

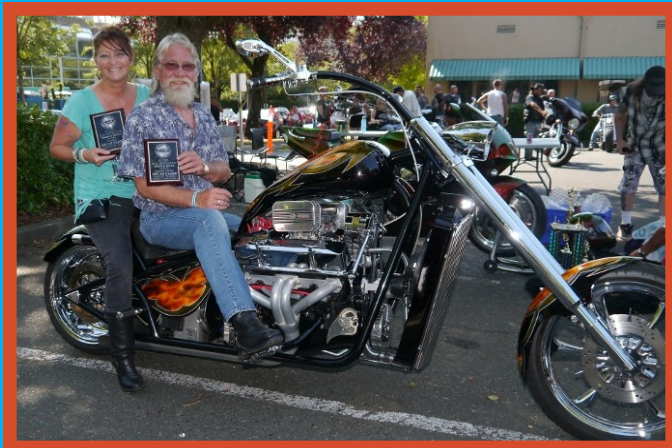


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111~ Summer ~ 2012



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The Helping Rider

#111~ Summer~ 2012

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Surrey, B. C. V3R 0R8

Tel: 604-580-0112
Fax: 604-580-0114

www.aimvancouver.com
info@aimvancouver.com

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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

Watch those oil leaks!!

Had a small leak which started late last year and I had been putting it off as it wasn't a big deal, just a small mess to wipe up off the carport floor once in a while.

At the same time I noticed my oil light was staying on longer than it should when the bike was first started. I suspected a plugged filter, but a oil and filter change didn't change anything. Oil light was staying on for nearly two seconds after cold start instead of the normal half second.

Two years ago I had installed an oil temp gauge in the fairing to replace the rather useless air temp unit which comes standard on most touring Harleys. This unit runs hot oil up from the motor to the gauge via rubber hoses instead of an electronic sending unit which is normal for modern cars. Here is where the problem began.

I found two screw clamps which had loosened to the point where oil was leaking out and air leaking in, causing the low oil pressure problem. A couple of turns with the screwdriver cured both problems, oil leak and low pressure.

NOMINATIONS & ELECTIONS

Just want to remind you all that The Elections for the Association for Injured Motorcyclists is around the corner.

Nominations, October 18, 2012

Nominations & Elections are

November 15, 2012

Please come to the meeting and join us. We do need your assistance as it has been pretty busy this year. 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 ok too, just come visit us and enjoy, as everyone is welcome.



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Photo: Jacqueline Douglas

Gary Richardson with the Sturgeettes - Sturgis North - Vernon, B.C. 2012

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GETTING ON THE ROAD Adaptive Modifications for Amputee Motorcycling

By Jeffrey J. Cain MD

Inspired by In Motion's stories of amputee motorcycling? Ready to join them on the road? Getting your motorcycle ready for amputee riding is not necessarily difficult, you merely need to understand how the controls on the motorcycle operate and how to modify them to work with your prosthesis.

This article reviews common motorcycle modifications for amputee riders and how to prepare yourself for the road. An adaptive rider's best friend is a local cycle shop with a craftsman able to modify your motorcycle, because there is no formal adaptive motorcycling organization in the US. The market is too small to find most motorcycle adaptations "off the shelf" and you may need to customize your bike for your specific needs and abilities. Let's start by looking at how a rider uses the controls on a motorcycle, and some common modifications for amputees:

Left Leg

On a standard motorcycle, the left foot operates the gear shifter by lifting up and pushing down with the toes. Riders with a BK prosthetic can modify the shift lever by adding a heel extension to allow changing gears by both pushing down with the heel and pushing down at the toe position. This system already comes standard on some cruiser models like the Harley Davidson. Alternately, the shifter can be moved to the right side as it used to be on older British bikes. A slick newer option is the Kliktronic electronic shifter system. The Kliktronic is a gear-changer that uses a push button gear selector on the handlebar connected to an electric solenoid to operate the bike's shift lever. Gear changing is done with the left hand, and the very complete kit can be moved if/when you change bikes.

Right Leg

Most motorcycles operate the rear wheel brake with a toe lever on the right side. Modification options for right leg amps include either operating a modified right brake pedal with the prosthetic, moving the brake to the left side, or mounting a second hand brake lever in tandem to the front brake lever on the handlebar. BMW and many other modern motorcycles now come with an anti-lock brake system that automatically interconnects the front and back brakes and eliminates the need for these changes.

Above Knee Considerations

Two challenges for AK riders are keeping the bike upright while stopped and operating the side stand. Solutions for these challenges include choosing a prosthetic knee that is stable in an extended position and linking the side stand to a hand lever extender below the tank. Many AK riders eliminate these issues by riding a motorcycle with a side car or a trike, both of which are more stable yet allow the freedom of motorcycling.

Other Options for Leg Amputees

An alternative to the expense and hassle of modifying a standard motorcycle is to choose one with automatic transmission, where all the bike's functions are operated by hand controls. Great options vary from the classic Italian Vespa scooter, to the "super scooter" Honda SilverWing and Suzuki 650 Burgman models that have the look and performance of modern motorcycles, to the Ridley cruiser that has the sound and appearance of a custom V-twin.

Arm Amputees

Arm amputees, even more than leg amputees, are faced with the choice of modifying either the motorcycle or modifying their prosthetic. Changing the motorcycle entails re-routing the standard brake, throttle, or clutch controls to operate them with one hand. Cycling specific prosthetic modifications allow the rider to engage the brake or clutch with a specialized end unit. Bike kits and prosthetic solutions are available on the internet (see links below). Additional recommendations for arm amputees include a front steering dampener and using velcro on the glove of the prosthetic hand to assist with control of the bike and keeping the prosthetic hand on the bars.

Getting Started

Riding a motorcycle is a thoroughly exhilarating and fun experience. Along with the thrills come some additional risks. Before starting adaptive motorcycling, consider a Motorcycle Safety Foundation (MSF) class to learn the rules of the road, and check with your state motor vehicle department to find out if there are additional testing requirements for adaptive riders. Buy the best helmet that is comfortable for you to wear, and wear it every time you ride. Start on side roads away from traffic, and move up to higher speeds and traffic as your skills progress.

See you on the road, and keep the shiny side up!

Jeffrey Cain is a bilateral BK amputee and a member of the ACA board. He rides a Vespa scooter for urban commuting and on the weekends a Kawasaki W650 with a modified



shift lever.

The shifter is modified by elevating the toe lever and adding a heel lever. This allows shifting gears with the prosthesis by pushing down on the toe lever (downshift) or by pushing down on the



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"Where There's A Will, There's A Way"

Ain't it great when everything goes right? That's how it was at our 12th Annual GF Strong Show n Shine on Sunday, August 12. First, there was the weather -- a nice sunny day; couldn't have been better! Next, there was the food -- really good! Then there were the residents who turned out in droves, examined all the bikes, partook of the hot dogs and hamburgers and our 12th Anniversary Cake, and wheeled through the Poker Run. And there was the 12th Anniversary Cake -- oh yeah, I already mentioned that. The Band was fabulous, singing and playing songs from different eras.

The bikes: this was, in my opinion, the best part of the event. We spaced the parking of the bikes so that anyone using a wheelchair could get in between them and have a close look at them. While we had the usual number of entries, we saw some different adaptations that we haven't seen before and it was hartwarming to see these injured riders using their ingenuity to adapt their bike to their impairment. One fellow had a trike with a swinging arm at the back. He would transfer to his bike saddle, then swing the arm from the rear to the side and hook his wheelchair into it, raising it off the ground. He would then swing it back and secure it into a framework, all while sitting in the saddle. And he was away to the races!

Another was in the process of completing a sidecar style platform attached to the side of his bike with the steering controls relocated in front of the platform. He could ride his wheelchair up onto the platform, secure it, and operate the bike using the remote controls. This idea, too, gives complete freedom to the rider. Other bikes were equally ingenious with their solutions.

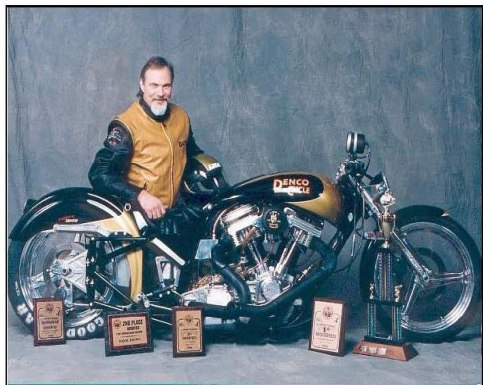
Last, but not least, was Mark Houlden, Recreational Therapist, who literally worked his b___ off making sure everything worked well, and that we had what we needed to ensure success. We give special thanks to Mark. It looked like he was enjoying himself and we even have a picture of him singing back-up with the band!

A big thank you to all you others who volunteered your time and helped make this event the success that it was. Christian Riders for manning the food, barbequeing up some mean burgers and dogs; the staff assisting Mark, all of the A.I.M. volunteers who helped out, and any others not mentioned here. You all made it happen.

The variations and adaptations to the different bikes are, in this author's opinion, what made this the best one we have ever had. Not the most bikes, not the most people, but the show of "rider spirit" that won't stop them from getting back on two wheels, with clever modifications to their bikes. Am looking forward to next year. See you there!

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Beyond Disturbing Photo of A Motorcyclist Texting While Riding Posted June 5, 2012 by Todd Halterman

Given the fact that you're currently reading this on the Interweb, it's a pretty safe bet you'll also come across some other pictures and stories today sure to make you shake your head in wide wonder at the outright stupidity and lunatic behavior that various members of our species are capable of acting out.

But I give you my personal guarantee that you won't see anything today to rival the pure dim-witted madness of this video. It's a gem taken of a rider texting at 50 mph on a highway in Sydney, Australia.

Yes, texting. If you've read stories on this site before, you may well have seen our nearly-apoplectic rants against the dangers of a texting while driving, but I admit to being nearly struck dumb by this piece of self-destructive and dangerous decision-making.

A shoo-in for the 2012 Darwin Award

Lots of studies are out there to demonstrate the reality that texting while driving is roughly akin – at least in terms of how it slows reaction times – to being stone drunk behind the wheel. Australian television program Today Tonight found this video of a rider with not one, but both of his hands off the controls and staring at his phone. The video was captured by a bus passenger on the M2.

Reports say the 21-year-old rider, allegedly still riding with an Australian motorcycle learners permit at the time, did have the good sense to turn himself into Sydney police once the photo went viral.

Fortunately for him, local authorities pulled his permit and he won't, legally at least, be able to operate a motorcycle on the highway for some time to come.

The photo does beg the question; what message could he possibly have thought was important enough to take this kind of idiotic chance at reading or sending?



August 2012

BC Coalition of People with Disabilities (BCCPD)



New Self-Help Guide Going to the CPP Disability Tribunal (A Self-Help Workbook)

We have produced a new publication, ***Going to the CPP Disability Review Tribunal***. It's a self-help workbook for people who have had their Canada Pension Plan disability (CPP-D) application and Reconsideration Request denied. It will be available in Chinese and Punjabi by early September.

The workbook can be accessed from this page on our website: <http://tiny.cc/zmv3iw>. It's accompanied by a short video overview of the workbook: <http://tiny.cc/t854iw>.

If you would like hard copies of the workbook, we'll happily mail them to you free of charge. Please contact Valerie Stapleton at 604-875-0188, 1-800-663-1278 or at feedback@bccpd.bc.ca to place your order.

It will really help us to continue our work if you can take a few minutes to complete a brief survey about the workbook. You can do this online at: <http://tiny.cc/osw3iw> or by mailing, emailing (feedback@bccpd.bc.ca), or faxing (604-875-9227) a hard copy version of the survey to us.

If you have any questions about CPP-D, please contact our Advocacy Access Program at 604-872-1278 or 1-800-663-1278 and ask to speak to a CPP-D advocate.

Best regards,

Jane Dyson, Executive Director

Do you know how many crashes occur in B.C. every year?

Find out using ICBC's new interactive crash maps available through ICBC's online newsroom.

The maps provide information on crashes across the province over the last five years, broken down by region and specific intersections. There are also crash maps dedicated to cyclist and pedestrian-related crashes.

We hope this is a regular and helpful online resource and encourage you to share these crash maps with your staff and customers.

See how many crashes are happening at intersections in communities around B.C.

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Guinness World Record Holder; Double Amputee Motorcycle Rider Makes Stop in Barnesville



Posted: Aug 15, 2012 7:23 PM
Updated: Sep 12, 2012 7:24 PM

Many of us have things that happen in our lives that make us ask "Why me?" but after a mine explosion while serving overseas left Dave Barr without his legs, he chose to ask himself "What now?"

For Barr this meant choosing to use what some may consider a disability to inspire others.

Wednesday evening Barr was escorted into Barnesville to the American Legion by fellow motorcycle riders. While at the American Legion he spoke to a crowd of veterans and supporters.

"There are many of us that are veterans that have been under fire and we can remember when our mothers and fathers sent us off to or if we had a wife sending us off they didn't know how we were going to come back" Barr said as he addressed the crowd.

Barr has travelled the country as well as the world sharing his inspirational story. His hope is to encourage others to overcome their obstacles and make their own dreams a reality.

In addition to traveling the world, Barr established several Guinness World Records while doing so. He is the only disabled person to have ridden around the world on a motorcycle.

He was also the first double amputee skydiver in the world.

Barr rides with The Patriot Express, which is with Operation Military Embrace. Through this organization they are committed to helping wounded warriors and their families.

"That' s where we come in, to let those families know that we care, we're willing to go to the extra mile, we're willing to make a commitment both with time and financial aid to help them that they're not forgotten" Barr said of The Patriot Express.

Barr was also just inducted into the Sturgis Hall of Fame. With all of his travels Barr said he has learned there is more good in the world than bad.



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Ten things new riders do completely wrong

Written by Digits @ Clutch & Chrome

The first few hundred miles any new rider puts down are laced with trepidation and anticipation as they discover another world of experiences and adventure. As with any pastime, there's a learning curve, so the staff of Clutch and Chrome have brought together the most common mistakes made by our newest members of the biker brotherhood.

There really are no other activities that compares with riding. Nothing captures that feeling of being in complete control of a two-wheeled monster as you race down a highway or back way with nothing between the rider, the road or the wind.

Unfortunately, any mistakes can be embarrassing at best and for the most part easily avoidable. Pulling from the experiences of the staff of Clutch and Chrome as well as some industry experts, here are the ten most common mistakes made by new riders.

Giving into peer pressure

Whether its as important as helmets and protective gear, or as trivial as what kind of clothes to wear, new bikers can quickly lose the freedom and individuality riding is supposed to be all about.

We know it's a simplistic approach to advise new bikers to simply do the right thing, or at the very least what seems comfortable for them. Riding is an uniquely individual pastime oddly enough, more enjoyable in large groups. Its also a hobby that grows confidence the more its enjoyed, giving riders the opportunity to find their own road eventually.

Riding beyond their limits

This new biker blunder is usually rooted in riding too fast to safely control their motorcycle. The thrill of speed can quickly outpace learning skill sets needed in unexpected situations or emergencies.

Whether done by choice or encouraged through peer pressure, this mistake can be avoided with a constant gut-check and honest assessment of current skill levels. Consistently doing both of these can help the new biker around long enough to become a seasoned one.

Not reading the road

No one has ever said riding is easy and there's certainly so much more to it than simply knowing how to operate a motorcycle. No other vehicle is more affected by its surrounding environment than our two-wheeled friend.

Between man-made debris and natures roadside traps, a rider can quickly get themselves into a lot of trouble in the blink of an eye. Gravel makes the bike lose much needed traction on corners and steel plates (commonly used in road repair) can feel like riding on ice.

Although each situation has its own specific handling answer, the general rules are;

Avoid the hazards if at all possible.

Steady, controlled throttle control while the bike is negotiating the problem surface.

A firm but relaxed grip of the handlebars.

Not following maintenance schedules

In some ways motorcycles can be more robust than a car, but for the most part things wear out quicker requiring more attention and consequently have a shorter maintenance cycle. And yes you can ignore the pun.

For instance, tires and brakes need to be changed more frequently on a motorcycle than on a car. Since there are only two of each compared to the four found on a car care and consideration should be given ensuring they're serviced sooner than later.

Also it's easy to miss important oil changes needed more for the time the oil has been in the bike rather than the miles you've travelled.

Running out of gas

Maybe it's the newfound exhilaration of riding or simply not having the gas gauge in plain view. Either way being stuck on the side of the road with a dead motorcycle seems to be a embarrassing story shared among the newer riders.

It's understood motorcycles get great mileage, but an average tank only holds four to six gallons of gasoline. For some reason it seems that last quarter of a tank mysteriously goes much quicker, leaving the unaware biker riding on fumes.

Some experienced bikers refer to the gas gauge as an 'idiot gauge', "Because you'd have to be an idiot to rely on it!"

The perfect solution is to never let your tank fall below the quarter tank mark.

Dehydration

This is similar to running out of gas, but for the body rather the motorcycle.

We're the first to admit that riding a motorcycle at legal speeds isn't as exhausting as say, riding a bicycle. Come to think of it, this could be why your average biker doesn't look like Lance Armstrong. Sure, there are other reasons, but we digress.

Riding may not be as physically demanding as an active sport but between being in the sun for the duration of the ride, sweating under protective gear and the wind whipping past, a rider can get dehydrated before they know it.

This can cause fatigue, headaches and the general lack of focus, none of which are good for riding a motorcycle.....cont...

Continued from page 9

What's worse than the bikers who don't realize they're losing liquids are the ones that avoid drinking too much as not to interrupt the ride with bathroom stops.

Firstly, the liquids replacing those lost by the body and are quickly absorbed. Depending on what's being drunk, being correctly hydrated shouldn't mean more pee pee breaks.

Secondly, breaks are good, helping you refocus as well chat with the rest of your group.

Most experts agree that drinking one bottle of water for every two hours of riding time is a healthy ratio, drinking more if thirsty or while travelling through hotter climates.

Riding into exhaustion

Getting a motorcycle is an exciting time usually with months of anticipation leading up to a sleepless night before you pick it up the next day.

It's understandable that the new rider wants to squeeze in as many miles in a day as is humanly possible. Unfortunately this enthusiasm will lead to both physical as well as mental fatigue, opening up the rider to mistakes which could be deadly.

Also this optimistic approach to how far can be ridden in a day can leave a new biker miles from, feeling tired and not only a little nervous, but also dreading the ride back.

You can still enjoy your new toy and ride in moderation. Be conservative with the miles ridden and instead spend extra time washing down the bike when you home. Okay, there's more schoolboy admiration going on instead of washing, but you'll still have the opportunity to know your bike better and certainly more intimately.

Misjudging corners

Probably the number one reason for a majority of early riding accidents. This category would include riding wide, going into the curve too quickly or at too high of a gear.

Out of all the motorcycle fatality statistics, single vehicle accidents are growing the quickest. For those that can't quite understand 'stat-speak' single vehicle terminology infers there were no other vehicles involved, meaning the rider drove off the road or hit an immobile object.

This is caused by not only a lack of riding experience, but also the following common mistake.

Not taking a motorcycle safety course

Whether from youthful ignorance or older over confidence, too many riders are taking to the road without professional instructions.

Clutch and Chrome has observed the fiscal irony that would be bikers will spend a small fortune on a motorcycle, accessories and fashionable apparel but feel a couple of hundred dollars and two days for a recognized safety course is simply too much.

Getting beyond fragile ego's and misplaced confidence from experience gained on quieter roads, smaller en-

gines and sharper reaction times a recognized motorcycle safety course should be an absolute given.

Even bikers who consider themselves seasoned riders will acknowledge they either learned something new or polished some rusty skills. With prices ranging from free to a few hundred dollars its an inexpensive way to gain life-saving tips.

The price is further lessened when potential insurance savings are realized.

Finding new things to do on a motorcycle

Frustrated boredom can quickly replace overwhelming enthusiasm after riding the same routes, stopping at familiar bars and hearing the same old biker stories.

Every new rider has faced the seemingly endless world without limits closing in on them. Soon other real-life issues or maybe newer interests take over leaving the motorcycle unused and feeling abandoned.

Riding can be a demanding mistress and although she gives much, will expect some effort in return.

Only bikers who look for excuses to ride, places to go and far-fetched reasons to jump in the saddle can keep the passion.

Although they may feel as though they've just arrived on the scene, new riders have already come so far it would be a shame to lose what they've gained from simple boredom.

So there you have it, the ten most common mistakes made by the newest members of our always growing riding family.

Will a new rider make all the mistakes? Absolutely not. Some riders will burn up the roads without any self-made mishaps.

Even if you're not a new rider yourself, reading and making a mental note of the information in this article can help if ever have the chance to ride with one and help them avoid any of the mistakes.

After completing the article, a few in the Clutch and Chrome office decided to pull together a helpful series for the new rider, which should be appearing in these pages in the next month.

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October 2012

October 7, 2012 - VANCOUVER TOY RUN - Sunday. Starts 10am @ COQUITLAM Mall, proceeds to PNE, big red live-stock barn. Entry-one toy. Pinned event. No stuffed animals please. Educational and sports toys welcome. Must be sealed/packaged. Vendors, food, refreshments. Info: BCCOM - 604-580-0111.

October 13, 2012 to October 14, 2012 - POWER SPORTS ADVENTURE SHOW / ALL ABOUT SNOW SHOW - Sat-Sun @ Tradex, 1190 Cornell Street, ABBOTSFORD. Off-road four-wheeling, motorcycling & snowmobiling. Features & events, seminars, prizes, sponsors, media, exhibitors. www.powersportsadventureshow.ca or www.allaboutsnowshow.ca.

October 14, 2012 - FRASER VALLEY TOY RUN - Sunday. Arrive at Abbotsford, Ag-Rec Building. HOOK-UPS: 1) Leaves MISSION, Liquidation World, @ 9:45 am. 2) Leaves CHILLIWACK, Sears Parking Lot, Luckakuck Way @ 9:30 am. Toy Drop, Annual Draw, refreshments. Pinned event. Bring a sealed/packaged toy, sports or educational. No stuffed toys. All bikes welcome. SEE POSTER

October 18, 2012 - AIM Monthly Meeting - Every third Thursday @ 7:00 pm at the ABC Restaurant, 101 - 15373 Fraser Highway, SURREY, BC.

November 2012

November 11, 2012 - GVMC Remembrance Day Fall Crib Tournament - Sunday. Held @ GVMC Clubhouse, #307 - 9785 - 192nd St., SURREY, BC. (Tournament) Contact Ron Serne - 604-514-2216 or www.gvmc.ca

November 15, 2012 - AIM Monthly Meeting - Every third Thursday @ 7:00 pm at the ABC Restaurant, 101 - 15373 Fraser Highway, SURREY, BC.

December 2012

December 21, 2012 - AIM Monthly Meeting - **No Meeting in December**

MERRY CHRISTMAS TO YOU AND YOURS!



January 2013—Happy New Year All

January 1, 2013 - GVMC New Year's Day Run - Tuesday. Starts @ GVMC Clubhouse, #307 - 9785 - 192nd St., SURREY, BC. (Road Ride) Contact Wes Jamison 604-857-4880 or www.gvmc.ca.



Hey Buddy...Could I Get a Push

A man and his wife were awakened at 3 a.m. by a loud pounding on the door.

The man gets up and goes to the door where a drunken biker, standing in the pouring rain, is asking for a push.

'Not a chance,' says the husband, 'It's 3 in the morning!'

He slams the door and returns to bed.

'Who was that?' asked his wife.

'Just some drunken biker needing a push,' he answers.

'Did you help him?' she asks.

'No, I did not, it is 3 in the morning and it's pouring rain out there!'

'Well, you have a short memory,' says his wife. 'Can't you remember about three months ago when we broke down, and those two bikers helped us?'

'You should be ashamed of yourself! You should help him push his motorcycle.' The man does as he is told, gets dressed, and goes out into the pounding rain.

He calls out into the dark, 'Hello, are you still there?'

'Yes,' comes back the answer.

'Do you still need a push?' calls out the husband.

'Yes, please!' comes the reply from the dark.

'Where are you?' asks the husband.

'I'm over here on your swing set,' replied the biker.



GF STRONG
SHOW & SHINE 2012
Pictures compliments
of
Maurice Woodworth,
AIM Member

