



IPMBA NEWS



Official Newsletter of The International Police Mountain Bike Association

Winter Hydration

Don't let Old Man Winter make you think that you should put your water bottle away.

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

The summer is probably over for most of you, and if you're a fair weather recreational rider, you're about to trade that bike in for a snow shovel and ice pick—especially you Northeasterners. Hold that thought a second, sport. If you're a full time police bicycle officer, you're not hanging up your wheels just yet.

Now, in addition to wondering just how many layers of clothing you may have to weigh yourself down with, you better not forget nutrition, especially water consumption. But 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, I don't sweat as much as I do in the summer." Not. Or, how about the old standard, "I don't feel thirsty, so I don't need to drink." One more time, not.

As you are patrolling on that lead pipe of a bicycle in the summer, and pushing those hills, it's pretty easy to know when to drink by looking at that puddle behind you. Now that it's the winter, and it's 20 degrees outside (in the sun), the questions is: How much, what and when do you drink?

In the winter, you actually lose more water than in the summer, but you lose it in different ways. Because you'll be sweating less in the colder climates, you probably haven't given any thought to where water loss comes from. In the cold months, we see our breath when we exhale. What causes this? As we breathe in that nice, cold, dry winter air, our lungs, in order to absorb this air, moisten and warm the air. What you see in your breath is the byproduct of this process, which contains a quantity of water, thus leading to water loss in your body.

See "Hydration" on Page 5

The Complete Guide to Police Cycling

Announcement for Police Cyclist Instructors and IPMBA members who have taken the PC Course

By Officer Kirby Beck, Coon Rapids Police Department (MN)

As many of you are aware, the long awaited book, *The Complete Guide to Police Cycling*, is now available. We were quite pleased to see the book described as "the Police Cyclist's Bible" on the BIKECOPS computer network.

The technical aspects of the book are derived from the IPMBA Police Cyclist Course and put it into words and photos. The IPMBA Governing Board decided in 1996 that the book will be the official text of PC Course. As such, it is mandatory that all PCIs obtain a copy of the book and become intimately familiar with its contents and

techniques. While there is a new and improved version of the Police Cyclist Instructor Manual due out in 1997, the text remains the most complete source of

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REFLECTIONS FROM THE SEAT OF ANOTHER KIND OF BIKE

I've just returned from a cross country motorcycle trip that has me regretting I actually have to work for a living. During my travels I saw, met, and hung out with as many bike cops as I could. From San Francisco down the coast to Mexico, bike cops were on the beat and doing the job. Heck, they even have bike cops in Beverly Hills! I must admit I looked a little roguish by the time I got to Beverly Hills because I almost got booted out of the "good hood" as a precautionary measure. They must have heard stories that weren't true.

I think one of the coolest things is that I got to see the bike cops from T.V. Yep, I went to a filming of a "Pacific Blue" episode at Venice Beach. The actors are really neat, down-to-earth people that didn't mind taking time out from work to talk to folks and snap a few photos. "Pacific Blue" really does us a lot of good here in the real world, if you want my opinion. Those of us who do police work on a daily basis watch the show differently than average folks. We tend to search for correctness while the general public just wants to be entertained. They're not concerned about which way Rick Rossivich holds his weapon when he searches a building.

My take on it is this: the show mainstreams a type of policing to the public that we were begging to do seven years ago. Now it's on T.V. Sunday nights at 8:00. Heck,

some people even like real cops *better* because of what they see on T.V. And, finally, there are still some Buford Pusser administrators out there who just don't think it's

mountain bike out west with good friends.) Surprisingly, Moab doesn't have a bike patrol, although the area seems to be perfect for one.

My take on it is this: "Pacific Blue" mainstreams to the public a type of policing that we were begging to do seven years ago. Now bike cops can be seen on T.V. Sunday nights at 8:00.

right to have their officers wearing shorts and riding around on a bicycle. Pacific Blue gets them to realize that almost everybody is utilizing this type of law enforcement tool and they're getting left behind if they don't jump in with both feet. Besides, the show provides the only sunshine that some of us will see for six months.

After cruising through California and Mexico I headed for Arizona and old Route 66, and found that we have bike cops on America's Mother Road in Kingman, Arizona. After taking the obligatory tourist shot of the Grand Canyon, I headed north for Moab, Utah. (Big Country will be happy to know that I had the same respect for the GC as I had for Niagara Falls.) In Moab I helped teach a bike class with several old friends and made many new ones. (There aren't too many things in life better than riding a

After that it was time to head back across the Rockies and the Continental Divide. I took a short break in Boulder then headed for Kansas. That's when things got butt ugly. As soon as I hit the Kansas state line the temperature dropped to the 40s and it started to rain. The wind picked up to, oh, 50 mph. It wouldn't have been so bad if there had been a fence post or something to break what was a direct side wind! It was a beautiful state but now I know why people get a glazed look in their eyes when you ask them if they've ever driven or ridden through Kansas.

When I hit the Missouri line I could smell home even though it was three states away. A special thanks to a Missouri Trooper who saw his way clear to let me slide for nearly double the posted limit. (What's a buck twenty two between friends, anyway?)

All in all it was a great trip, but I'm glad to be home. Thanks to all who took care of me along the way, and until next time, don't let the bad guys or the pavement magnet get ya'.

-Allan

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Patrol Bike Lightbar: Conspicuity & You

Product: Patrol Bike Lightbar

Reviewed by: Cpl. Andy MacLellan,
Baltimore Cnty. P.D.

Available from: Code 2 Equipment
3133 S.F. Sherman
Portland, OR
97214-5662
1-503-234-1805

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1-800-208-2032

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While we have all learned, and hopefully practice, how to make ourselves more conspicuous as cyclists on the streets, being recognized as a police vehicle has always been somewhat difficult. Being recognized becomes even more difficult and dangerous at night when operating in emergency situations. Instead of going to Radio Shack and buying one of those helmets with the light and siren on it, you may opt for an emergency light designed for bike cops. The Patrol Bike Lightbar is one of several products that is manufactured specifically for police use.

The Patrol Bike Lightbar is designed using two water resistant Vistalite Xenon Strobe Emergency Lights. The lightbar is approximately 7" x 2 1/4" and weighs approximately 10.7 ounces including the four AA batteries, which are included. The Xenon bulbs have an approximate 3000 hour rated life, flash two to two and a half times per second and the batteries run for approximately 15 hours. You may chose between blue, red, amber and clear lens colors. The two Vistalite

Xenon Strobes are connected to a bracket which mounts to your handlebars. The dual lights are operated by the use of one thumb push button switch located on the rear of the light mount and is easy to use while in motion. If you chose to purchase the lightbar, you must specify which headlight system you currently use on your patrol bike. Code 2 Equipment will provide you with a custom bracket to interface with your headlight system during the original purchase. This is a very important feature as it can save you a lot of that much needed handlebar space, especially if you are operating a bike equipped with Grip Shifts.

The lightbar I tested was equipped with the red and blue Xenon Strobes. I used the lightbar on emergency runs of a couple miles, making traffic stops and as a hazard light on the side of the road. I don't trust anything enough to stick my beloved bike in front of traffic at night. The Patrol Bike Lightbar was most effective at night, as the Xenon Strobes are very bright. Unlike some other emergency lightbars, the Patrol Bike Lightbar provides minimal lateral coverage which provided me some assistance in clearing intersections. I felt that I was able to be recognized quicker

when making traffic stops, maybe alleviating that need to chase the motorist for blocks before being seen or heard. In addition to your other night riding equipment, the lightbar will help you be seen at traffic stops, and accident and crime scenes, especially if you are waiting on a back-up officer. In daylight, the lightbar is just as hard to see as the other emergency lighting systems on the market. When mounting the lightbar, I suggest pointing it down a degree or two off of center. If you don't like the downward angle of the mounting, try a little bit of electrical tape just on the top of the Vistalite lens. The strobes can be blinding and distracting if shining up above the handlebars.

The following replacement parts are available for the Patrol Bike Lightbar: Lens: \$2.00; Xenon Strobe including lens and batteries: \$24.00; Lightbar bracket including switch: \$15.00; Handlebar mount(specify headlight system): \$3.00, and hardware kit including all screws: \$2.00.

For those bike cops who prefer to use some sort of emergency lighting on the front of the bike, The Patrol Bike Lightbar is a good value and appears to be quite durable. Please don't make the assumption that this lightbar or any light takes the place or minimizes the use of proper roadway position and safe, effective cycling. □

- Photos provided by Code 2 Equipment





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Hydration

Continued from page 1

You should aim to get your water only from plain water. As you chose the fluid of your choice to supplement your water intake, be careful to lean away from caffeinated and alcoholic beverages. As your urine output will already be increased somewhat in the wintertime, we all know what happens when the beer and the coffee starts flowing. You only rent it, possibly leading to dehydration. If you choose to use a fluid replacement or energy drink, use these only in addition to plain water, not as a substitute. And don't forget the old stomach monster: be careful of those high carbohydrate drinks.

Some of the most important jobs that water does for your body are assisting your circulatory system, temperature regulation and helping moisturize your skin. In the winter, dehydration differs

from the summer in that it can make you very vulnerable to frostbite. So don't ignore the signs of heat exhaustion, which can include increased fatigue, dizziness and nausea or heat stroke, which is characterized by severe headaches and increased heart rate, and could lead to coma or death. You can never drink too much water, since your body knows when to oust it. You should be consuming a minimum of six ounces every fifteen minutes while you are riding, whether recreationally or on patrol. Your lost fluids must be continuously replaced, so fill your water bottles just like you would if it's 100 degrees outside (just take precaution that they don't freeze along with your toes and hands!). So don't put away the water bottles, decaffeinate yourself, and get out the snow tires. □

▲
You
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a minimum of
**SIX OUNCES every
FIFTEEN MINUTES
while you are
riding, whether
recreationally
or on patrol.**

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- MoTech version has a performance hood which stows away in the collar.
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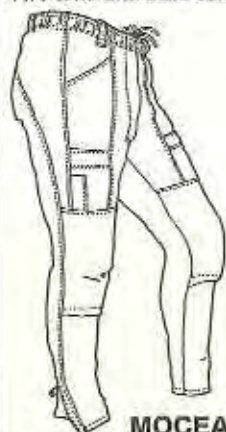


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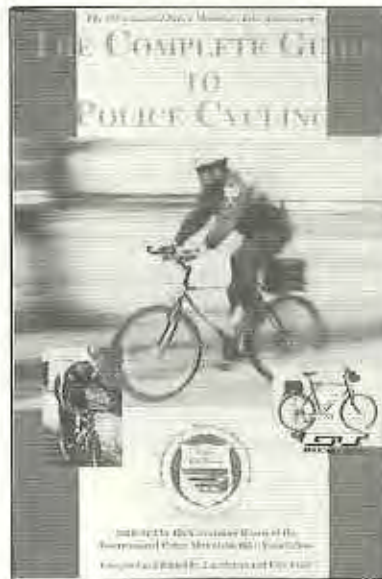
The Complete Guide

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information for the course. If you have not yet purchased a copy of the book, please do so as soon as possible.

PCIs should try to build the cost of the text into their course, and have them available for students to make notes in and study from. Try to notify IPMBA headquarters well in advance so they can get you the number of copies you need. You may also want to get your agency to buy a copy for your agency library.

From time to time members have asked about a refresher course. While



a refresher course is on the back burner right now, the text is a good source of *review* information for anyone who has taken the PC Course.

Lest you think that the Board is trying to profit from increased sales of the book, all of the people involved in creating and writing the book have donated all of the profits to benefit IPMBA. Despite hundreds of hours of work, the only returns those involved will see is the knowledge that a quality product was created to improve the safety, comfort and effectiveness of our brother and sister bike officers around the world. □

Scholarships Available

The Governing Board of IPMBA is pleased to announce that a limited number of scholarships will be made available again to police bike officers and/or agencies desiring to attend the IPMBA Police Cyclist Certification Course during the week of the 7th Annual Police on Bike Conference in Nashville, Tennessee, April 27 - 30, 1997. (Each scholarship is over a \$200.00 in value.)

Officer/Agency selection will be based upon financial need, and an articulation of how they would use this training to further the concept of police on bikes (i.e. setting up, or enhancing an already established police bike patrol). Officers and/or agencies must be willing, and able, to meet the financial burden of travel, room and board expenditures. (As part of the PC Course, lunch is provided)

Requests for an application form must be received by mail. Please send requests to: Jennifer Horan, PC Course Scholarship, IPMBA, 190 W. Ostend Street, Suite 120, Baltimore, MD 21230-3755.

The deadline is March 3, 1997 and the applications will not be reviewed until after that date. Winners of the scholarship will be notified by March 21, 1997.

TEACHING OPPORTUNITY

We're looking toward IPMBA members for ideas for this year's new conference workshops. If you have a course you'd like to see taught, and, perhaps are even capable of teaching, please let us know!! For more information, contact Jennifer at 410-539-3399 or LABipmba@aol.com or Tom Northfell at 312-747-3993 or 71736.2726@CompuServe.com

Helpful Tips

Having trouble on those tight turns in the 10-foot box? Are you a PCI wondering how you can help someone around the 10-foot or smaller box? Many of the problems associated with the 10-foot box come into play when the student attempts to make the box much smaller than it really is. In an attempt to assist, some instructors have stood in the middle of the box and helped guide the student around the box. Instead of making the yourself dizzy, or for help for those that do these drills without instructor assistance, sit one of those big 18" base cones in the middle of the box. If you are the student, this allows you to practice on the proper turning radius of the box. If you are the instructor, it keeps you from falling on your face.

Bikes, Pursuit Vehicles?

Kansas has recently enacted legislation which now considers bikes (when properly marked) emergency vehicles. Police bikes have also been included in the attempt to elude statute. Warren Wilson is looking for any existing department policies, procedures or guidelines involving police bikes in a pursuit situation. Is it a chase? Should the cyclists be held accountable for the chase just as the officer in the car would? Warren, and maybe other officers out there, are looking for other regulations and laws around the country. Send your responses to the IPMBA Headquarters and they will be printed in the next newsletter. You can also send your responses to Warren Wilson of the Topeka Kansas P.D. on E-mail at wo00@juno.com (Warren L. Wilson).

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. Please send to: IPMBA News, 190 W. Ostend Street, Suite 120, Baltimore, MD 21230-3755; or fax to 410/539-3496.

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IPMBA GOVERNING BOARD NOMINATIONS

IPMBA is currently accepting nominations for its Governing Board. Two of our long time board members, Officer Allan Howard and Sgt. Joe Martin, will be retiring from the board in May of 1997. This will leave two spots wide open for the 1997 election. Elections will be held at the annual conference in Nashville, Tennessee, May 1 - May 3, 1997. You must be present at the conference to run.

This is an excellent opportunity for those IPMBA members who wish to become further involved with the police on bikes movement. Be a part of a team of professionals who determine and shape the future of IPMBA and the role it has in the police on bikes community. The present governing board hails from small agencies and big agencies, which allows for IPMBA to understand and cater to the wide scope of those brother and sister police officers out there on a bike. Those elected will serve a three year term and will oversee the future direction of this organization. You are welcome to nominate yourself if you wish to run. Simply send in a resume with a letter of intention to run.

Nominations and resumes must be received by April 1, 1996 and should be sent to IPMBA, 190 W. Ostend Street, Suite 120, Baltimore, MD 21230-3755. If you have any questions, please don't hesitate to call Jennifer at IPMBA's headquarters at 410-539-3399 ext. 223 or e-mail her at LABipmba@aol.com.



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The IPMBA Member Product Purchase Program

Well, say that five times fast! The final details are being put together for the IPMBA Member Product Purchase Program. This program could pay for your IPMBA membership in just one purchase, with additional savings of hundreds of dollars each year. Whether you purchase most of your bike patrol related equipment yourself or its all purchased by your department, letting your IPMBA membership expire could be costly. Several bike related manufacturers and equipment dealers are in negotiations with your IPMBA board members, Andy MacLellan and Gary McLaughlin, to make this program work.

All you need to do is keep your IPMBA membership active, know your membership number, and know how to obtain a certified check or a money order or how to pull your credit card out of your wallet. Oh yeah, you may have to mail a letter, dial a phone, or maybe even visit a bike shop!

This is **YOUR** program, and one thing that will ruin it for the entire membership is if the program is misused. The participating companies have been instrumental in starting many bike patrol units. Most companies will deal with IPMBA members for on-duty equipment and accessories or refer you to a bike shop. (Some will be glad to deal with a bike cop for his or her personal use equipment.) Apologies for the time it has taken to get this program off of the ground, as it took longer than planned.

Negotiations are currently in the works with the following companies, and IPMBA hopes for a completed agreement by the next *IPMBA News*: Bausch & Lomb (Ray Ban, Killer Loop sunglasses, etc.), Control Tech (cycling accessories), Paradigm Products (locks, pumps and accessories), Spinergy (the wheels on "Pacific Blue"), Shimano (components), Gator (foul weather gear), Nightrider (lights), and Nightsun (lights). Talks have just begun with Nike and their marketing people seem quite interested. If you know of any company that you have dealt with directly, or would like to see approached with this idea, please drop Andy MacLellan or Gary McLaughlin a note with the details. You can find their addresses under the Governing Board listings in this newsletter (page 2). Look in your next *IPMBA News* for all the exciting details and further announcements! □

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