



IPMBA's First EMS Course a Success

By Jim Bowell

Troy Fire Department (OH)

For the first time, IPMBA offered a bicycle certification class for emergency medical services/search and rescue (EMS/SAR). This 32 hour pre-conference class was offered this past April at the 7th Annual Police on Bikes Conference, held this year in Nashville, TN. IPMBA saw a need for this type of class, as the number of EMS/SAR teams around the country has increased in the past five years.

There are many ways in which EMS/SAR teams are comprised. The most basic team is equipped with standard first aid supplies. Advanced teams are also equipped with oxygen, advanced airway supplies, semi-automatic or manual defibrillators, drug bags and global positioning satellite units. This equipment adds a large amount of weight to the bicycles (each bike has the capacity to carry up to 45 pounds of equipment). Due to the amount and weight of the equip-

ment, many areas use 2 person teams. Team member certification ranges from the basic level Emergency Medical Technician-Basic (FMT-B), to the advanced level Emergency Medical Technician-Paramedic (FMT-P). Most EMS teams only work special events (i.e. parades, festivals, and college or professional ball games). An increasing number of cities are starting to use bike teams for all EMS calls during times of peak congestion.

Eleven people from around the country, and of varied levels of experience, participated in this first time class. Several people in the class had previously completed a PC course, and two officers who were also PCI's participated as well. Classroom time was spent mainly on the same material offered in a PC course. Emphasis was placed on

See "EMS" on page 4

Have Gun, Will Travel

"That Was Annoying"— A story of flying with TWA.

By Officer Stuart Bracken

Tacoma Police Department (WA)

IPMBA's Sgt. at Arms

On April, 25, 1997, I got up early, anxious about my upcoming flight to Nashville, TN. I was leaving out of Sea-Tac International on TWA flight 482. Looking forward to another fun and exciting IPMBA Conference, I made sure all of my things were in order. Everything was packed, and my weapon (a .40 caliber Berretta) was properly stowed away in a locked steel strong box, which was then locked in my suitcase. Having double locked my weapon for security and safety, I was ready to go.

I arrived at the airport and made it to the counter in a reasonable amount of time. Sounds good, right? From here it goes down hill. At the desk, I immediately declared that I had a weapon locked in my suitcase, in a strong box. The

clerk asked me where the ammunition was located. Knowing that this question was going to be asked (being very familiar with the federal regulations for transporting firearms), I told her that it was separated from the gun and locked inside my golf bag (I have a life outside of bicycling). The clerk took one look at my suitcase and told me that I could not transport a firearm that way. Because my

suitcase was "soft-sided" (stiff reinforced nylon), the gun could not be transported in my suitcase. I explained to her that the strong

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I hope everyone's had a safe and productive summer 1997. Mine has been a whirlwind of activity on several fronts, including a trip to Africa to teach a PC course to the Communal Police in the capitol city of Kigali in Rwanda, Africa. But I'll share that with you in the next issue.

First and foremost, we, the governing board, must inform you of an issue that affects us as an association. This involves the financial stability of our parent organization, the League of American Bicyclists. The long and the short of it is that the League, among other budgetary problems occurring over the last couple of years, has experienced a decline in both new memberships and renewals.

We're not to be discouraged though: the League's history reveals this cyclic phenomenon has been its course since the early 1900's. I guess it's the nature of the bicycle industry and public interest which influence how our organization fares through time. But today there are too many good people in the League to let it die.

One of those people is now at the helm. Well on the road to organizational recovery, our new LAB Executive Director, Jody Newman, is making the necessary cuts in expenditures to trim the operation. And some of the biggest news of all is that our "home office" in Baltimore will be closing and new headquarters will be set up in Washington, DC, the move date being October 31.

How does this impact IPMBA? Well, in only a couple of ways, actually. First, it means that our processes such as PC/PCI certification registration may take a hit by the reduction in staffing, but this will only be temporarily. In fact, we may not experience too many slowdowns, thanks to former IPMBA Assistant Natalie Kartalia's work several months ago on setting up a new schedule for processing those applications. Natalie has moved on to pursue her career and we will miss both her and her dedication to IPMBA.

The area where we will definitely have to grin and bear it temporarily is in person-to-person contact with our IPMBA Director, Jennifer Horan. Jennifer will be shouldering the load until the move is made to DC and until a new assistant is hired to help her out. And, although a few of you may have recently experienced problems in getting through to someone in our office in Baltimore, ninety-nine percent of the time calls are returned in a reasonable amount of time. And that will still be the case, but please be patient if we're not as quick as we have been.

Let's keep in mind that we used to have one and one-half staff members tending to not only the needs of 2,800 members, but to planning the conferences (and all that that entails), marketing the association, seeking corporate sponsorships, selling advertising, maintaining our programs, fulfilling numerous requests on a variety of information, working with League staff to integrate our combined visions, and publishing our newsletter. At this time of the year, when we are coordinating the MOCCourse in Chicago,

on top of regular business, Jen is working non-stop. But we will try to ensure that any slow-down will have minimum impact on the membership. Once in DC we'll be at full speed before you know it, mailing out the 1998 Tacoma Conference registration forms.

Aside from the aforementioned problems, we will not be adversely affected by the League's rebuilding efforts. The other side of that coin is this: what should we do as an association to assist in that rebuilding process? Remember, the reason IPMBA exists today is because the League staff had the foresight to acknowledge that "Cops On Bikes" was an important enough concept to bring us on board and help us plan for the future boom of bike units. Conceptually, our organizations are the perfect compliment to one another, and not only from a cycling advocacy perspective. We are also "the educators" of our communities in the ways of safe cycling.

So, in effect, as part of LAB, we have a responsibility to give our full support to Ms. Newman in meeting the challenge of getting the League back on track any way we can. Since an IPMBA membership is also an LAB membership, it's pretty easy. What we must all do is work hard (and continuously) to get our brother and sister bike officers who've allowed their memberships to lapse to renew. We also ask all PCIs to pick up the gauntlet and contact as many of your past PC students to do the same and have them pass the word among the members of their bike teams. You'd be surprised what a few phone calls can do. And, I'm sure we all know one or two former bike officers who have left the unit but still ride for pleasure -- get them to sign up!

It's really as simple as that. If you want to go the extra mile, we suggest contacting your local bike clubs and race teams to have them join the League. There is more at stake here for them (us) than reduced or free bike transportation fees on airlines. The League, since 1880, (then with a total membership at 100,000 in 1897) has been on the front lines fighting for the rights of cyclists to ride, and to ride in safety, on our roadways.

There are many legislative issues that require constant monitoring and cyclist's representation in Washington, arguably the most important being the Intermodal Surface Transportation Efficiency Act (ISTEA). ISTEA legislation controls the flow of transportation capital to state and local governments, a portion of which is earmarked for bicycle and pedestrian concerns. How big a portion? It depends on how hard we push to get it, and that's where the League and other advocacy partners come in. Don't underestimate the importance of this legislation as it relates to your ability to cycle when and where you want to. You might be surprised one day by a sign prohibiting cycling on a once-favorite two lane country road. It's happened here in Texas.

The bottom line here, folks, is that we have to pull together to insure LAB/IPMBA's ability to achieve greater heights in cycling advocacy and education, for our members and the cycling public at large. At the risk of sounding like an info-mercial, "pick up the phone now!" Let's all do our part to keep Team LAB/IPMBA the breakaway group!

I'll talk to you next month when we'll learn a little about bike patrol in Rwanda, Africa. (Can you say corporal punishment?) Stay safe.

- Tom

The bottom line here, folks, is that we have to pull together to insure LAB/IPMBA's ability to achieve greater heights in cycling advocacy and education, for our members and the cycling public at large.

Tyres? You saw it right, that's T-Y-R-E-S. Toto, we're not in Kansas any more. They're from Holland so that accounts for the different spelling. Vredestein has been manufacturing bicycle tyres for over 100 years and are currently Western Europe's top seller. This tyre is based upon Vredestein's Spider DuoComp. Vredestein has incorporated it's patented Puncture Resistance System (PRS) into the center rolling ridge on this 26 x 1.9 law enforcement tyre and boasts an 80% reduction in flats. The PRS layer is a separately made layer of harder rubber that is vulcanized between the casing and the tread. We'll get into talking about that 80% reduction in flats in a moment. The tyre has a smooth, firm, center rolling ridge to reduce rolling resistance, and knobbies on the side to increase your traction during your off-road adventures. Vredestein's tyre construction is unique. Instead of using the typical woven casing material, Vredestein constructs their tyres using an extremely flexible, seamless, diagonally-wound, 2-ply casing. Vredestein states that this all adds up to a very supple, responsive and predictable tyre. They were right!

After mounting the tyres, I inflated them to the recommended 65 psi and started off. I had to stop twice shortly into the first ride because I couldn't believe that these tyres were holding 65 psi. The tyres were amazingly shock absorbing and forgiving. I immediately realized that it was the supple qualities of the tyre that I was feeling, or not feeling! The casings weren't so soft to the point of taking away and absorbing my energy; it's just a very enjoyable, controlled ride.

The center rolling ridge did just what I thought it would. It was very quiet and fast on the road. The shock absorbing qualities were just as evident during stair climbs and descents, curb climbs and descents, and

The tyre has a smooth, firm, center rolling ridge to reduce rolling resistance, and knobbies on the side to increase your traction during your off-road adventures.


other obstacles that seem to find their way in front of a police mountain bike. To see how the knobbies on the sides would react, I went into some panic stops, quick turns, and high speed cornering on the roadway. I completed all of these exercises with the same degree of trust that I have on my current "kevlar cross" tires. But off-road is where I really noticed the benefits of these tyres. Diagonally negotiating hills and riding parallel across the slope of a hill were both no problem at all. The knobbies on the sides provided me with the traction to hold my line through the hills, while the center rolling ridge helped lower my rolling resistance. My partner, riding on the "kevlar cross" tires, could not hold the same lines I did. It also handled soft, off-road terrain well as it did small sections of mud. I got a little loose in the rear end once, but I believe that was mainly due to my incorrect weight transfer and not the tire. Flat out, open road speed appeared to be just as fast as my partners.

Now, to that 80% reduction in flats! Well, I rode this tire through every bit of broken glass, roots, rocks, and any other homicidal debris I could find. I also rode this tire into curbs with the sidewall, on the sidewall, headon. I tried to flatten it, but couldn't. I'm sure eventually I'll catch something through the sidewall, if I try hard enough, but the PRS really

works.

I heard some concerns at the last POB Conference in Nashville that the tyres were heavy. Well I compared their weight with that of some other commonly used tires in the police mountain bike community. Here are the results: Avocett Cross - K: 695 grams; Continental Town & Country: 800 grams; Continental Country: 630 grams; Performance AT-XK: 760 grams; Ritchey Speedmax K: 590 grams; Panaracer Mach SS: 540 grams; Vittoria Police Tire: 900 grams and the Vredestein Special Edition Law Enforcement Tyre: 850 grams including the PRS. Not too bad, considering the PRS layer. Don't get me wrong, those other tires are all excellent tires but these are truly unique.

In addition to the excellent features and performance of this tyre, Vredestein offers a great guarantee. If any Vredestein bike tyre does not meet your expectations for quality and performance within 30 days, you may return it for replacement. All Vredestein asks is that you replace the tyre with one of equal or greater value and that you pay the difference for the upgrade. You must submit the original receipt and a letter explaining why you were not satisfied. I don't know of a similar guarantee on a bike tire. The tyre is available through the IPMBA Product Purchase Program explained elsewhere in this IPMBA News. It is an excellent value for IPMBA members at \$18.00 each. Retail prices on this tyre would be about \$40.00 each.

Suggestions for the manufacturer: none! But we'd love to have some members join us from Holland. 

Product:	Vredestein Special Edition Law Enforcement Tyre
Reviewed By:	Cpl. Andy MacLellan Baltimore County P.D. (MD)
Available from:	Veltec Sports, Inc. WWW site: http://www.vredesteinusa.com Inquiries Only: 1-800-578-5790
Price:	\$18.00 each plus shipping IPMBA Product Purchase Program Only

EMS Course a Success

Continued from page 1

load placement, equipment carried, and personal safety considerations. Once outside, a basic cone course was given, starting first with no additional weight. As skill levels increased, weight was added to each bike. Time was spent learning slow speed skills, which are extremely important for FMS bike teams because of large crowds at special events. Both on and off-road rides were done to learn skills

necessary for the varied terrains that may be encountered. On-road rides

tests. After the testing was completed, the instructors asked the class for in-

"This [is] a great course for any EMS department looking for a cost-effective way to provide emergency medical services in a crowded or congested environment. [This] will prove to be as effective for EMS on bikes as [the PC Course] has proven to be . . . for law enforcement."

- Edward Brown, PCI 178

put on the course curriculum. Consequently, this class was a learning experience for both the instructors and the students. By using the class's input, small changes to the

were done with and without added weight.

Much like the PC course, class ended with final written and practical

curriculum can improve it for next year. With IPMBA's proactive stance, the EMS/SAR branch can grow into a much stronger component of this organization.



Have Gun...

Continued from page 1

box, which the gun was in, was made of steel. That didn't phase her a bit; she continued to point out that my suitcase was soft-sided. I informed her that I'm very familiar with the federal regulations and know that they state that a firearm must be in a locked, hard-sided case, made of wood or metal. She told me I was wrong, and that I would not be allowed on the flight with the weapon packed as it was! Upon hearing this, I took out the strongbox and showed her that it met and exceeded all of the federal requirements. To which she just walked away! I asked her where she was going, but she just began assisting another customer.

Her supervisor must've overheard us, since he motioned me to his counter. While I hauled my suitcase to his counter to repack everything, my partner, Gene Miller (IPMBA's Education Chairman), explained the situation. He reiterated the clerk's statements, claiming that the firearm was improperly packed. I repeated that we were very familiar with the federal laws and knew that he was incorrect. After the clerk

claimed familiarity with the statute, Gene asked him if he had it in writing. He went behind the counter and pulled out the documentation, only to find exactly what we'd been insisting all along. Then, to my amazement, he said "I know it's in here... I just can't find it." He had proven himself wrong but was unwilling to admit it!

While still believing himself to be right, he said "we'll let you on the plane today anyway." Now wait a minute, I thought, even though you supposedly know that I'm wrong, you're willing to chance your career and break a federal law? That's when I realized that he knew that he and his clerk were wrong, and that he just wasn't willing to admit it. I didn't want to argue with him anymore because I just wanted to get on the plane. But before leaving, I did tell him that I wanted him to send me documentation proving his point, after I returned from Nashville. I'm still waiting.

A pretty nasty little story, huh? I'm sure that most of you are thinking "hell

if I'm ever going to fly TWA." Well, every cloud has a silver lining. I've told you all this story to show that some companies are willing to step up and do the right thing. It took them some time, but I received a very nice letter from Jill Swaya at Sea-Tac's Customer Relations department. The letter gave a complete and detailed apology. I also talked to Jill on the phone, and it was obvious she was embarrassed for her entire operation. After talking with her, I was convinced that TWA was sorry about what had happened. Even though I'd had a bad experience at Sea-Tac, I was satisfied with how TWA took care of it. At one point, I was ready to urge all of you to boycott TWA, but no longer. When an employee did something stupid, TWA's administration was happy to step up and rectify it. I have every intention to patronize TWA in the future and I encourage all of you to do so, as well. If they do something wrong, I also encourage you to bring it to their attention. And, if they do something right, be sure to let them know that as well!



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Panama City Hosts its first IPMBA Police Cyclist Course

By Officer Steve McCauley

University of Colorado Police Department (CO)

I recently returned from a two week trip to Panama, where the first Panamanian Police Cyclists were trained in the basic PC class as taught in this country under IPMBA standards. Two Border Patrol Agents from Texas assisted in what turned out to be a successful, well-received event.

The trip began on a sour note, as the plane from Denver was grounded. I missed the Panama flight and arrived a day late. This worked out in the end, as Border Patrol Agents Pete Ibanez and Brent Perley spent the entire first day working on the bikes. The (il) patrol bikes had been sent to ICITAP (International Criminal Investigative Training Assistance Program) in a sorry state, and every bike needed attention before being ridden. Once class had begun on Tuesday, we went fast and furious through most of the regular BPC

curriculum. The students were 45 Panamanian National Police who had been selected to be the first police cyclists working in Panama City. The effort was funded by ICITAP through the Department of Justice. "Cy-Cli-Stat!" was the scream we would hear every morning, as students would exercise their military formations: marching, chanting, and running (if they had screwed up). We spent at least an hour each way every day commuting from downtown Panama City out to the training facility near the airport. It was only ten miles, but the traffic was, to say the least, bad. The students were always standing in formation, doing their military thing when we arrived, and were not released from formation until they had been inspected and blessed by several different important people. Needless to say, we were treated with great respect by the students, who feared running and push-ups (the punishment for any poor performance). We improvised and used rocks instead of traffic cones for slow speed riding drills, and we did traffic rides in the area outside the training compound, even though there wasn't much traffic.

It was on one of these rides that I saw a stadium-type structure which I was told was the "Velodromo." Needless to say, we went straight inside for an inspection. There was a group of fellows playing soccer on the interior of the track who were, to say the least, surprised to see us as we paraded through with 25 mountain bikes. We proceeded to learn what it took to ride on the high speed track. This wasn't only a great place to practice riding skills (shifting gears, etc). It was also a hoot, as we had relay races and all kinds of fun exploring the limits of 26 inch wheel knobby tires on 45 degree banked concrete. Yes, there was some road rash, but nothing was broken, and no trips to the hospital were needed. The velodrome was left over from the 1976 Pan-American games and was headed for a state of disrepair. I later spoke with a local bike distributor, who was attempting to take it over from the government and begin remodeling.

We made it through the first week of class into the weekend, where we took a trip to the canal to see the locks, etc. Then we proceeded to a big bike ride with about one hundred people on Sunday. The same local distributor mentioned above offers a supported ride every Sunday; this

week only 100 showed up, since we were doing the hardest ride of the year: a big 12 mile hill climb outside of town. It really wasn't so bad, except that the temperature was close to 100 degrees. All sorts of folks showed up, on everything from 4500 dollar, full-suspension bikes, to worthless pieces of junk that almost got their owners killed on the descent back home. It was quite a site as we went with police motorcycle escorts, an ambulance, support vehicles, a bus and a guy riding a high wheeler for the first few miles. Things went well on the climb, with only a few people having to catch a ride on the bus. The ride back proved more interesting, as several people found their limits over on the side of the road. I came up on one of the crashes right after it happened, and found several people attending to this young man laying in the bottom of a ditch which was about four feet deep along the side of the road. His junk bike was bent in all the places you would've expected it to've been after having been in a head on collision. He was not moving, though the people helping him were trying to change that, as they pushed and yelled for him to "get up!" I yelled at them to stop and to not move him, but the brave soul suddenly came to life and sat up. I told them to be careful with his neck, which was interpreted to mean, "grab-his-head-and-move-it-all-around-to-see-if-the-neck-is-still-holding-on-to-the-head." In the end, he climbed out of the ditch, clothes torn, road rash, etc., and climbed on to the bus. I am quite certain he still didn't really know where he was.

The next week of class went even better than the first, and we ended up with all 45 students graduating in what was the most impressive police cyclist class graduation I have ever seen. There were pins, medals, and certificates, and the minister of the National Police arrived with his full compliment of body guards to offer a speech and congratulations. Outer perimeter patrols were launched, with officers in fatigues carrying M-16s, and the body guards took up positions to guard the jefe. He walked up and ordered me to sit by him, in perfect English, saying I had "earned it." I accepted, of course, but knew I was in deep

water if someone decided they wanted this guy right now, since I had no weapon, no vest, and would never be forgiven if I did not throw myself in front of the threat to protect someone who appeared to be a VIP in Panama. But everything went well, as students demonstrated contacting suspects on their bikes, including chases with running dismounts. We had a big party later that evening. The stu-

TRIVIA ON PANAMA:

Population:	2.5 million (1.5 in Panama City)
Average police officer pay to start:	\$.350 a month
Average age of Police Cyclists:	25
Number of those which own their own bike:	3 or 4 out of 45
Average cost to rent an apt in P.C.:	250 a month
Cost to pass through the Canal:	100,000 dollars
Currency:	The U.S. dollar
Number of Panamanian National Police:	14,000 (about 1/2 are former P.I.F. who were not loyal to Noriega)
Army:	There presently is none
Bribes:	Apparently commonly accepted (has something to do with not being paid much I would guess)
Hot Spot:	Columbian border where the jungle is thick and Columbian rebels cross seeking refuge from hit-squads that are trying to find them.
Hot Snakes:	20 or 30 varieties according to one of our hosts
Unemployment:	13%
Bike Shops in P.C.:	4 that I could find
Best Food:	Fresh fruit, fresh seafood, fresh coffee
Water:	Potable right of every faucet anywhere

dents were very thankful for the instruction and were some of the best people I have met in a long time. They were scheduled to begin work in three different districts of town as I write this, and Ojala ("god willing"), no one will get hurt. All in all, it was a big success.

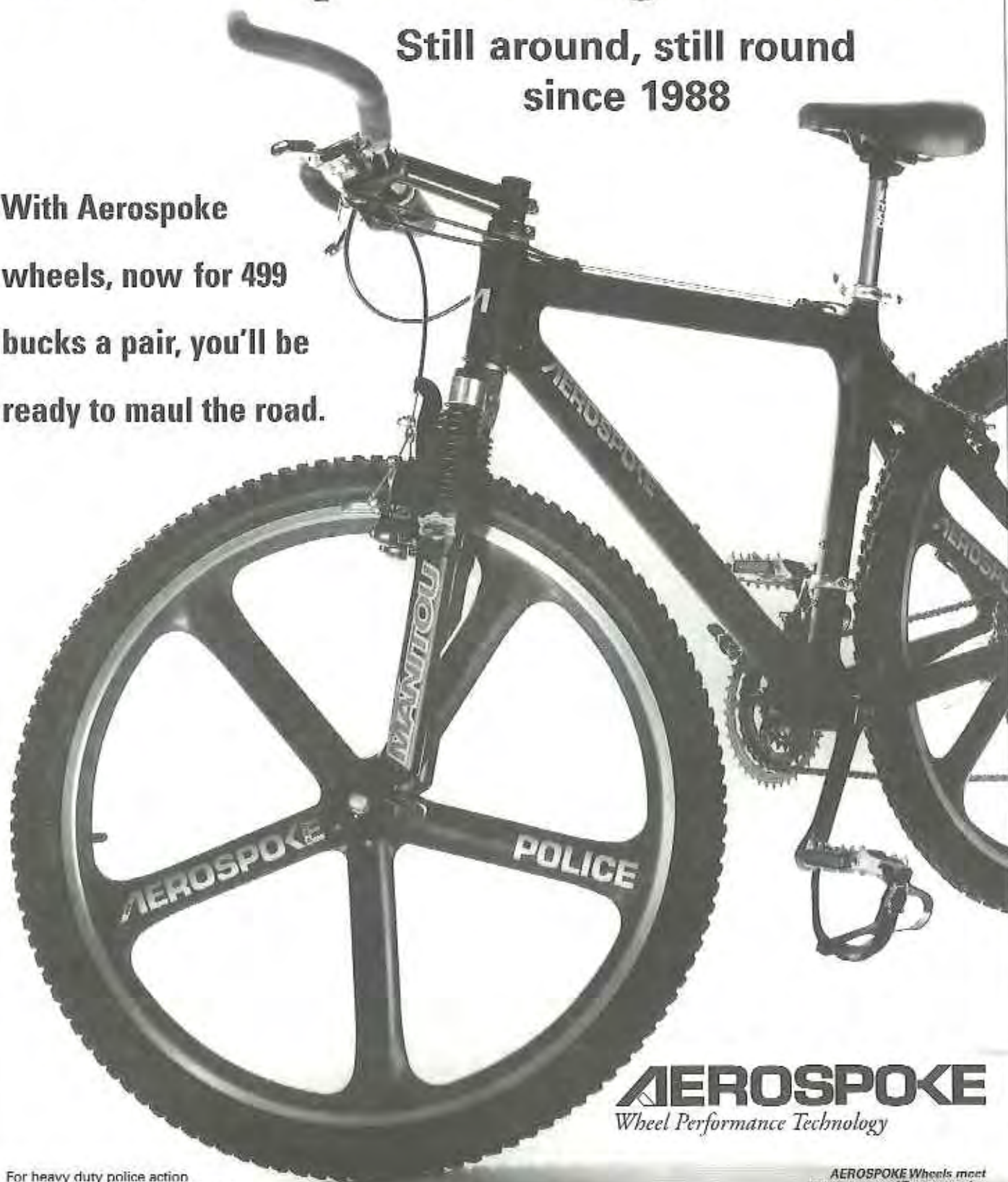
Huge thanks to Tom Woods who made this trip possible for me. You are the man! A slide show is available for viewing, hope to see you all soon.....



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By Office Stuart Bracken
Tacoma Police Department (WA)
IPMBA's Sgt. at Arms

Some IPMBA members recently put together a video, and included the following phrase at the beginning: "Made in conjunction with the International Police Mountain Bike Association." IPMBA's name and logo are copyrighted, and as a result I felt that some sort of information should go out to the membership so that there

IPMBA Copyright[©]

would be no further misunderstanding on this issue. Only the Governing Board can give permission for anyone to use the IPMBA name or logo. The members mentioned above had given one copy to the board and education committee, but without any clear indication that they had intended to seek permission for that beginning phrase.

IPMBA is constantly looking for new ideas and new ways of doing things. Police cycling is still relatively young, so new ideas are always proving useful. The Board encourages the membership at large to create training tools relevant to police cycling, whether in written or video form. We also encourage you to submit your finished product to possibly be added to IPMBA's training library. This will allow for you to spread your training ideas to the membership as a whole. If you receive written approval from the Board, your training tool will have greater credibility. Just remember, you can't add IPMBA's name or logo until you've submitted your item and had the IPMBA name and logo inclusion approved by the Board.

Approval is not an overnight process. Just like any other organization, we're very cautious and concerned about our liability. To survive, we must protect ourselves. There are people out there who might expect us to have deep pockets, and if injured, might seek legal recompense. Yes, even bike cops might do that. Just ask the Washington State Training Commission, who had an officer injured during a competition. They had no fun dealing with that. Do not misconstrue us; we're not averse to new training methods. On the contrary, we will approve only the best items to help protect our members while they're out there fighting crime.

So if you who have training aids for which you'd like the IPMBA stamp of approval, send them to the Board! We're always receptive to new training ideas.



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IPMBA's Product Purchase Program

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, they cannot accept Purchase Orders in order to keep your discount. When you call or write, you must also provide them with your IPMBA Membership Number, in addition to your form of payment. Negotiations are continuing with other companies at this time. Keep your IPMBA membership current and watch for the Product Purchase Program column in each IPMBA News. Any questions or suggestions can be forwarded to IPMBA News Editor Andy MacLellan via E-mail at andymacl@aol.com.

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Hi-Tek Racing 1-203-378-5210 7365 Main Street, 183 Stratford, CT 06497 HITKRACE@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/hitekkrace
Maxit Design Inc. P.O. Box 1052 Carmichael, CA 95609 800-55-MAXIT Fax: 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.

IPMBA Web Site

Look for IPMBA Info on the World Wide Web. You can access it through the League's address at: <http://www.bikeleague.org>

Also, please send in your e-mail addresses to LABipmba@aol.com for our "IPMBA On-Line" feature!! Look for IPMBA On-Line to return in the November/December issue. Thanks!

Think Now About Continuing Your Support of the League

By Jennifer Horan
Director, IPMBA

The League of American Bicyclists. As a member of IPMBA, you are also a member of the nation's leading organization of bicyclists. If you haven't had the time to keep up with the League's work by reading *Bicycle USA*, the quickest way to sum up what the League has done in the last year is with one word: impression. The League has made a lasting impression on Capitol Hill, on the bicycle industry, and on bicyclists across the country. Improvements for bicyclists could very well happen in your town because of the League's efforts on ISTEA. The bicycling industry is interested in and supportive of our strides in bicycling education — educated cyclists are cyclists out there riding (as you know), and there-


You know the benefits of bicycling on a level that civilians do not.

fore buying bicycles! And bicyclists support the League's efforts. The League is here solely for bicyclists. Creating "healthy communities and the freedom to ride." Nothing says it clearer than the League's vision statement.

So why is the League important to you? Think about this: hasn't your love of bicycling evolved or even begun while on bike patrol? Will you really be leaving your personal bike in the garage when you no longer bike at work? According to a survey of conference participants that had over 200 responses, 98% of you will remain bicyclists for recreation or commuting!

What the League does is very important to your continued enjoyment of bicycling. You know the benefits of bicycling on a level that civilians do not. For this reason, the League needs you. Your perspective is valued now, and will

be equally valued down the road, when you've hung up your riding shoes at work. Be a part of the League's progress by retaining your membership with the League. Take what you've learned as a bike cop, and what you've been called to do for your community regarding bicycling (from educating kids, to giving citations to bicyclists breaking the law), and continue to support what the League is all about: educating cyclists, motorists, children and police.

Membership with the League is \$30.00. If you have any questions regarding membership, please call Flissa Margolin, membership director, at 410-539-3399 ext. 222. 

IPMBA News

Newsletter of the
International Police Mountain Bike Association
A division of
The League of American Bicyclists
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Submissions are welcome and encouraged. Please send to: IPMBA News, 190 W. Ostend Street, Suite 120, Baltimore, MD 21230-3755 ext. 223; or fax to 410/539-3496.

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IPMBA BOARD

1997-1998 International Police Mountain Bike Association Governing Board

The elected board serves a three-year term.

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PCI Corner

IMPORTANT ANNOUNCEMENT FOR THE 1998 POB CONFERENCE

Any instructor who is a PCI2 and has completed the PCID course - we want you! We are looking for quality instructors to teach the Police Cyclist Course in Tacoma. Here is your chance to teach at the National Conference. Please send in your resume to PC Course Coordinator:

Stuart J. Bracken
16208 Griffin Dr. E.
Puyallup, WA 98373

Resumes must be received by October 31, 1997 to be considered.

If you've instructed at the National Conference in the past, your resume is still on file. There is no need for you to send one in, but please send in a letter of interest.

Invitations with details of what's involved with teaching at the National Conference will be sent out the first week of January, '98.

Anyone Wanting to Become a PCI
As of June 30, we were accepting old applications, as long as they were accompanied with the new \$125.00 fee. As of October 1, we will no longer be accepting the old applications. If you have any questions as to whether the application you have is old, the new application packet has a blue cover sheet, and on the bottom of that cover sheet appears "Revised 5/97." Any questions, please call 410-539-3399 ext. 223.

The Complete Guide to Police Cycling is the Official Text for the PC Course

Just another friendly reminder to all PCIs and PCI2s that IPMBA's publication, *The Complete Guide to Police Cycling*, is the official text for the *Police Cyclist™* Course. **PLEASE allow 4-5 weeks for mailing the books! We cannot guarantee an order to be mailed prior to those 4-5 weeks!**

Philly Bike Patrol Runs Program for Kids

The Philadelphia Housing Authority Police Department will have trained over 100 children in its Junior Bicycle Patrol Program this summer. The program teaches young public housing residents about bicycle safety, bicycle riding skills, drug and crime prevention, physical fitness, field trips, and careers in public safety. Since its inception two years ago, the program has trained over 300 children. Aside from the educational purposes, police intend for the project to improve relations between police and public housing youth. A phone number for the PHAPD is 215-684-4626.

-Excerpted from the *Bicycle Retailer and Industry News*



Now they see you, now they don't.

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.**



A simple attachment called the "Anywhere Bolt"™ permits riders to mount Lightman practically anywhere - reflector brackets, cargo bags, saddle bags, seatposts or any size frame.

A simple attachment called the "Anywhere Bolt"™ permits riders to mount Lightman practically anywhere - reflector brackets, cargo bags, saddle bags, seatposts or any size frame.



Remote switch models are available in single and dual strobe versions. A cordless Lightman strobe is also available which can be worn on clothing, bike helmets, duty belts or mounted anywhere on your bike. Available in your choice of colors (red, blue, amber, clear or green).

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Contact your local public safety or bike dealer.
For more information, call:

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1-800-840-9332**

Lightman kits are also available for use in emergency traffic control, marking Medevac helicopter landing zones, fire and EMS applications. We request your thoughts and suggestions for serving you better.

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

Don't miss out!

Come next year!

*Work with your unit's
budget NOW!*

TACOMA, WASHINGTON
is the host city for the
**8th Annual Police on Bikes
Conference
&
Product Exhibition**

The dates:
April 30 - May 2, 1998
Police on Bikes Conference

April 26 - 29
Pre-conference Training

BE THERE!

Important Announcement:

IPMBA is moving!

As of October 31, 1997,
IPMBA's new address will be:

IPMBA/LAB
1612 K St., N.W. Suite 401
Washington, D.C. 20006

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.*
- *IPMBA's new phone number will be announced in the next issue.*
- *If you're in D.C., please stop by the new headquarters!*

- Emergency Medical Services Course
- Traveling with Your Weapon: A Story
- Product Review: Tires, or Should We Say "Tyres?"
- PCI Corner: Important Information for PCIs
- Police Cycling in Panama

INSIDE:

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