



“A Hand for the Downed Rider”

The Helping Rider

A.I.M VANCOUVER

108~ Fall~ 2011



When I read this awesome thank you note (on the right of this page) from Mark & Jan and the Team at G.F. Strong Rehabilitation Center Its because of you, the volunteers, members, directors, supporters, sponsors and not to forget the twinkle in the eyes of the injured rider or their families that makes being part of AIM all worth while. G.F. Show & Shine again, was a success this year and extra special when a patient who has not talked to anyone since their accident started humming then singing the words to the songs that the band was playing.

So again, a **BIG Thanks** to you all for supporting AIM !!!

August 2011

To Dave, Gary & all who contributed!

The 11th annual Show 'n Shine at G. F. Strong Rehab Centre was awesome! Not only did we have great weather - but the accolades from clients & visitors continued long past event day. Many clients have said that it was a highlight of their inpatient stay!

Please accept our sincere and heart felt thank you to the Association for Injured Motorcyclists and all its members for everything that you have done and continue to do for the clients of G. F. Strong Rehab Centre. Volunteer visitations and the annual donation of (very!) significant gift items are very much appreciated. This year's gift of a mobile "Brain Games" Cart & the outdoor storage shed will be well utilized in our work with clients and volunteers.

THANK YOU, AIM!

Sincerely, Mark, Jan
& the entire Recreation Therapy Team

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Serving over 250,000 on-and-off road motorcyclists throughout the province, A.I.M. is a benevolent, non-profit society registered under the provincial Societies Act and holding a Federal Charitable Tax Number. A.I.M. is committed to assisting injured motorcyclists by providing legal assistance, knowledge of rights, assistance with emotional support as well as regular hospital visits and helping with aspects of recovery not covered by other agencies. It is operated solely by volunteers and relies on memberships and donations for funding.

www.aimvancouver.com



The Helping Rider

#108 ~ Fall ~ 2011

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Free to all interested readers.
Advertisements are welcome.
Articles and letters to the editor are also welcome.

Disclaimer

We welcome your input, articles printed in the
newsletter do not necessarily reflect the opinions
of the Association For Injured Motorcyclists

CHAPTERS

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I would like to say a BIG Thanks to 3S Printers. Because of their Prompt, Fast, Friendly, and Quality service that we have been able to run past our deadlines, getting in the last minute articles and posters and still be able to send the newsletter to all you folks on time.

PLEASE Ride SAFELY!!!

Honda's Fundamental Research Institute

Much work has been done to help mobilize and rehabilitate Japan's rapidly aging population or lessen the leg fatigue of factory workers who stand and crouch for hours on end. Honda's learned so much about how bipeds walk that they can now produce devices that react to human motion in real time to support the motion of walking, using just a few simple sensors each.

The Bodyweight Support Assist (the one with the saddle) reduces the load on the user's legs to help with physically demanding activities. This one was definitely a bit more cumbersome to wear, but aside from riding up your crotch a bit (it doesn't exert upward pressure), the experience is pretty cool. The system operates using just two tread sensors in the soles of the built-in Velcro sneakers and two lift sensors in the legs which register the upward motion of your stride, as well as the orientation. There is zero delay, so you never feel like the device is controlling your movement. It reacts instantly, and enhances everything you do, like an exoskeleton. Mundane activities like walking up the stairs and crouching down suddenly became fun and much easier—the saddle provides anywhere from 6.5 to 18 pounds of support when you lean back in it, which isn't enough to sit down on, obviously, but it's certainly noticeable and makes crouching easier.

The Stride Management Assist, which straps on like a belaying harness and weighs practically nothing. It regulates the person's stride and walking pace, making walking much easier for the elderly or disabled while still building up their own muscles. The device was by no means discreet looking, but frolicking around in it feels very natural—just better, as movements are enhanced almost immediately. The robo hip-huggers definitely

perk up your posture and made you move around more confidently, giving gentle support to your legs during all parts of your stride. Walking up and down stairs, you feel the complex processing involved, with more support given on the way up than on the way down.

Editors note:- Type "Honda body weight support system" into your browser for more info.

Smokey

Visitation Report

Riders down and visitations are all down from last year this time. Likely due to the rain during Spring and Summer resulting in reduced riding in general. Currently we have visited 25 downed riders, helped 6 family members and performed 164 Visitations. We are currently seeing 3 downed riders. We are getting busy again with the good weather. We have assisted with funding and helping with transportation.

Please give us a call at 604-580-0112 if you know of any downed riders and/or passengers with their names and where they reside so that we may visit and assist if the need is there.


Gary Richardson, Visitation Director

The GrapeVine says...

Christmas dinner with the Christian Riders, usually end of November then in early December is the Gospel Riders Christmas dinner. (both dinners are really good time and everyone is welcome!)

Then there usually is a Dance down at the Bridgeview Hall around the last weekend in November. Hoping by October we will have the dates/time/location to post on the AIM website!

Cheers!



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Passenger Pegs

As motorcycles become increasingly complicated and computerized, they are removed from the average rider's ability to service and who must rely on the shop or dealership to maintain. With ever rising costs, many riders put off the required servicing with the result that their machine deteriorates much faster than anticipated. Nowhere is this more evident than in the passenger pegs.

Passenger pegs abound on production bikes but are consistently missing on drag bikes and racing bikes. The mantra is that this saves weight, but we all know it is to cut costs. Why would anybody not want to ride on the back of a drag bike? They miss out on the thrill of the adrenalin rush, the heady force of acceleration, and the sickly sweet smell of nitro methane.

The passenger pegs are one of the, if not the most, important parts of the bike. Safety re: tires? Lots of riders ride around with the cords flapping on bald tires and they still get around at high speeds even. So that is not a worry. Safety re: brakes? Lots of riders have ground their brakes down to metal-to-metal and you hear them grinding and squealing up to the stop sign. But they still manage to stop. So that is not a concern. Safety re: steering? Lots of riders have the steering head bearings sticking but they still make it around the curves and corners. So that is not a problem. But deteriorated passenger pegs? This is of paramount importance. If they fall off the bike, the passenger has no where to place their feet and they can get tangled up in the spokes of the wheel, causing the wheel to lock up and dump the bike; not to mention the excruciating pain that will accompany the passenger's demise. They probably will never walk again without an artificial leg.

Now that I have convinced you of the importance of passenger peg maintenance, it is important to note that you must adhere to the rigid servicing schedule. This includes daily inspection of the pegs themselves and regular oiling of the "axle shaft" which allows the pegs

to be moved up or down. Indeed, a prudent rider will service them every 300 km or every three hours, whichever comes first. This is important to prevent rust from setting in which can lead to decay and corrosion and finally collapse of the structural mechanism.

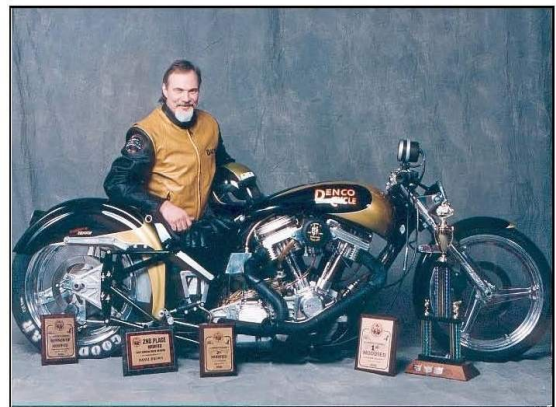
If the pegs are held on with a nut and bolt, the nut should have a neoprene insert to hold off vibration. If they have a cotter pin this should be a grade 8 standard and if it is not it should be replaced with one that is. The tread should not be worn off as the passenger's foot could again slip into the spokes. At the very least this would put the wheel off balance and one hates to have to pay the shop extra for retuning the spokes.

Gary Richardson

Notice: Open architecture is a thing of the past. As a result of the recent ruling handed down by the C.P.D.A. (Canadian Publishing Decency Association) the Association for Injured Motorcyclists will no longer be publishing pictures of naked bikes, From now on only pictures of bikes with full fairings and saddlebags will be published. Editor

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Safety Tip - Riding in the Rain

Autumn is now upon us with anticipation of rain ... as if we didn't get enough this spring and summer. While riding in the rain is not particularly more dangerous and just requires a little more diligence to safety, the first rain after a long dry spell is particularly dangerous. Pollution in the air in the form of exhaust fumes, especially from diesel engines, lays an oily blanket onto the roadway. After a couple of weeks there is a fairly thick layer on the road. While it has little effect in the dry, the first rain mixes with it to create a slippery surface.

Water and oil don't mix and the rain tends to lift the oily slick from the surface of the asphalt and raise it to the top (oil floats on water), greatly reducing the traction of your already compromised tire contact patches (roughly the size of a toonie). After a while, the rain will have washed the oil off the road and you will have reasonable traction but before that happens, here are two tell-tale signs warning you of reduced traction.

Tire tracks: At first the cars will leave tire tracks in the rain. The rain will not fill in the tire track because of the heavy oil slick on the surface. As the rain washes off the oil slick, the tracks will fill in more and more. When the tire tracks fill in immediately, the oil slick has been mostly washed off.

Soap bubbles: The little mixing that does occur between the oil slick and the rain results in the appearance of a white soapy mixture and bubbles on the road surface, especially in the tire tracks. These will appear at the beginning of the rainfall at a time of extreme slipperiness.

Both of these warning signs typically last a day in ordinary rain and signal extreme caution when riding. Be safe.

Gary Richardson, Visitation Director



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All toys donated to the Christmas Bureau for distribution throughout the Lower Mainland.
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Nominations & Elections

Association for Injured Motorcyclists

Nominations, October 20, 2011

Elections November 17, 2011

All of us on the Aim board are volunteers, some are non-riders, very long time riders, and or grew up around riders all our lives. We have seen a lot during those years and some of us lost dear friends to bike accidents.

Would like to say a BIG thanks to the Directors and volunteers who support and volunteered.

Please come to the meeting and join us. We do need your assistance. As a Member, your vote counts. If you are a Non-Member, become a Member and vote. If you don't want to be a

member, that's ok too, just come visit, enjoy, as everyone is welcome. Just so you know, all positions need to be filled. Some of the directors would like to retire or sit back on the sidelines and help when needed. So if you choose to run for a position, you won't be walking in blind. Also remember, one does not need to be on the board to volunteer.

You count, so join us!

AIM Nomination & Elections

7:00 pm third Thursday in Oct and Nov at

DAVIDSON PITTSTOP RESTAURANT

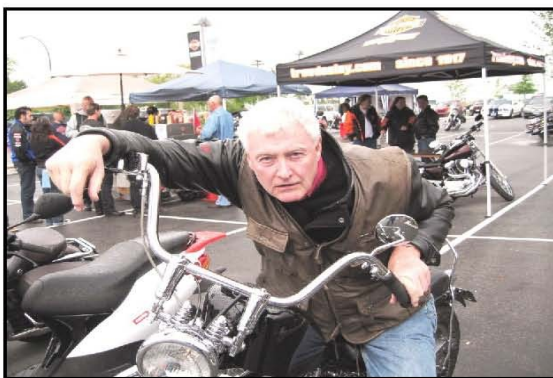
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M.A.I.D.S Report

The MAIDS report tends to support most of the Hurt Report findings, for example that "69% of the OV [other vehicle] drivers attempted no collision avoidance manoeuvre," suggesting they did not see the motorcycle. And further that, "the largest number of PTW [powered two-wheeler] accidents is due to a perception failure on the part of the OV driver or the PTW rider." And "The data indicates that in 68.7% of all cases, the helmet was capable of preventing or reducing the head injury sustained by the rider (i.e., 33.2% + 35.5%). In 3.6% of all cases, the helmet was found to have no effect upon head injury" and "There were no reported cases in which the helmet was identified as the contact code for a serious or maximum neck injury.

Conflicting Findings on Conspicuity

A New Zealand study supported the Hurt Report's call for increased rider conspicuity claiming [fluorescent clothing](#), white or light coloured helmets, and daytime headlights may reduce motorcycle injuries and death. The study found that wearing reflective or fluorescent clothing reduced the risk of a crash injury by 37%, a white helmet by 24%, and riding with headlights on by 27%.

However, the MAIDS report did not back up the claims that helmet color makes any difference in accident frequency, and that in fact motorcycles painted white were actually over-represented in the accident sample compared to the exposure data. While recognizing how much riders need to be seen, the MAIDS report documented that riders' clothing usually fails to do so, saying that "in 65.3% of all cases, the clothing made no contribution to the conspicuity of the rider or the PTW [powered two-wheeler, i.e. motorcycle]. There were very few cases found in which the bright clothing of the PTW rider enhanced

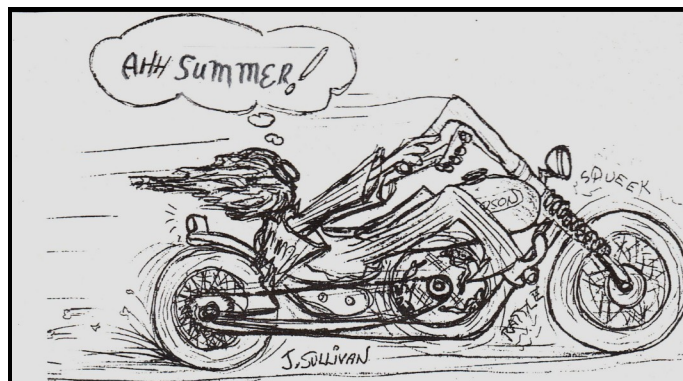
the PTW's overall conspicuity (46 cases). There were more cases in which the use of dark clothing decreased the conspicuity of the rider and the PTW (120 cases)." The MAIDS report was unable to recommend specific items of clothing or colors to make riders better seen.

Controversy

In 2007, a report by the Insurance Institute for Highway Safety claimed that "[supersport](#)" motorcycles were four times more likely to be involved in highway crashes than other types. When reprinting this press release as a news report, USA Today omitted the word "insurance" from the "Insurance Institute for Highway Safety", giving a false impression the IIHS is a governmental agency, not a private corporation with a conflict of interest.

According to the [American Motorcyclist Association](#) (AMA), the IIHS report was an attempt to either ban entire categories of motorcycles, or a covert attempt to legislate requirement for speed governors in all vehicles. The IIHS report was not a new study, being an analysis of existing data from the national Fatal Accident Reporting System. The methodology consisted of a comparison of fatalities for different styles of motorcycles based on a rate per 10,000 registrations.

Excerpted from the Motorcycle Accident in Depth Study Report .. www.maids-study.eu



Make sure you are visible on the road to others, do not assume they can see you!!!

THE DARK PATH

Once you start down the dark path, forever it will dominate your destiny. - Yoda (a long time ago)

A car tire on your motorcycle? Heaven forbid! But, yes, this is exactly what some riders are doing. In fact, they have been doing this since the 60's. Is this a good thing or a bad thing?

Mounting a car tire on the rear wheel of a motorcycle is a hotly debated topic among riders. Those who have done it swear by it, citing vastly increased mileage (some claim up to 70,000 miles) and increased stability in handling. Others argue that it is a safety issue and should be outlawed.

Typical applications are the large displacement cruisers and touring bikes and even some smaller standard 650s. You will be hard pressed, however, to find a dealer who will install one due to fear of litigation if you have an accident.

Everyone predicts that the tire will ride up on the shoulder (corner edge) of the tire in a curve and this will cause instability. Surprisingly, a YouTube clip demonstrates that the tire actually bends inward a bit on a curve so that there is still much more contact with the road than a motorcycle tire provides. Further, with cruisers especially, you cannot lean the bike over enough to get it up onto the shoulder of the tire anyway.

Darksiders do admit that they have to be a little more careful on wet pavement but not significantly so. The Darkside Database lists which tires can be matched with which bike – an apparently important issue.

Gary Richardson

Editors Note: We advocate safety first and do not recommend the use of car tires on motorcycles. We are only offering other peoples experience's and it is up to each individual to decide for themselves, the merits of car tires on motorcycles. If you choose to put a car tire on a motorcycle, you do so at your own risk.

Visit the following Darkside websites:

<http://lifeisaroad.com/stories/2004/10/27/theDarkSide.html>

<http://www.valkyrieriders.com/shoptalk/CarTire/home.htm>

<http://darkside.nwff.info/>

Visit the following YouTube clips:

<http://www.youtube.com/watch?v=tozvJE6rzhw>

<http://www.youtube.com/watch?v=WELyf7ydXdQ&feature=related>

<http://www.youtube.com/watch?v=vo5q7Zff2Y&NR=1&feature=fwvp>

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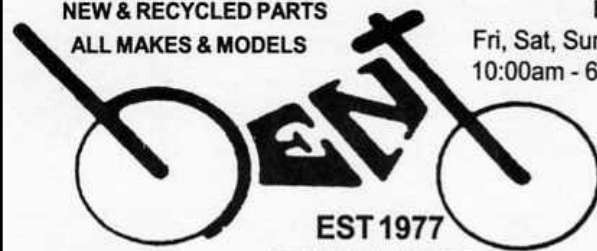
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Motorcycles to get "safe driving aids"

A "bubble" of awareness around a rider could soon be sporting collision detection and other safety features more usually found on cars. Research is testing ways to put these systems on motor cycles and how best to alert riders to dangers on the road. The systems tested include warnings about speed limits, the tightness of road bends and information about other vehicles to aid lane-changing. The first bike-based safety systems could be appearing on motorbikes within two years, say researchers.

Proof of concept tests on the Saferider systems, as they are known, have been carried out in simulators and on road bikes by Mira (formerly known as the Motor Industry Research Association), which acts as a testing and innovation centre for carmakers. "Saferider takes the driver safety systems that are becoming standard on cars and tries to adapt them to the unique needs of motorcyclists," said Jonathan Moore, an ITS consultant at Mira, involved in the Saferider project. Statistics gathered by Mira suggest that about 22% of all road accident fatalities involve bike riders and it is the only mode of transport which is seeing a rise in the number of deaths. Mr Moore said making safety systems on motorbikes useful was "challenging" because of all the distractions to which riders were subjected. "One of the most difficult things is getting the rider's attention," he said. "There's a high level of ambient noise and vibration to deal with and we really don't want motorcycle riders looking down at the handlebars any more than they need to."

Mira has been investigating how to use haptic, tactile feedback systems to safely get the attention of riders and warn them about other vehicles, prepare them for the road ahead or give help at junctions. Mira engineers outfitted a Yamaha Tenere and a Triumph Sprint with the safety systems so they could be tried out on a test track. The systems include laser scanners, haptic handles and gloves, a vibrating seat, lights, smart helmet-cameras and radar as well as a pannier full of the electronics that analyze data gathered by the sensors and pump out warnings.

One system tested works out if riders are traveling too fast to negotiate upcoming bends. Mira has developed software that acts as a "co-pilot" which, with the help of a digital map, knows what speed they should be traveling to make it round a bend. "One system under test based around radar constantly monitors the blind spots around and behind riders," said Mr. Moore. "Vehicles behind or to one side of a bike can be hard to spot because the helmet restricts visibility and riders must remember to move their head regularly to check."

"We put a motor in the cheek pad of the helmet so if you do not notice the object it will vibrate and give you a

tactile warning that there's something to the right or left," said Mr. Moore. The system can also help give a rider information about traffic further behind in adjoining lanes to help with overtaking or lane-changing. Motorbike collision detection systems by Mira warn a rider about an imminent impact and let them take action by slowing down sharply or, in the case of a vehicle traveling in the same direction as the bike, following it while slowing.

The safety systems could be a boon to less experienced bike riders. "They do not give the attention to the road they should or have the experience to deal with problems," said Mr. Moore. The prototypes demonstrated by Mira showed it was feasible to fit such safety systems on motorcycles, said Mr. Moore. He speculated that manufacturers would start to put them on bikes within the next 18 months to two years.Smokey

October 2011

October 2, 2011 - 33rd Annual Vancouver Motorcycle Christmas Toy Run - All Motorcycles welcome! Leaves 10 AM from Coquitlam Center to the PNE in Vancouver. Entry fee is one NEW toy wrapped in plastic. NO stuffed toys! More info at 604-580-0111 or www.bccom-bc.com

October 2, 2011 - Toy Run After Burner Party @ Trev Deeleys - Trev Deeley Motorcycles salutes all Toy Run Participants. Everyone is welcome to stop by after the Vancouver Toy Run to enjoy the hot soup & hot chocolate from 11-2 while supplies last. Specials, prizes & music, too. 1875 Boundary Ave, Vancouver or call 604-291-2453

October 9, 2011 - 8th Annual GVMC Pioneer Run (Road Ride) - Contact Bob Vickers - 604.888.9405 - #307 - 9785 192nd Street, Surrey B.C.

October 16, 2011 - 25th Annual Central & Upper Fraser Valley Toy Run - Assembly points: North side of the river at Liquidation World in Mission departing at 9:45am. South side of the river at Sears parking lot, Luckakuck way in Chilliwack, departing at 9:30am No entry fee, just bring a NEW unwrapped toy for the kids! This is a Pinned event

October 20, 2011 - Association For Injured Motorcyclists Monthly Meeting - Everyone welcome, rain or shine! 7:00 pm at 16225 Fraser Hwy, Surrey, BC @ the Davidson PittStop Restaurant. or call 604-580-0112. We will be having our Nominations for positions on the AIM board for the November Elections.

November 2011

November 11, 2011 - GVMC Remembrance Day Fall Crib Tournament - Contact Ron Serne at 604.514.2216 - #307 - 9785 192nd Street, Surrey, B.C.

November 17, 2011 - Association For Injured Motorcyclists Annual AGM - Elections and Everyone welcome, rain or shine! 7:00 pm at 16225 Fraser Hwy, Surrey, BC @ the Davidson PittStop Restaurant. or call 604-580-0112

January 2012

January 1, 2012 - GVMC New Year's Day Run (Road Ride) - Contact Wes Jamison - 604.857.4880 - #307 - 9785 192nd Street, Surrey, B.C.

THANKYOU!!There are always so many people, businesses and groups to say thanks too, so I hope I have not missed any. Big thanks to CMDRA, Trev Deeley's Motorcycles, Dukes Pub, BCCOM, Donegals's Irish-Pub, AZZKIKr's Custom, Daryl Brown of www.MotorcycleLawyer.ca, Gospel Riders, Great Canadian Bike Rally, Christian Riders, Jim McNeney, Tim Horton's, Ron of ChromeDreams.com, WestCoast Freestyle, Wheels & Ink, Barber Prosthetics, Super Save Group, Davidson Pitt Stop Restaurant, Cypress MotorBike, KVOs television, Clarke Hill Motors Band that played at GF, Iver's Custom Cycles and not to forget the Volunteers.

CRASH HELMET HAZARD

Crash helmets with plastic visors can dangerously diminish the wearer's oxygen supply, especially when worn together with a scarf, ski mask, or any other garment that restricts air flow around the chin and neck. Crash helmet design was pioneered by neurosurgeons whose major preoccupation was in preventing brain trauma.

So little attention has been paid to venting helmets that blood levels of oxygen and carbon dioxide (the waste gas) can easily become abnormal. Oxygen deprivation has an intoxicating effect that could well account for many accidents, particularly in cold weather when helmeted drivers bundle up against the cold. *From the British Medical Journal (284:774)*
Smokey

As you open your pockets for the next natural disaster, please keep these facts in mind:

The American Red Cross President and CEO Marsha J. Evans salary for the year was \$651,957 plus expenses

The United Way President Brian Gallagher receives a \$375,000 base salary along with numerous expense benefits UNICEF CEO

Caryl M. Stern receives \$1,200,000 per year (100k per month) plus all expenses including a ROLLS ROYCE Less than 5 cents of your donated dollar goes to the cause

The Salvation Army's Commissioner Todd Bassett receives a salary of only \$13,000 per year (plus housing) for managing this \$2 billion dollar organization. 96 percent of donated dollars go to the cause.

The American Legion National Commander receives a \$0.00 zero salary. Your donations go to help Veterans and their families and youth!

A.I.M., too, pays no salaries. All funds go towards helping injured motorcyclists.Gary Richardson



Association for Injured Motorcyclists

#37— 13320 116th Ave, Surrey BC V3R 0R8

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Watch Out For Black Ice !

An invisible film of ice over dark surfaces, such as pavement or water, that makes them dangerously slippery.
en.wiktionary.org/wiki/black_ice

Black ice (or glare ice) is ice frozen with few air bubbles trapped inside, making it highly transparent. This type of ice appears in the color of the material beneath it, often wet asphalt or a darkened pond.

en.wikipedia.org/wiki/Black_ice

I always get a kick out of this warning when people give it to me. Despite their good intentions, it is comical to warn a person to look for something that can't be seen. It usually does not reflect or shine or glisten like regular ice but looks like the regular asphalt only just a little darker. That is why it is called "black ice".

Now that Fall is close, some of you will still be riding, watch out for the mornings that are frosty and a patch of "black ice" can catch you unawares with disastrous results.

To ride safely consider the following hints.

Start out by setting the right mental attitude. Nail a piece of bare (unpainted) metal to your shed or garage. Before you head out on your bike in the morning touch the metal to see if it is frosty. If it is, then think that the road will be frosty as well and ride accordingly. The metal will attract frost before other surfaces and this will give you a safety margin.

Know that the only way you can identify black ice is that a patch on the road might look a little darker, as if it had not dried completely. Most times you will not see reflection that you would see from ordinary ice.

Know where to watch for it:

- parts of the road still in shade (especially on a curve) where the sun has not yet shone
- bridges: moisture content in the air arising from the water will be greater
- overpasses: higher moisture content in the air from the exhaust of the traffic below
- patches on the road where melted snow has drained

across the road

- mist or fog in the air at freezing temperatures (even at a couple of degrees above)
- unsalted portions on the road

Here's one to think about. The Department of Highways truck salts the highway but stops the salt spreader when going through the Deas Island Tunnel (no need to salt where there is no ice). The highway slopes downward into the tunnel. So the salted ice on the highway melts and runs downhill into the tunnel, but because there is no salt there, it will refreeze and you will run into a patch of ice where you least expect it.

One of the great pleasures of riding is being on the road when the sun is rising and the mists are whispering away from the fields and the air smells fresh, but beware of the hidden dangers lurking on the road. Ride safe.

Gary Richardson, Visitation Director

The "Economic Cost" of riding without a helmet or an approved helmet is often called

"The Public Burden"

. . The California, Office of Research estimates that only 55 percent of injured riders lack insurance or personal funds to pay their medical bills. Thus, only 249 of 452 injured this year could constitute a "public burden" However, about half of those 249 injured riders will have their medical bills paid by the liability insurance of the other party to the accident. That leaves only 124 injured motorcyclists to account for the whole \$60 to \$100 million often given as the "public burden" caused by bikers who ride with out a helmet or an "approved" helmet". Somehow, that seems too great a burden for 124 riders to have to bear.

Editors note. I came across this article written about 1990 and thought that it was of interest because of the "new" helmet law wending its way through to implementation—maybe.

Helmets do not protect you from gross stupidity!

Smokey

PLEASE Ride SAFELY!!!

*Merritt's Great Canadian Bike Rally was a great success and looking forward to next year. Anyone wanting to volunteer or support them, the meeting is in Merritt, BC on October 1, 2011 (check out their web-site) No pic's here of **Boogie Bash**, but it also was a big success thanks to the **AIM Interior** chapter for putting on a fabulous event. Many are already counting the days till the next one.*



Above and below: WestCoast FreeStyle at G.F. Strong Annual Show n' Shine performing for the residents. Thanks Lady and Gents, it was an Awesome Show!



Above: Merritt, BC @ the Great Canadian Bike Rally with Prez Dave being assisted by future A.I.M. member. Left is Dave W. and right is Russ St Eloi, ready to give assistance.



Above: The Star from Biker T.V. with Bob Hamilton at the A.I.M. booth in Merritt



Above:.....Yes that is nine on the bike, but at least one is wearing a bucket