

BIKE TO RUN TRANSITION

By Heiko Bornhoff, Police Officer with the Calif. St. U. Police, at San Diego State University (CA)

You are working a bike patrol beat in downtown. A call comes out over the radio "Officer needs assistance, cover now, 7th and Ash St." You are at First and Ash St. You throw your bike in a high gear and start cranking those pedals to assist on the call.

Five blocks later, you're almost there, the legs are pumping, and the adrenaline is flowing. You arrive at 7th and Ash and see the officer on the ground struggling with the suspect. When you're about 20 feet away you make a clean dismount and toss the bike down (on the left side as to avoid damage to that "XT" derailleur) and start to run up to the fight.

You take two steps and fall to the ground. You didn't trip, you just fell. "Wait a minute! Where are my legs?" You get up and reclaim ownership of your legs and arrive to assist the officer and arrest the suspect. Now imagine that you draw your duty weapon after you dismount and then you take those same two steps and fall. This has now become a very hazardous and dangerous situation. The problem is that your running gait has been effected by that all-

out sprint on the bike.

If you haven't already experienced this situation, go out to a field and sprint your bike for about 100 to 200 yards as fast as you can to get from point "A" to point "B". Get off of the bike quickly and (try to) run twenty yards. Make sure you attempt to mimic real life conditions by pushing your high gear on the bike to get your quads sufficiently "pumped up" and go immediately into the run - no leisurely walk into the house to get on your shoes, get a drink of water, stretch, etc. By trying this exercise, you will see that your running gait was tremendously effected by the cycling mechanics. (Make sure you at least dismount and run in a grassy area, because you may be pulling clumps of lawn out of your mouth)

Running and cycling are two very different activities. The body position in cycling is closer to climbing stairs than it is to running. Although both primarily use the legs for locomotion, they utilize the leg's musculature differently. This fact can cause problems in switching from cycling to running. In the bike to

See "Transition" on Page 5

Rochester, New York:

Host to the Successful 6th Annual Police on Bikes Conference

1996'S POLICE ON BIKES CONFERENCE IS OVER. With much gratitude to the Rochester Police Department and their fine city, the conference was a great success. Thanks Lt Ray Miraglia, Officer Dave Minnick and crew! Well done. We look forward to seeing the Rochester crew and everyone who attended this year's conference in Nashville, Tennessee, next year!

This year was the second time that the PCI Development Course was offered. We'd like to take this opportunity to recognize those who took the course. They were: Al Belanger, Alberta, Canada; Frank Dimes, George Washington University (DC); Darnell Douglass, George Washington University (DC); Jeffrey Glaude, West Hartford PD (CT); Artie Gonzales, Topcka PD (KS); Bruce Hopfengardner, Centerville PD (OH); Shane Kizer, Denton PD (TX); Don Lane, Denton PD (TX); Paul Melanson, West Hartford PD (CT); Tom Northwell, Chicago PD (IL); Stephen Saunders, City of Cincinnati Training Section (OH); David Simpson, City of Cincinnati Training Section (OH); Kathy Vonk, Ann Arbor PD (MI); Edward Yescott, West Hartford PD (CT); Robert Zaino, Everett PD (MA).

Premiered at this year's conference was the Maintenance Officer Certification Course. A well recieved, informative, course, this "MOCC" program has found

a home at the annual POB Conference. Come next year!! By being a certified "MOCC" officer, you can receive special deals with manufacturers. We'd like to take this opportunity to recognize the first officers to take this course: Max Estremera, Cuyahoga Community College PD (OH); John Fox, City of Poughkeepsie PD (NY); Joseph Gagliardi, Orange Town Police (MA); Paul Landstrom, (NY); Thad B. Main, Town of Manlius (NY); Paul Pitts, Coral Gables PD (FL); Jim Roy, Topcka PD (KS); Osborne Taylor, Colonial Williamsburg (VA); Carlos

See "Conference" on Page 5

INSIDE

Chair's Column	2
Product Review	3
IPMBA Notes	4
IPMBA On-Line	6

Next Issue: "Tech-talk" returns, a column from the Education Committee, and more details about next year's conference in Nashville, Tennessee.



IPMBA NEWS

Official Newsletter of The International Police Mountain Bike Association



Bike Cops Should Use Their Unique Opportunities with the Public to Educate

As I write this it is one month to the day that I had to respond to a call where two brother officers were gunned down outside one of our district stations. Both head shot, one dead, one severely wounded, the perpetrator was killed at the scene. The following is what I had scheduled to write for this issue of IPMBA News.

You've heard me and many others talk about what a great tool the bike is for everything from patrol to communication with citizens. From personal experience I'm sure most of you know that people, meaning the working public, tend to be a bit more receptive and open to what we have to say then when we drove patrol cars and wore traditional uniforms. Because of this I believe we have a responsibility to tell citizens that crime does exist, as opposed to the old method of telling them it's OK to do dumb things and that we'd make up for it with patrol. I take advantage of every opportunity I get to talk with a citizen who believes the police are omnipresent and that they, the citizen, have no responsibility whatsoever for the safety of themselves or their property.

This personal method of operation was created because I grew frustrated with crimes that occurred over and over that could have been prevented. Some of those crimes were: thefts from autos, grand theft autos, and thefts from buildings. As you know, all these crimes are preventable if the customer is educated properly. The reason for widespread citizen ignorance is that for decades law enforcement officials have responded to citizens complaints about crime in a reactionary fashion. When a citi-

zen complained about cars being broken into the police calmed the customers fears by telling them they would put more police patrols in the area. The problem temporarily subsided but it always returned.

The reason it returned was because no one investigated why the crime happened. The focus of the investigation was on who did the crime, not how the problem could

This personal method of operation was created because I grew frustrated with crimes that occurred over and over that could have been prevented.

truly be solved. The primary reason this type of thing was perpetuated is because enlisting the help of the customer denoted a weakness or an inability for law enforcement to do their job. So instead of telling a complainant they can't leave a \$300 radar detector on the dash of their car we told them we would step up patrols in the area. Then, when this second crime of opportunity happened the complainant was convinced that "cops are lazy and don't do their job".

Every time a crime occurs it is a failure of the law enforcement system, catching criminals after they've done their crime is bad fiscal business. In today's society a petty thief will routinely cause \$1,000 in damage and loss of property for each offense. Even if he only breaks into one car and is arrested, his bill for trial and incarceration will exceed \$5,000. We all know what the chances of recovering that kind of money from an out of work thief is: nil. If the victim of the crime had been educated

that he or she takes a risk every time they leave items inside their car and that if they're victimized after presenting such an opportunity they are at least partially responsible for their problem, the crime could have been completely avoided, thus a savings of \$6,000.

Now I realize I used a rather simple crime but this thought process transcends just about every criminal endeavor you can think of. Don't be afraid to tell citizens they have to modify their behavior in today's society. The stigma of inefficiency is far worse if a customer is victimized by a crime than if you tell them how to avoid it.

There are two final points I'd like to make about this kind of education process that reduces crime and police dependence. In the future "Corporate America" will assist us in educating the public about their responsibilities, those corporations will be insurance companies. I predict in ten years insurance companies will not pay claims that involve negligence on the part of the insured. This type of negative reinforcement will serve as learning experience of the general public and will help us immensely. My final point is for anyone who is a police manager. Don't you believe for one second that we're going to win this "war against crime" without telling the customer what they can and cannot reasonably expect to do in today's society. If you think we can continue to keep them in the dark and handle this thing all by ourselves, I got news from the trenches, General, it ain't gonna work, let's try something else.

Until next time my brothers and sisters, please don't let the bad guys or the pavement magnet get ya and live every moment like it was your last.

- Allan

International Police Mountain Bike Association Governing Board

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

Sgt. Tom Northfell,
National Conference Liaison
Chicago Police Department
1121 S. State St., Rm. 601
Chicago, IL 60605
312-845-8280
(term expires Spring '98)

Sgt. Tom Woods, Vice Chair
Denton Police Department
601 E. Hickory Suite E
Denton, TX 76205
817-566-8181, 8188
(term expires Spring '98)

Officer Gary McLaughlin,
Newsletter Editor, West
Sacramento Police Department
813 6th Street
Sacramento, CA 95814
916-264-5392
(term expires Spring '99)

Cpl. J. Andrew MacLellan,
Newsletter Editor, East
Baltimore County Police Dept.
901 Walker Avenue
Baltimore, MD 21228
410-887-0872
(term expires Spring '99)

PPO Stuart Bracken, Sgt. At Arms
Tacoma Police Department
930 Tacoma Avenue, South
Tacoma, WA 98402
206-591-5952
(term expires Spring '99)

Officer Kirby Beck, Education Liaison
Coon Rapids Police Department
1313 Coon Rapids Blvd.
Coon Rapids, MN 55433
612-870-6481
(term expires Spring '98)

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

The Mac Attack: Shimano Pedals Are a Sure Fit

Product: Shimano M-323 Pedals
Reviewed by: Officer Gary McLaughlin,
 Sacramento Police Department (CA)
Available from: Numerous Bike Shops
 around the Globe
Price: \$90 - \$100 Retail

As you read on you can see that the M-323 pedals were made for police work in mind. Well, maybe not for police work, but they are the best pedal retention system for police work. I have used mine for the past two years. The SPD side locks you into your bike, the comp pedal allows you to dismount.

SPD stands for Shimano Pedaling Dynamics, the unique attachment system developed by Shimano. The system is based on a 1½ inch wide, cloverleaf-shaped plate called a cleat bolted to the rigid sole of the shoe. On touring and mountain shoes, it's recessed below the sole surface for easy walking.

M-323's have a forged aluminum pedal body, like toe-clip styled pedals have, and a cage that was taken in design and style from the XT - Comp pedals. M-323's use standard cup and cone race construction with loose ball bearings. The aluminum body has an oversized center, in the form of a platform for the SPD cleat retention mechanism to be bolted into. Shimano M-

323's weigh 520 grams and have 8 degrees of float on the clipless side.

Single-release SPD cleats and multi-release SPD cleats engage when you step onto the pedal. Single-release will release when you swivel your heel outward. Multi-release SPD cleats will release when you lift out at an angle or swivel your foot.

Try your new clipless and pedals before you venture out to work:

1. Practice engaging and disengaging while straddling your bike, at least ten times with each foot.
2. Learn which foot you're most comfortable disengaging and put that foot down first when you stop.
3. Before your first real shift, practice engaging and releasing while riding at slow speed in an area with no traffic.
4. Plan ahead and release your foot about five feet before you want to stop. Plan at least five feet for every five miles per hour on any dismount.
5. Practice disengaging and going to comp pedal at least ten times with each foot.
6. Always disengage and go to comp pedal with both feet prior to any dismount.
7. Start with the spring tension in an easy position until you get used to the clipless. As time goes on, you will want to increase the tension.

I have to give this pedal six out of six Mac Attack Bullets. ☐

ZAP
 ELECTRIC BIKES



Made in the USA • Patented
 Pat. #5,491,390 • Other Patents Pending

Top Speed: 20 mph Range: 20 miles
 Without pedaling. Varies with user input and riding conditions.



Police PowerBike™
 ZAP Crime With this New Electric Powered Police Vehicle!



NEW!!!
Quick Release Battery System
 ► Exchange discharged batteries with freshly charged ones in less than 15 seconds for 24 hour operation.

- Shorten Your Response Time
- Save Your Energy for Crime Scene
- Silent Operation for Added Stealth
- Pursuit Headlights and Siren
- Zero-Emissions, Energy-Efficient
- Reflective Police Emblems
- Rear Rack with Panniers
- Complete Bikes, Easy-to-Install Kits

FOR MORE INFORMATION CALL (707) 824-4150

ZAP Power Systems

117 Morris Street, Sebastopol • California 95472 USA TEL (707) 824-4150 • FAX (707) 824-4159
 E-Mail: zap@uhm.com • http://sonic.net/zap/

IPMBA Notes

1996 Police on Bikes Conference and Product Exhibition
IPMBA would like to thank this year's exhibitors:

Alpine Joe Sportwear
Bausch & Lomb Inc.
Bratwear
Cascade Wear Ltd.
Choice Marketing Inc.
Eastman Kodak Company
Fuji America
GT Bicycles
J. Marcel/Olympic Uniforms
Michaels of Oregon Co.
MV Community Policing System
NiteRider
Patrol Bike Systems
Polar Electro Inc.
Raleigh USA Bicycle Co.
Shimano American Corp.
Spinergy
Trek USA
Visibility Systems
Werner Works/Pro-Tuff
Zap Power Systems

EDITOR'S NOTE

By Corp. Andy MacLellan, Baltimore County PD (MD)

Yes, It's me. Somebody mailed me an article which I had every intention of putting into this issue of IPMBA News. There's only one problem, I misplaced it. If it was you and you don't see your article in this issue, please call me or fax me or mail me this article. We have a couple of articles on hold now, that we received to late for this issue. I'll check it against those and I promise not to do something so goofy again! Write in!!

Mission Statement for IPMBA established by the Governing Board

The mission of the International Police Mountain Bike Association is to promote and advocate education and organization for public safety bicyclists.

IPMBA Merchandise

IPMBA's list of available merchandise is growing. Please check out the items with the asterisk - they're new! You can order with Visa, Mastercard, or Discover by calling 1-800-288-BIKE, or 410-539-3399. Call today!!

The Police Cyclist Pin is the perfect way to dress up your cycling uniform. This cloisonne PC Pin will let everyone know you are a police cyclist. Please specify **Silver*** or **Gold**. \$5.00.

IPMBA Caps hide the helmet-head look. They're available in Navy, Maroon, and White. \$14.00. PCIs can order the cap with "Instructor" embroidered around the back. \$15.00.

IPMBA Polo Shirts have detailed embroidery that depicts the simple yet sophisticated IPMBA logo. The shirt is 100% pre-shrunk combed cotton and features ribbed sleeves for a more comfortable fit. The shirts are available in White and Navy. Sizes: M/L/XL/XXL. \$24.95. PCIs can order shirts with "Instructor" embroidered underneath the IPMBA logo. \$25.95.

IPMBA Patches* you asked for them! Round with the IPMBA Logo, these patches are great for jackets or shirts. \$5.00.

IPMBA Mugs keep that late night caffeine warm. 12 oz. porcelain mugs with 22 K metallic gold logo and rim. \$9.75.

IPMBA Firearms Video* was developed by the Tacoma Police Department. Demonstrates useful and important techniques for firearms handling during bicycle patrol. 45 minutes. VHS. \$19.95.

The Complete Guide to Police Cycling* is here!! THE book on police cycling, with 130 photos and at 256 pages, this book covers it all. From information on uniform and equipment selection to start-up info and patrol procedures to technical and vehicular cycling, and much, much, more. Soft-cover and sized to fit in your bike packs. \$17.95

IPMBA Saves You Money!!!

I knew that would get your attention, but, its the truth! Your IPMBA News editors, Andy MacLellan and Gary McLaughlin are currently working on an exciting new program for IPMBA members. The Police Product Purchase Program will allow IPMBA members in good standing to purchase bicycle patrol products at some fantastic prices. We are currently courting several manufacturers that are themselves very interested in this program. Pedal manufacturers, eyewear manufacturers, wheel manufacturers, lighting system manufacturers, and others are currently in negotiation with us to become involved in this program. Watch for a more detailed announcements in the next IPMBA News. One purchase alone could save you enough money to pay for next years IPMBA membership. Don't let your membership slide out from under you. Please renew.

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

Gary McLaughlin, West Editor
Andy MacLellan, East Editor
Jennifer Moran, Design & Layout
Allan Howard, IPMBA Chair

Copyright 1996, the League of American Bicyclists. Reproduction without permission is prohibited. For more information on membership in the International Police Mountain Bike Association (IPMBA), please contact League headquarters.

CONFERENCE

Continued from Page 1

Toledo, ODNR - Cleveland Lakefront (OH); Richard Waugh, Coral Gables PD (FL); Steven Wisenburg, Atlanta PD, (GA).

Check out July/August's issue of *Bicycle USA* for more comprehensive coverage on the successful conference as well as the police on bikes movement. That's the east coast editor's mug on the cover!! ☐

TRANSITION

Continued from Page 1

run transition, many tight and fatigued muscles are utilized to produce new patterns of movement for running.

Switching the necessary muscle groups in your legs from cycling to running is, quite frankly, an unnatural act. The transition between cycling and running is a very unique situation. Triathletes have recognized this problem and situation for many years, and have several transition training techniques that are applicable for us bike cops to use.

Pushing too hard in a high bike gear can devastate your running legs, so try to teach yourself to spin more. You don't want to sacrifice your speed on the bike; learn to achieve the same speed by combining a lower gear with an increased cadence. If your bike sprint cadence is less than 80 rpm, you definitely need to work on it.

At the very least, let up on the real hard gears as you get near the transition area. This will give your legs a chance to get rid of some of the lactic acid that has built up. You can also stand for a few seconds to stretch your back and "heel down" a bit more on your pedal stroke to stretch your calves and hamstrings.

Also use the last 50 - 100 yards to get mentally geared up for the dismount. Start visualizing yourself dismounting and be aware that your first couple of steps are going to be a little shaky. By being aware of what your body wants to do and what it actually does may give you the frame of mind to adjust your body mechanics enough to

compensate and allow you to get your natural running/walking gait back sooner.

Perfect Practice Makes Perfect Preparation is the key to a smooth transition from bike to run. Physically and mentally, the best preparation is to practice a few consecutive bike to run transitions. This can be accomplished by actually getting on a bike and simulating the transition several times; or the next time you're at the gym, get on the life cycle in a high gear for a few minutes and then immediately get on a treadmill. Believe it or not, this unnatural act will begin to feel almost natural if you practice it enough.

This bike to run transition exercise can also be incorporated into a firearms tactical shoot for bike officers. Having officers experience an exertion/stress exercise will better prepare bike officers for the streets. Officers that experience a shooting exercise after being fatigued can evaluate their abilities and know their limitations under real life conditions. ☐

Warrior Wheel Shield



Made In
USA!

For more info contact:
Warrior Designs

Made In
USA!

260 Pineville Rd., Newtown, PA 18940
Tel: (215)598-8047 / 1-800-230-0274

Perfect For Police

- * Lightest mountain bike spoke cover available, under 150 grams!
- * Increases your bike's visibility
- * Provides an aerodynamic benefit.
- * Protects the frame and rear derailleur.
- * Super strong for off road use.
- * Plenty of room for police or department logos.
- * Adjusts to any wheel dish.
- * Easy to install, cogs do not have to be removed.
- * Very user friendly.
- * All for under \$40.00

News from the Rocky Mountain Region

By Officer Steve McCauley, University of Colorado in Boulder, PI) (CO)

During the last four years the IPMBA Basic Police Cyclist class has become the standard in the Colorado, Wyoming and Utah area. In Colorado and Wyoming alone there have been seventeen basic classes that have certified over four hundred officers. The IPMBA class is the POST standard in both Wyoming and Utah, and the class has gained the reputation in Colorado as being "the hard class" in comparison to other free lance training that some departments have sponsored. There are now at least ten certified instructors in the region, with another five instructor candidates in the wings. The Moab Utah Advanced "test" class last fall was also a huge success, giving instructors and students the chance to test an advanced curriculum which will hopefully become the IPMBA standard in the future.

Almost every progressive department in the region has some form of a bike unit, including the small four and officer towns. Many officers are actively involved with cycling clubs in their areas such as the Front Rangers club in Denver, Boulder and Longmont. The Front Rangers use grant and drug seizure money to purchase equipment for "at-risk" youth, and organize events designed to teach those kids how to ride effectively both on and off road. Several of their youth now have USCF/NORBA licenses and are competing at the junior level.

There are also some officers that have become quite competitive in NORBA and USCF events, including a couple of expert riders, Tim Orton from Longmont and Jeff Watson from Durango. Those two are approaching a level of competition that is at the top of the Expert Veteran class of NORBA races in this area. Many officers have realized the direct benefits of racing to their police cycling abilities and are lining up with the pack whenever possible. Some events like the Iron Horse Classic in Durango offer a specific police class for officers to compete in. The Iron Horse has treated police cyclists very well, offering prizes far deeper than any of the other categories.

Thanks to IPMBA, a standard for training and professionalism exists through



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

Bob Carman, IPMBA member from Bcl Air (MD)
rcarstop@aol.com
 JUNO free E-Mail service address
bobcarman@juno.com

Bruce Hopfengardner, IPMBA member, PCI #110 and officer with the Centerville Police Department. (OH)
bruceh@erinet.com

Mark Kcncy, police officer who works on a Problem Oriented Policing (POP) team with Fresno Police Department in Fresno. (CA)
102455.1423@compuserve.com

Dave Leibold, IPMBA member and a 22 year veteran of the Montgomery County Department of Police. (MD)
leibold@pop.erols.com

Brendan Reilly, IPMBA member bicycle patrol officer with the Borough of Leonia Police Department in Bergen County. (NJ)
BumPeR0016@aol.com

Hans Rey leads the group of stunt riders which provide all the entertainment with their incomparable control and jumping expertise. The actors, of course, are beautiful people just made to order (sans body armor) for this sunny beach backdrop in a diversely populated community. But the bikes are gorgeous. Schwinn [9six], 10 bikes with carbon fiber wheels and Lord knows what else hanging from it, besides helmets. I thought the only bike cops running around with \$2,500 units were the White House cops on their Y frame Treks.

If it is reality you like to see, you won't find it here. It's not for utilizing as a role model platform for your kids either, especially if you're already having difficulty getting them to accept wearing a helmet. These professionals wear their helmets according to current speed. If in pursuit, or just in a hurry, you don the brain bucket. When cruising around the Pier you can't look good with a helmet on so atop the rack bag it goes. Oh, I particularly like the episode where a handgun sandsurfs down a drainage ditch only to later have it found at the beach and have the bad guy's fingerprints lifted off of it. These people are way to cool to be cops. Like I said, this show is for vegetation not education.

So, it's Saturday evening, nothing else is going on and you're having a problem finding quality viewing on your basic 50 channel cable system. If you want to mentally checkout for an hour watching excellent bike stunts, nice backdrops and make believe police work, put the tube on USA at 8 and relax. Keep spinning. □

Editor's note: Sgt. Gary Gallinot, former board members and consultant for "Pacific Blue", relayed at the National POB Conference that he'll do his best to make sure proper helmet use is a part of next year's season.

the region. Hopefully Colorado will be a site for a National Convention before the end of the century as it would be a shame for the rest of you to miss out on all this good single track riding! □

McCauley is a Police Cyclist and a PCI; he is also a member of the IPMBA Education Committee.

PACIFIC BLUE

VERDICT: BAYWATCH ON BIKES

By Sergeant Ken Belden, San Fernando PI) (CA)

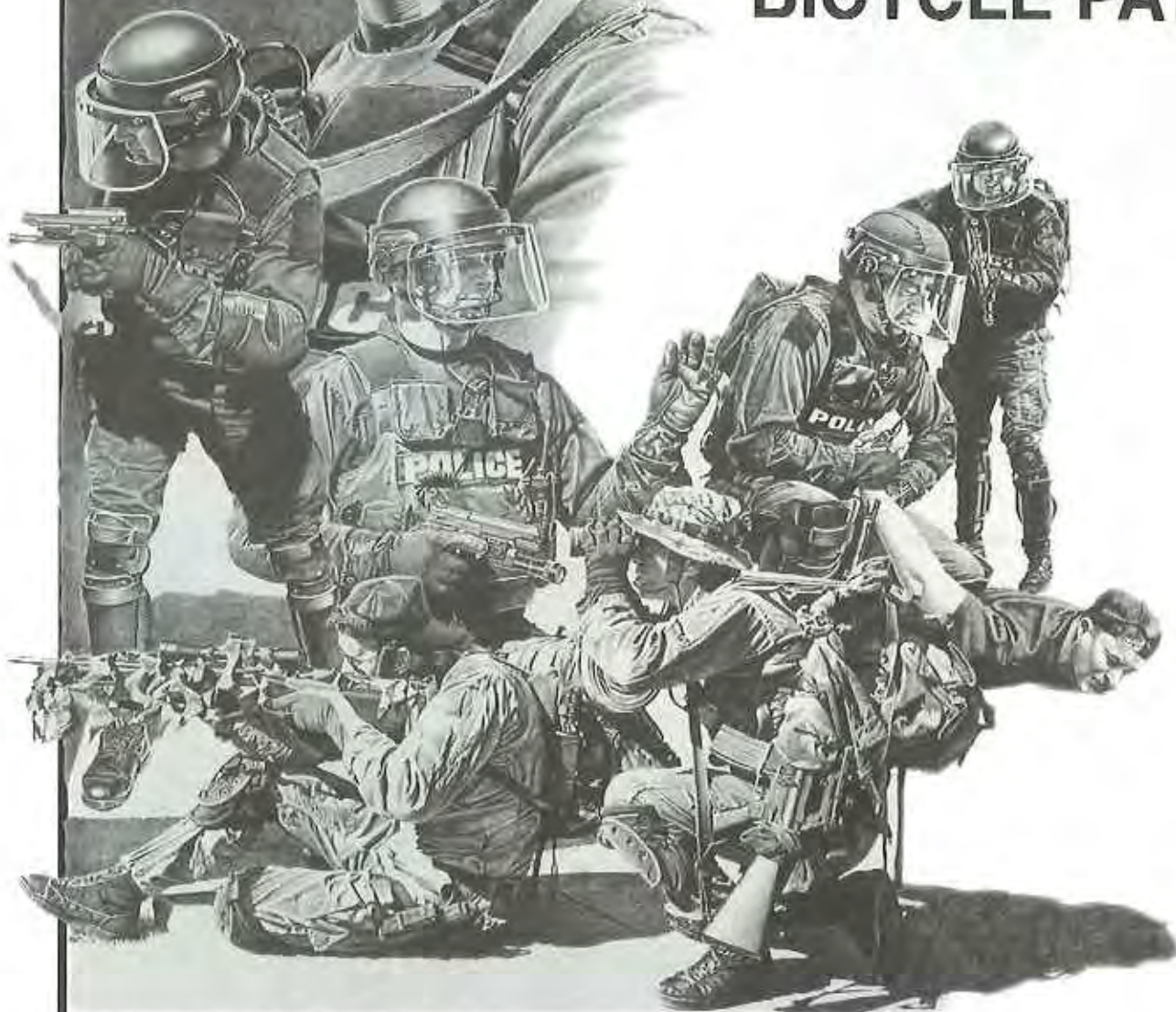
For those of you who are unaware, "Baywatch" On Bikes has been officially released on Saturday evening, 2000 hr., on the USA network. It's called "Pacific Blue". As you've already read, the premise is five bike officers taking law enforcement to the beach community of Santa Monica.

If you are looking for gritty realistic viewing such as "NYPD Blues" forget it. I put this show on the same level as "Starsky and Hutch." A lot of action with nonsensical direction that is quite amusing and a decent distraction from reality. Just as "S & H" thrilled us racing Code 3 to a dead body call (like it was going somewhere), "PI" excites the viewer by leaping a bike off a pier to the sand below or riding a wheelie on a perpetrator's back to stop their flight.

New Eagle

"THE WORLD'S MOST POPULAR
TACTICAL HEADSET"

NOW AVAILABLE FOR
BICYCLE PATROL!



Dick Kramer 1995 © L.A. Goodnow Co., Inc.

NEVER TRUST YOUR LIFE TO SECOND BEST!

CALL ABOUT OUR DEMO PROGRAM & PRICING

PH: 913-582-5823 FAX: 913-582-5820

Email: neweagle1@aol.com

Highway 24 & Madore St., Silver Lake, KS 66539

CRASH

FIRST AID KIT

Never fall down?

Knock on wood and all that — we hope you never do. We also hope you'll never need that umbrella, spare tire or insurance policy, but being prepared sure can make you feel better.

The Crash Pack was designed to be so light and compact that bicyclists can forget about it while they're riding, yet so complete that they'll have every first aid item they might need on the road. Even the most experienced riders know that falls happen, so do insect bites and lots of other minor emergencies that are part of life outdoors. Even if you never need the Crash Pack yourself, you just might have a fellow officer who's awfully glad you were prepared.

Make sure the inevitable won't keep you off duty — ride safe and always carry a Crash Pack!

**SLIDE
ZONE**
inc.

SLIDE ZONE, P.O. Box 781572
SAN ANTONIO, TEXAS 78278-1572
1-800-754-3305
210-344-2835 (SAN ANTONIO)
E-MAIL: SLIDEZONE@AOL.COM



MARK YOUR CALENDAR!!
MAKE ARRANGEMENTS WITH YOUR BUDGET PEOPLE NOW!!

IPMBA and the Nashville Police Department

present

**The 7th Annual Police on Bikes Conference
and
Product Exhibition
May 1 - 3, 1997
Nashville, Tennessee**



A Pre-Conference IPMBA Police Cyclist Certification Course
April 27 - 30, 1997

- Training you can receive nowhere else
- Important, Informative Workshops
- Networking Opportunities
- Educational Discussion

Preliminary information will be in the mail to you soon!

International Police Mountain Bike Association

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

NON-PROFIT ORGANIZATION
U.S. POSTAGE
PAID
BALTIMORE, MD
PERMIT NO. 7769