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A.I.M VANCOUVER

109~ Winter~ 2011-2012

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The Helping Rider

#109 ~ Winter ~ 2012

Vancouver A.I.M.

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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!!!



Cat Hammes,

Diamond Posse, Dallas TX

Cat Hammes uses her own misfortunes and struggles to help inspire others. In May of 2006, she suffered a devastating motorcycle crash, resulting in skull fractures, broken bones, a collapsed lung, and the eventual amputation of her left leg. By medical opinion, she should have been dead. After the crash, she was left with a mangled

Harley, along with a broken mind, body, and spirit. During the toughest time of her life, she battled back, developing a brand new attitude on life and figuring out what to do "when death throws you back." As she went through rehabilitation, she met veterans who had suffered far greater losses than she could imagine. Inspired, Cat began sharing her story with hopes of

helping others get through their own seemingly impossible situations. When she's not cruising on her Harley-Davidson Fatboy, she spends her time rehabbing, volunteering to help veterans, and educating the public on amputee issues, motorcycle safety, and Riding Above the Tombstone. For more information on Cat and her incredible journey, visit www.oneleggedblonde.com

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Motorcycle Accessories

Riders like to personalize their scoot. For years this just meant bolting on some chrome goodies. Then the custom bike craze started and people were building unique bikes, with or without the chrome goodies. A new dimension has been added to the personalizing trend. Don't settle for an ordinary sidecar. Attach something with meaning and attitude.

A practical addition is a lawnmower option. You can not only keep your own lawn neat but you can also mow the grass at the side of the road, bill the Municipality, and if you play your cards right your hack will be paid off within three months.

A debarker will also pay for itself if you play your cards right. In the Fall you can chop up the left over branches and trimmings for the city work crews and you are extremely mobile.

A decomposing composter is the ultimate "green" addition to your bike and will make big points with the tree-hugging crowd. Mind you, they might ask you to park it at the back end of the lot.

You can now get the following options: be the first on your block and show that you are on the leading edge, with attitude!

Don't settle for just a sidecar.

Gary Richardson, Visitation Director

An Email

Hi Gary.

It was very nice meeting you today and I would like to express my thanks for the support that AIM is providing to my Client. It means a lot to him and is a tremendous help to him at this time in his life when he is facing such significant changes. I had not prior to today heard of AIM but have now had a chance to learn more about the association through a review of your website. Associations like this are absolutely invaluable. If there is anything that I can do to support the work of the association please let me know. I note that you have a newsletter and if you feel it would be of assistance I would be very pleased to contribute material for your newsletter. Thank you again for the help that you are providing to my Client and his Wife.

Regards,

Rose Keith

Trial Lawyer

Rosekeith.BC.ca

HOW SAFE IS YOUR HELMET?



Leathers
By

Linda

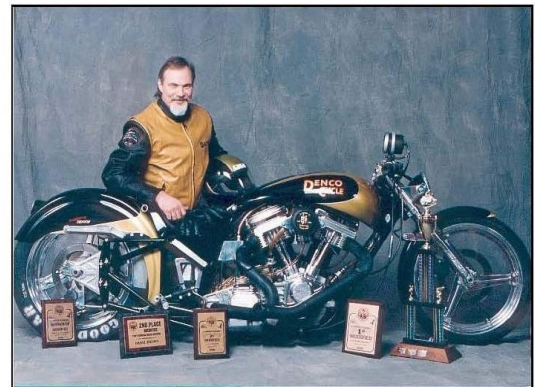
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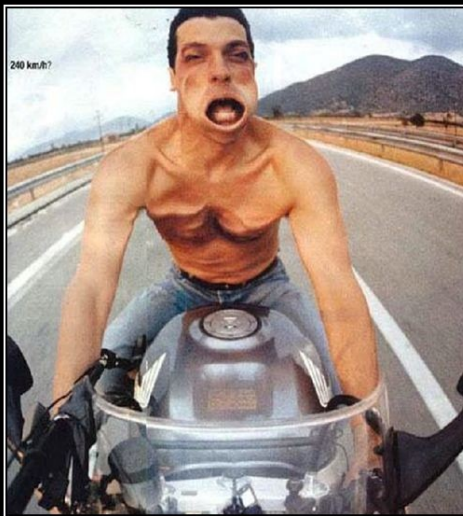
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MOTORCYCLE HELMETS
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Your brain.....What would you do without it? Some of you out there may not be making the most out of man's most powerful organ, but for those of you who are, you may want to think (heh heh) about protecting it. Humans do some pretty dangerous activities from extreme sports to extreme driving. No matter what you do, if you want to continue doing it then you have to have a functioning nervous system, and without a fully functioning human brain, your nervous system would shut down. So why am I lecturing you on your brain? Because you ride a motorcycle. I'm sure you've heard it a million times already, but head injuries caused by motorcycle accidents are much more common then they have to be. There are several cheap motorcycle helmets on the market that provide adequate protection, but don't cost a ton. I'm not asking you to pick up a pink motorcycle helmet just because it's listed at a discounted price, but it is reasonable to choose a cheap motorcycle helmet that does the trick. The trick being, keeping your safe. Whether you're after full face motorcycle

helmets or motorcycle half helmets, cheap motorcycle helmets come in all different styles and colors; yes pink motorcycle helmets included if that happens to be your thing (or you're a woman).



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Watch Out For Black Ice !

"Black ice is a deposit of ice which forms in a way which causes it to be transparent. Because the ice is totally clear, it is often invisible, which makes it very dangerous." (Wise Geek)



I always get a kick out of someone warning me of this when I head out on the bike on a frosty morning. No, I am not referring to the album "Black Ice" by the Australian rock band AC/DC. I am talking about that thin sheet of ice which you can't see that forms on the road at freezing temperatures. Why I laugh is because, how can you watch out for something that you can't see?

"Black ice, sometimes called glare ice or clear ice, refers to a thin coating of glazed ice on a surface. While not truly black, it is virtually transparent, allowing black asphalt/macadam roadways to be seen through it, hence the term "black ice". The typically low levels of noticeable ice pellets, snow, or sleet surrounding black ice means that areas of the ice are often practically invisible to drivers." (Wikipedia).

Now that many of you will be putting your bikes back on the road, there still are occasional nights of freezing and black ice is a definite hazard. If you can't see it, then how do you prepare for it and avoid it? Short of putting bulldozer tracks with grousers on your wheels, you will be vulnerable.

"Because it represents only a thin accumulation, black ice is highly transparent and thus difficult to see as compared with snow, frozen slush, or thicker ice layers. In addition, it often is interleaved with wet road, which is nearly identical in appearance. For this reason it is especially hazardous when driving or walking on affected surfaces." (Wikipedia).

1. Awareness: This is the most important tool in your toolkit. Check the weather report before you leave and be aware if the temperature is below ten degrees above freezing. Ice can form in above freezing temperatures. Even the computerized ice warnings on your car dashboard readout indicate the possibility of ice when the outside temperature is a few degrees above freezing. By being aware of the danger, you will establish a proper "mind set" and be more cautious in your riding and watchful for black ice situations.

"Black ice may form even when the ambient temperature is several degrees above the freezing point of water 0 °C (32 °F) if the air warms suddenly after a prolonged cold spell that leaves the surface of the roadway well below the freezing point temperature. Salt's ineffectiveness at melting ice at these temperatures compounds the problem." (Wikipedia)

2. Testing: Nail a small piece of metal (stainless steel or tin – something that won't rust) on the outside of your shed or garage. When you bring your bike out and have it sitting while warming up, check the piece of metal to see if there is frost on it (Don't test it with your tongue – but then you're Canadian so I don't have to tell you this). Metal attracts moisture in the air sooner than other surfaces and tends to cool the moisture more and will show frost before other surfaces such as

asphalt. Thus, you will set up your "mind set" that the road is frosty and that you need to ride very carefully. This will give you a margin of safety.

"Bridges and overpasses can be especially dangerous. Black ice forms first on bridges and overpasses because air can circulate both above and below the surface of the elevated roadway, causing the bridge pavement temperature to drop more rapidly." (Wikipedia).

3. Wariness: Be wary of bridges and overpasses. Moisture from a body of water will collect on a bridge above and seek the opportunity to form black ice to put you down. Overpasses collect the moisture from vehicle exhausts travelling underneath, and again will form black ice.

"At low temperatures (below -18 °C), black ice can form on roadways when the moisture from automobile exhaust condenses on the road surface." (Wikipedia)

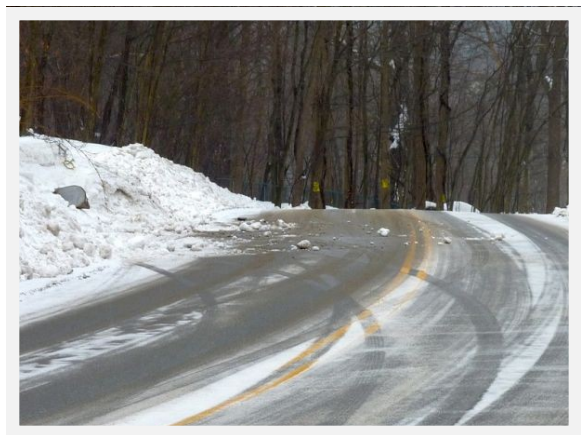
4. Beware: Beware the Ides of – no, no, I mean, beware shaded sections of roadway (especially curves). You can be riding on dry pavement, exposed to the early morning sun, and suddenly be on black ice on a shaded section of highway. This is common on shaded curves and you can easily find yourself heading into oncoming traffic.

"The formation of black ice begins when rain, fog, or mist deposits ice on pavement in cold weather. The latent heat of the pavement slows the freezing rate, so these droplets of water run together before they freeze. As a result, the air bubbles in the water are forced out, and the frozen sheet of ice which forms is almost completely clear. Black ice often blends in with deposits of rain on a road, and it can also form with a matte appearance which makes the road surface look clear and dry." (Wise Geek)

The Warning: Actually, I don't mind if someone warns me to watch out for black ice because it means they care, and the warning does serve to promote the right "mind set" for my ride. To all you early morning riders, have a good ride, and as Sgt. Phil Esterhaus of Hill Street Blues used to say: "Be careful out there."

I don't want to visit you in the hospital; I would rather see you at our monthly meetings.

Gary Richardson, Visitation Director





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HUMOR

Two girlfriends were speeding down the highway at well over a 100 miles per hour. "Hey," asked the brunette at the wheel, "see any cops following us?" The blonde turned around for a long look. "As a matter of fact, I do." "Oh, NOOOO!" yelled the brunette. "Are his flashers on?" The blonde turned around again. "Yup...nope...yup...nope...yup."

AIM Meetings relocating?

At this time of writing this, we are not sure if we will be moving our meetings to a new location. Please check out the AIM web site at www.aimvancouver.com/calendar/ for any updates or call 580.0112

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Hearing Loss ...

Your helmet is inadequate defense

By: James R. Davis

A recent survey on my system has revealed that the vast majority of visitors here engage in touring activities with their bikes (based on the sample that responded.)

I thought it would be appropriate, therefore, to post an article on a threat that is largely restricted to those of us that ride our bikes over long distances and over the years. That threat is to the loss of your ability to hear. As you read further you will find that it has already happened to you, it will get worse, and that your helmet is an inadequate defense against it.

I know, you're thinking that I am about to rag on the Harley-Davidson sound. Wrong. While it's true that loud pipes will result in faster and more profound hearing damage, it's not the motorcycle sounds that are the principal cause of that damage. Indeed, even if your motorcycle makes no sound whatever, long distant, long duration motorcycle riding damages your hearing.

It turns out that wind noise does the most damage to your hearing. It is constant, loud, and very difficult to get away from.

At highway speeds you will find that wind noise is well over 100 db, even when wearing a helmet! Wearing a helmet cuts the noise by only about 3 db, and then only if it is at least a 3/4 shell and properly fitted. (An improperly fitted helmet actually INCREASES wind noise!!!) ONE HOUR of exposure to 110 db will damage your hearing. At 115 db it takes only 15 MINUTES. The damage is relentless, irreversible, and cumulative.

Following is a chart demonstrating wind noise at 30 MPH and 60 MPH within various brands of helmets as published in a 1991 issue of Motorcycle Magazine.

What can be done about this? How can we protect our hearing from wind noise?

Well, first, you can make sure that you wear a helmet, that it is at least a 3/4 shell, and that it fits properly. A properly fitted helmet has a lining that presses against the skin on your cheeks as well as across your forehead. Not only does your helmet not shift around on your head when it fits properly, but it cuts wind noise from reaching your ears.

Second, you can wear earplugs. There are some problems

associated with doing this, not withstanding the fact that in some states it is illegal to do so. (You can legally drive a motorcycle if you are deaf, but not wear earplugs - fancy that.) Aside from the law, many people simply cannot stand (or get used to) wearing them. And, if they are improperly inserted, provide very little noise reduction benefit and will hurt in no time at all.

Earplugs are cheap. You can buy good quality earplugs by the dozens and their cost will be less than \$1 a pair when you do so. (I cannot imagine buying one pair and reusing them day after day - what a foolish way to save a penny.) If earplugs are not for you, then try small pieces of cotton. They are more comfortable, though not nearly as effective, and I'll guarantee you don't reuse them just to save a penny or two.

Wearing earplugs of any kind, it seems to me, is counter-productive at speeds below about 40 MPH. But if you ride our highways for any distance at all you will CERTAINLY be better off having worn them (and, by the way, you will actually be able to hear better with them in your ear than not at those speeds.)

Just because your hearing is already a 'little' damaged from wind noise you should not think it can't get worse. Riding a motorcycle at highway speeds is a GUARANTEED way to damage your hearing - and potentially profoundly. The majority of our hearing needs involves frequencies below 16 KHz. These sounds are what we use when we talk (and listen.) These also happen to be the frequencies most affected by wind noise hearing damage.

Or, if you prefer to ignore this bit of advice, practice saying 'Huh?' But don't get used to doing that - expecting this minor inconvenience to work forever. Your hearing will get worse. For perspective, a noisy restaurant produces about 80 db of noise. A subway produces about 90 db of noise. A rock band generates about 110 db, a car horn is about 115 db, a gunshot is about 140 db.

OSHA says that hearing loss can begin at 90 db. Max safe exposure at 110 db is 1 hour, and only 15 minutes to sounds in excess of 115 db.

Copyright © 1992 - 2012 by The Master Strategy Group, all rights reserved. <http://www.msgroup.org> (James R. Davis is a recognized expert witness in the fields of Motorcycle Safety/Dynamics.)

Memories V.I.A.I.M.

The Vancouver Island Association for Injured Motorcyclists, (V.I.A.I.M.) formed in 1987 (approx.), was born from the fact that bikers usually suffer more in an accident, often with resulting head trauma, if not far worse, than any other automobile operator, yet very little assistance is made available to them.

I attended my first Coombs Pig n Fin rodeo in 1999, me and around 1,000 other happy bike enthusiasts. Three full days and nights of fun, partying, bike rodeo, meeting good friends, making new friends. The Cossacks were the featured entertainment, plus the well-run rodeo events, poker run, show and shine, Pork and Salmon BBQ (hence the name Pig n Fin) Friday nite and Saturday nite dances, the many vendors. Tents and trailers everywhere. Music into the wee hours. Bar staff volunteers were very busy. Roll on, Buddy...!

During the following year, I learned just who it was that made the Coombs Pig n Fin and the many Show n Shines, dances etc, all possible.

The outfit that was responsible for all this fun and happy times, was the Vancouver Island Association for Injured Motorcyclists. VI AIM for short. I became an Area Rep.

During that year, the regular quarterly newsletter and editorials were pleading for our members to step up and become new board members, since the current board had been serving VI AIM so well, for ten years, and were 'burned out'.

Long story short, the new president stated that if we didn't get new board members, the VI AIM would fold. So, several of us newbies stepped up to do our part.

That was eleven years ago. Guess what ? Many of those same board members from 2000, were still serving, until our AGM 2 years ago. At that meeting, after repeated requests for new board members, and receiving none, the members present voted to dissolve.

No more VI AIM, No more Pig n Fin, No more Show n Shines. What happened ??

No more assistance to the downed rider, hospital visits, financial assistance, etc.

A 200 plus membership, and nobody wanted the job.

14 members attended the AGM. Mostly directors and Area Reps.

The Pig n Fin was a huge event to plan and execute, requiring 100 volunteers. That's with volunteers working 8 hour shifts. Less volunteers, if we worked 12-16 hour shifts. The gates were open from early morning till midnite, to allow visitors from far a field to gain entrance. Just the gate staff alone required many, many volunteers, over the three day event.

All this activity to raise funds in order to extend assistance to the 'downed rider'. Being a board member was not 'boring'. We thank our many loyal advertisers and supporters.

Well, mostly it was fun, hard work, and it lasted for 25 years. A worthy cause, but nobody wants to serve. We did our part. You read about the bike deaths and tragedies.

There are far more bikes today, than 25 years ago...

Al Lawrence, Sect'y - Treas. VI AIM.



Message from Dave, Prez

We are greatly saddened by the closing of V.I.A.I.M. and as a volunteer myself since the late 1980's I can surely appreciate all the hard work put in over time, getting burnt out. Many long days and nights, raising funds, visiting injured riders, talking to families, helping if we can, or just listening. But you know, its worth it at the end of the day when you see a smile, calmness from the injured or their family member(s) because they are not totally alone in their time of need.

A very Special thanks to all that stepped up to the plate, Volunteered, Supported, and Sponsored V.I.A.I.M., some only a short time where others for many years.

The Vancouver AIM chapter will be helping injured riders on Vancouver Island thanks to members of V.I.A.I.M. who believe strongly in what we do. If you have any questions or are interested in volunteering, please contact us either by email at info@aimvancouver.com or 604-580-0112

Ride Safe,

Dave Munro

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

What's new?

We had our elections and not much has changed except to say a big thanks to those who are staying another year... Welcome John Russell, Director @ Large and many thanks for the mega years of Support from Al Greaves as Newsletter Director, Scruffy on Visitation and Tom Skirrow, Past President of VI AIM and as a Director on our board. Wishing you's all the best! :)

I tried resigning all my jobs too, but it did not work. :(BUT I did manage to cut it down one position only, well, so far...Marcia is our Newsletter Editor and doing a great job. I cannot wait to see what she has planned for this summer. In the meantime events are in the works but no info or posters yet for between now and the end of March. So keep an eye

on the our Calendar on the AIM website. Someone will top it up as soon as we find someone to fill that position or help Gary. (He does not know that is his job now)

We do know this.....

March 18th **Swap Meet at the Agrodome**
 April something, **Swap Meet in Toowassen** (cant spell)
 May 5 **Show n Shine at Donegal's Pub**
 July 12-15 **Great Canadian Bike Rally in Merritt**
 Aug long wknd **Boogie Bash in Rock Creek,**
 Aug 12 **GF Strong Show n Shine (do not miss this!!)**

So if you are reading my babbling here, know of a motorcycle event in the near future or months from now, please send info or preferably a poster to info@aimvancover.com
Cheers, Chris

2011 Visitation Report

This year we did 238 Visitations and helped 32 downed riders and 10 family members. Of the 32, five were from outside the Lower Mainland and from the other Chapters' jurisdictions.

The majority were collision with another vehicle, most of them "left-hand turners". Clearly, we need an education program for those driving four-wheeled vehicles. Saying: "I didn't see you!" or "Where did you come from?" doesn't cut it. Like cars, motorcycle headlights are wired to be on constantly when the bike is running. How can they not see a headlight? Because they didn't look. BCCOMs annual "Look" campaign is essential to safety for our riders.

Although the number of Visitations was down from last year (345) the number of riders helped was about the same (33). This may be partly attributed to the rainy Spring and Summer, partly to people being discharged from hospitals earlier, and fewer long term residents in GF Strong.

We look forward to a new year with a strong group of Visitation Volunteers. However, we can always use more, so if you are interested, phone us at 604-580-0112 or log onto our email at: info@aimvancover.com.

Gary Richardson, Visitation Director



Association for Injured Motorcyclists

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Whether you are an accident victim or a sincerely interested party, please take our appeal earnestly. We are serious about our livelihood. WE NEED YOU! ... Become a member and give us support for effective representation on all matters of concern to Injured Motorcyclists.

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Safety Product Review – The “Bike Feeler”

Note: These product reviews do not reflect the views of AIM nor its affiliates. AIM does not necessarily support these products but in the interest of free speech, the reviewer is allowed to discuss the product and give their opinion.

Do you remember back in the 50's? The craze was to install curb feelers on the front and rear fenders of your car. They were there to help those who couldn't park, park. It consisted of a coiled wire which was clamped to the bottom of the fender and stuck straight out, with a little knob at the end. When the driver was backing into a parking space and got close to the curb, the feeler would brush against it and make an unmistakable horrendous scraping sound. You then knew that you were close enough.

Well, an adaptation of this has now hit the streets for motorcycles. A “Bike Feeler”, of similar design, is attached to each side of the bike at the frame under the engine. Again they stick straight out. When the bike is leaned over too far, they scrape the road and send up an unmistakable horrendous scraping sound. The rider can then correct before it is too late.

Not only are these a safety feature to prevent a rider from leaning too far and thus losing traction, but in so doing they also prevent the rider from leaning so far that they get scared, especially the sport bike riders who are always scaring themselves.

Imagine, no more scraped floorboards on your decker! No more scraped highway pegs on your bagger! No more scraped handlebars and levers on your Huyabusa! The bike feelers provide an early warning, take the abuse, and are replaceable and cheap at \$ 39.95 a set . They come in one color – dayglo orange (chrome option is \$ 49.95 per set). And they can be installed by any idiot in their driveway – even sensible bike riders can install them themselves.

Be a safer rider. Order yours today.

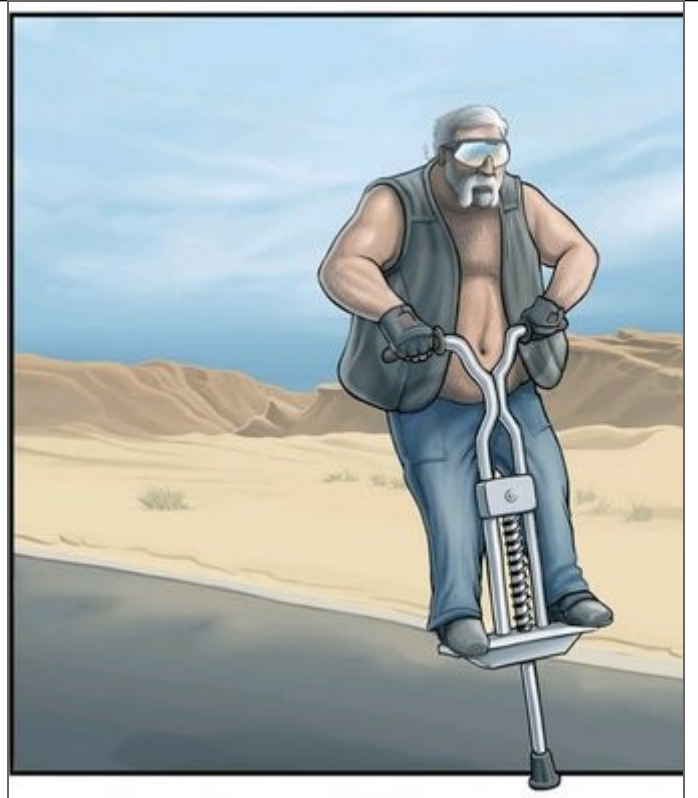
**A ten year old boy was walking down the street when a big man on a black motorcycle pulls up beside him and asks, "Hey kid, wanna go for a ride?"
" No!", said the boy, and he kept walking.
The motorcyclist pulls up to him again and says "Hey kid, I'll give you \$10 if you hop on the back."
" No!", said the boy and he proceeded down the street a little quicker.
The motorcyclist pulls up to the boy again and says, "Ok kid, I'll give you \$20 and a BIG bag of candy if you hop on the back for a ride."
At this point, the boy turns around to him and screams angrily, "Look Dad, YOU bought the Honda, so YOU ride it!"**

PLEASE Ride SAFELY!!!



Above: Great Canadian Bike Rally in Merritt BC. Google their website for regular updates as they are totally on top of this exciting event in July!

Below and to the right are pics that have been emailed



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