Police on Bikes. Meyer details by continuing, "The children were running out into the street to meet us. And if any were on bikes, the first thing they wanted to know was, if they could ride along." These sentiments seem consistent throughout Milwaukee's communities.

Recently, several community groups donated a total of 9 bicycles to the department. Meyer says, "One asked and we supplied them with our spec (the Trek 8000 Police Edition), and the rest just joined in." Including these new additions, Milwaukee's Police on Bikes division currently boasts a total of 37 bicycles in use by 55 trained officers throughout their seven districts.

Many who use the bikes are Beat Officers, like 22-year veteran Robert Barr. Officer Barr, who in the past has been responsible for patrolling several blocks of central city streets on foot, is thankful for the opportunity to take the bike out during a typical 8-hour shift. When asked why this is, he responds quite clearly, "The bicycle is a nice tool, for reasons as obvious as the fact that you can cover more ground in a shorter amount of time, to the fact that when you are on a bicycle you are readily accessible to the pub-

lic." He continues, "You simply can see and hear more on a bicycle than you can in a motor vehicle."

Barr heralds a nearly 100% personal success record when the suspect is on foot. He says, "If I see a suspect from a block away, I can be on them in no time." And though he says he often has to listen to pointers from interested passers-by on the right and wrong techniques for diving from a bike to make an apprehension, he really feels like a sheriff in the old Westerns riding his horse into the sunset.

Though crime-fighting is most certainly always foremost in Barr's and Meyer's minds, they are currently absorbed in the planning for the upcoming IPMBA Police on Bikes Conference. Both are members of the Conference Committee and are vigorously devising ways to make this city the home of the best conference yet.

Home to 675,000 people, Milwaukee, Wisconsin will be the backdrop for the IPMBA Police on Bikes Conference May 4th through the 6th, 1995. There will also be a pre-conference Police Cyclist Course April 30th to May 3rd. And if you were wondering, those who attend the pre-conference festivities can count on a tour of Milwaukee's renowned breweries and most likely, as many have requested, a tour of that city's Harley-Davidson plant as well.

Summing up his experience with Police on Bikes, Meyer says, "There are obvious advantages to being on a bike. You are a little closer to the people. Consequently, they respect you more." He continues, "Basically the people love ya. Except, of course, the drug element

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IPMBA News

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tional Police Mountain Bike Association
(IPMBA) membership please contact League
headquarters.



Sgt. Gary Meyer and members of the Milwaukee Police Department's Bicycle Patrol.

Iron Horse Bicycle Classic Review

By Sgt. Andrew T. Janowsky, Durango (CO) Police Department

The 23rd Annual Iron Horse Bicycle Classic took place in Durango, Colorado on May 28 to 30, 1994. A Law Enforcement event was held again during the IHBC, with the Durango PD team sweeping all three events and winning the competition for the second consecutive year. Everyone had a good time, with over \$1000 in prizes awarded to competitors. When we were not competing we were watching Ned Overend, John Tomac, Rishi Grewal, Tinker Juarex, Juli Furtado, and other top pros compete against each other during their numerous weekend races.

When the IHBC event promoter asked me for help in developing the Law Enforcement event he was looking for a competition that could test bike handling skills as well as fitness levels of competing officers. The object was to find out who has the best team of four bike officers, as determined by different style courses. The

obstacle course tests bike handling skills and slow speed maneuvering. The speed relay pits power against power in the flats and high speed cornering skills. The cross-country course tests your overall level of fitness and is also a comprehensive test of your bike handling skills including climbing, descending, braking, and ability to handle many different obstacles. I believe it is the true test of a persons ability to handle a mountain bike. If you can handle the tests thrown at you during the race you will be able to handle anything that your urban environment might throw at you.

This year's event drew 26 officers from several states, including Texas, New Mexico, and Colorado. The Durango PD is still looking for a team that can challenge us for the title. IPMBA Chair Allan Howard was conspicuously absent from this year's competition. Rumor has

is that the old adage "sea level hurts but altitude kills" kept him from competing this year.

The event is growing and will be held over Memorial Day weekend for years to come. Get a team together from your department or get a composite team together from several departments and come and try to knock us off our mountain. I will be happy to provide further information to anyone who is interested in participating. Caution: the cross-country event is technically and physically demanding so those officers who thought that their bar-ends were for storing doughnuts need not apply! (Ed. note: Sgt. Janowsky can be reached at the Durango PD, 990 E. Second Avenue, Durango, CO 81301, (303) 385-2932.)

Correction from August Newsletter

It has been brought to our attention that there was an error in the article about Mountain Bike Gears and Shifting. It seems an old copy of this article was printed. Please note that almost all current front derailleurs found on police-quality mountain bikes are indexed. We apologize for the misprint.

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SEND YOUR PATCHES



IPMBA is collecting patches from all agencies with bike patrols. Look for the collection displayed at the conference in Milwaukee.

Make sure your unit is not left out - send your patch to Robin Miller c/o LAB/IPMBA 190 W. Ostend Street, Suite 120, Baltimore, MD 21230.

Equipment - From Page 1

outside pockets so you can find things without digging through the main compartment, and a clip-on strap so you can carry the bag with you when the bike has to be secured.

You'll notice I didn't mention hardshell rear trunks. There are several reasons for this. First, most police bicycles have no suspension system, and items carried in a hardshell trunk rattle to the beat of the hand. Also, vibration will eventually cause the case to fail where it is bolted to the rack. Finally, if you have to leave your bike

while on a call, the trunk can't be disengaged from the bike and carried with you to prevent theft. Next month I'll discuss bicycle security. Stay tuned.

Helmets - From Page 1

fatal brain damage.

Too technical to relay? How is this for a vivid impression, coming from a Maryland radio spot urging the use of helmets? "What would happen if you dropped a melon on the floor? It would break, right? If you were to fall off your

bike, the same thing would happen to your head...if it's left unprotected. Protect your melon! Wear a bicycle safety helmet every time you ride...and wear it correctly."

We wear helmets for a reason. Take the time to let other people know why.

Milwaukee - From Page 3

who is a little leery of the officers. They are a little scared." But you will hear all this when you visit Milwaukee this Spring.

International Police Mountain Bike Association Governing Board

Officer Allan Howard, Chair
Dayton Police Department
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335 W. Third Street
Dayton, OH 45402
513-222-5206
(term expires Spring '97)

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

Cpl. J. Andrew MacLellan, Newsletter Editor, East
Baltimore County Police Dept.
901 Walker Avenue
Baltimore, MD 21228
410/887-0872
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Officer Kirby Beck, Education Liaison
Coon Rapids Police Department
1313 Coon Rapids Blvd.
Coon Rapids, MN 55433
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Santa Monica Police Department
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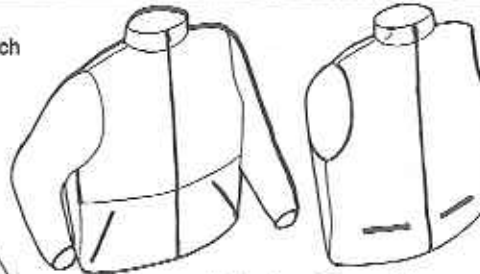
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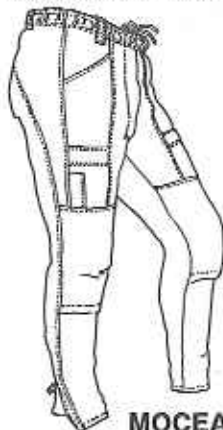


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Letters to the Editor

Dear Editor,

I am the commanding officer of the Chicago Police Department's Bicycle Patrol Unit. The unit has been in operation for three years, with the responsibility of patrolling 17 miles of Chicago's lakefront bicycle path. Currently, the unit consists of 1 sergeant and 20 officers, and operates from late May to mid-October.

Though our season is not quite over, we have participated in numerous organized bike rides, have escorted President Clinton during one of his morning jogs, were used during the World Cup Soccer match, and have made 500 arrests, registered 3,000 bicycles, and written 5,000 parking citations.

Next year we are planning to develop a U.S.C.F. police cycling team. Enclosed is a patch as requested in your last newsletter (sorry, but our department does not allow for specialized patches on the regulation uniform. However, we are in the process of developing a patch for our personal use.)

Sincerely,

Sgt. Tom Northfell
Commanding Officer
Chicago Police Department
Bicycle Patrol Unit

(Editor's note: Thanks for the patch. That brings the total to 11 patches in the collection at headquarters. I know there are more departments using bicycles!)

Dear Sirs,

I just wanted to drop a line or two to let you know that the Ferndale (MI) Police Department's Mountain Bike Squad is quickly becoming a success due to the efforts of Allan Howard (Dayton, OH PD) and Kathy Vonk (Ann Arbor, MI PD).

In October of '93 myself and fellow officer Tim McGee attended the Police Cycling five day school at the Pontiac Silverdome in Pontiac, Michigan. Not only did the class rekindle my love for Law Enforcement; it also began a new passion for me ... bicycling.

I learned so much those few short days that I couldn't wait to get on the road to put my new found skills into practice. It wasn't long before I wrote my first ticket. Shortly after that, I started making arrests. A bicycle as an effective patrol tool. Well, I'll be ... The best was yet to come - contact with the public.

Sure, people pointed and laughed (many wearing badges). But the more I rode, the more positive comments I received from citizens. Now I hear very few laughs although whistling has

become the standard at the station (I worry about some of those guys).

First, the citizens were curious as to why I was on a bike. Many thought I was being disciplined; they flipped out when I told them I volunteered. Then they became very supportive; praising me for the Department's decision to get in touch with the citizens. My ego was really starting to take off, but alas, the snow fell, forcing me back into the "Space Ship."

At the end of March a local paper had caught wind of our bike patrol and asked if I could pose for some photos. We didn't have a "winter" uniform, but it was a sunny day. So, I donned my riding shorts and met the photographer in our business district. People were walking around wearing parkas and gloves and there I was, goose-flesh and all, with a big smile on my face.

Continued on Next Page

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From Page 6

Since I work afternoons, I was only allowed to stay out until the street lights came on, then it was back to the cruiser. Two phone calls and one purchase order later, my "curfew" was extended to the length of my shift; thanks to a reliable lighting system.

Often, my Lieutenant finds me scribbling on an order form and asks, "what kind of bike toys are you getting now?" One of these days I'll tell him, "Oh, just an MDT, radar unit and panniers to carry the portable scales." I think

that would put him right over the edge (or get me an extended vacation to Happyville). Someday, maybe. But for now, I'm having the time of my life mixing an old love with a new one. Thank you Allan. Thank you Kathy.

Sincerely,

Ofc. Kenneth J. Jaklic Jr.
Ferndale Police Department
Ferndale, Michigan

(Dear Kenneth,

I enjoyed reading your letter. I thought you might like to let your Lieutenant know about an article I read today. The headline reading "Jackson Bike Patrol now equipped with portable radar devices" appeared in the Jackson Journal (Canton, OH). Jackson's Bicycle Patrol received three portable radar devices for its bicycles as a gift to the township. The Department has four bicycles that will be using the new radar which is able to detect speeds from six miles per hour to 165 miles per hour.

Will we see Ferndale using radar soon? Thanks for writing!)

Dear Editor,

I recently had a disturbing experience with a bicycle product catalog while trying to order equipment for my unit. I have dealt with one of their retail outlets for many years, giving them a purchase order for several thousand dollars each fall. This year, to my dismay, the purchase order was no longer accepted. This has caused me a lot of problems both now and in the future. Since the purchase order was not accepted I will loose that money in the future as well. I just want to let suppliers know that the majority of police departments only work with purchase orders. We want to do business with you.

Sincerely,

Frustrated in Ohio

(Dear Frustrated in Ohio,

After receiving your letter we contacted the company you had trouble with. They confirmed that their retail outlets had accepted purchase orders in the past. However, they have closed all retail outlets except one and the remaining store now is controlled by the catalog. The bad news is that they do not and will not accept purchase orders. However, they did express an interest in trying to work out some other options for purchases in the future. I can only hope that other companies continue to accept purchase orders from bike units.)

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The Baltimore Police Mountain Bike Competition was held September 10, 1994 in and around Charm City's beautiful Inner Harbor. 64 two-officer teams competed in a distance race, obstacle course and bicycle toss. Newark Police Department went home with the first place trophy. A good time was had by all - we hope to see you next year!

Park Ranger Memorial

San Antonio Park Ranger Dies During East Side Chase

Paul Pytel, a San Antonio Park Ranger, drowned in Salado Creek while trying to help the San Antonio Police apprehend shooting suspects.

Pytel was one of the first bicycle patrol officers and helped initiate the bike patrol in 1991. The San Antonio Park Rangers are seeking donations for a Park Ranger Memorial to be located in Hemisfair Park, the site of the IPMBA 1994 Police on Bikes Competition.

Send donations to: The San Antonio Park Rangers, c/o Adolph Hernandez-Bike Coordinator, San Antonio, TX 78205.

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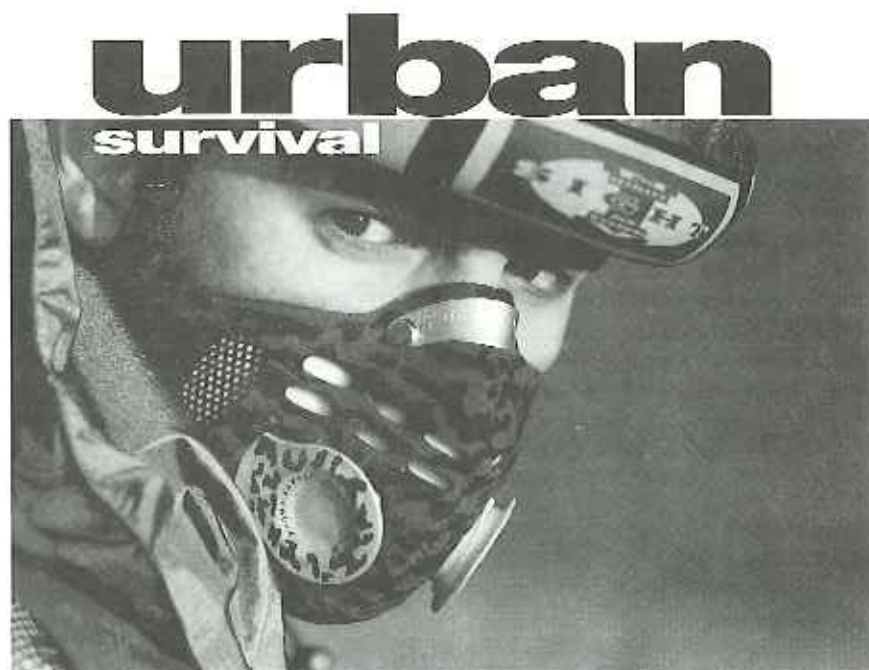
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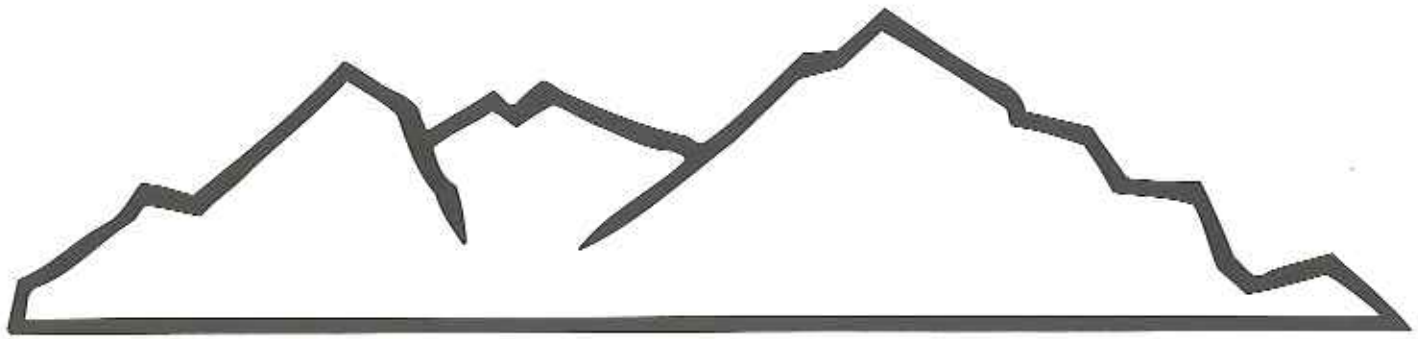
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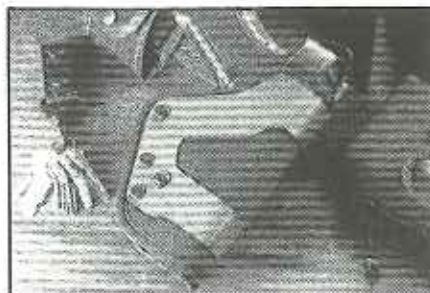
Of the many communities to start Police on Bikes programs, **Oak Forest (IL)** may be the first to think of a Bicycle Patrol Program as a means of improving air quality. The Police Department's ISTEA grant request under the CMAQ (Congestion Mitigation and Air Quality) Program states that "with the growing concern over our environment we as a municipality have to take the initiative and set an example within the community." The village has asked for \$10,865 for 10 fully-equipped bicycles, claiming that "eight hours of Bicycle Patrol will replace eight hours of motorized patrol." Also, "officers involved in this program will promote bicycle use within the community." Twelve Oak Forest officers have already been trained. *(reprinted from Illinois Bicyclist, Summer 1994)*

City of Cincinnati (OH) Thanks Cincinnati Cycle Club - "On behalf of the **Cincinnati Police Division**, I am honored to have this opportunity to thank you for your exceptional support of our Mountain Bike Patrol. Your individual concern and devotion to this program's success is admirable. The Cincinnati Police division's Mountain Bike Patrol was implemented, as a pilot program, in Police District Four in August 1994. The program's success is directly attributed to your assistance and support. You should feel an

incredible amount of pride in knowing your personal involvement in instituting this challenging pilot program has positively affected many citizens in communities throughout Cincinnati. This is an excellent example that a cooperative effort between citizens for additional funds to expand this program. Our partnership has created a strong foundation to achieve this goal. Once again, thank you very much for your help." Michale C. Snowden, Police Chief. *(reprinted from The Bikewriter, September 1994)*

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