



"A Hand for the Downed Rider"

The Helping Rider

A.I.M VANCOUVER

110~ Spring ~ 2012

May is Motorcycle Safety Awareness Month.

1. Check your tire pressure (as per your owner's manual) and operation of lights, brakes, etc. If you suspect something is not correct, contact your local servicing Retailer.
2. Be mindful of sand or gravel which may have accumulated on the road over the winter season, especially in corners and intersections. This condition makes it very slippery under your tires.
3. Ride defensively. Over the winter months, other motorists have gotten used to not sharing the roads with their two-wheeled friends.
4. Sharpen your riding skills. Take a Canadian Safety Council (CSC) approved "refresher" course, available at most Community Colleges.
5. Keep yourself hydrated while riding.
6. Helmets are NO novelty - ensure that you are wearing a DOT approved helmet while riding. If you are unsure, stop by your local Retailer and talk to a Motor Clothes specialist. All helmets should meet or exceed DOT requirements, and some also pass SNELL Memorial Foundation standards.
7. Wear proper riding gear. Leather or nylon apparel, gloves, protective eyewear, proper footwear will keep you safe during your journeys.

Ride safe and enjoy the open road!

Saturday May 5, 2012
2nd Annual Motorcycle
Show n' Shine

PRESENTING:
JAMES SHEPHERD
& THE BARE BONES

ALL
MOTORCYCLES
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AWARDS 4PM

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BEST VINTAGE

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SPONSORS

Motorcycle Awareness Month is May and for those interested in the MLA Ride on May 3, please check with BCCOM at www.bccom-bc.com/ or call 604-580-0111.

"HELPING INJURED RIDERS SINCE 1983"

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

#110 ~ Spring ~ 2012

Vancouver A.I.M.

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The Helping Rider is published by
The Association For Injured Motorcyclists
Vancouver Chapter

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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A.I.M. Meets

Third Thursday of the Month 7:00 pm

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Newsletter Ad Rates

Size	\$ per Issue	\$ per 4 issues
1/8 of page (B card)	40	150
1/4 page	80	300
1/2 page	160	600

3S Printers (2011)Inc.

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604-436-4880

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!!!

**9th Annual
Vintage Motorcycle
Swap Meet & Bike Show**



Vintage Motorcycles/Parts/Reproductions
• Bike Show Marquee: Vintage Japanese •

Saturday, April 28, 2012 • Mount Vernon, WA
Skagit County Fairgrounds
Exit I-5 (#225) at Anderson Road and Follow Signs to Fairgrounds
Open to the Public 8 AM to 3 PM

← \$2 Per Person Admission →
← \$5 Per Carload (Park and Admission to the Meet) →

Sponsored by the Washington Vintage Motorcyclists Club (An AMCA Chapter)
www.washingtonvintagemotorcyclists.org

Event vendor indoor stall rental fee: 10'x10' at \$30 ea, or bike stall at \$15 per bike. Open to vendors at 6:00 AM.
All booths are inside pavilion. Stall reservations and fees must be received prior to April 13, 2012.
Send payment to: WVM, c/o Mark Cattarin, 2307 A Street, Bellingham, WA 98225.

ONE DAY ONLY!
Information: Daytime (9 AM to 3 PM) call Mark @ 360-223-3190. E-mail: marcuscc@comcast.net

The WVM Motorcycle Swap Meet will be held concurrent with the 30th annual Mt. Vernon Automotive Swap Meet sponsored by the North Cascade Street Rod Association, featuring vintage motorcycles, cars, trucks, parts, and accessories. This event fills the fairground complex.

The 27th annual Classic & Vintage MC Swap Meet Show 'N Shine is on Sunday, April 29th in Tsawwassen, BC, Canada at the South Delta Recreation Centre, just 60 miles north of Mt. Vernon.
INFO: Call Todd Copan @ 604-299-0020

From Craig Heale

A little tip to remember when changing tires on your bike. It saves a bit of labour if you replace the brake pads at the same time and inspect the bearings, calipers and rotors while the wheel is off. This holds double when doing the front wheel, now is the time for things like fork seals and head bearings as the wheel has to come off anyway.

To get your head bearings to last longer, ask your shop to tap in a grease fitting as fresh grease can double their life and use tapered roller bearings instead of ball bearings.


Most riders will find they go thru brake pads every second or third tire change, depending on riding style and tire compound.

Also when changing the tire, always replace the valve for an extra four or five bucks. If it has a slow leak or undetectable damage, the tire has to be pulled again to change it out!! Valves do wear out and are quite susceptible to road damage so best not to deal with used ones.

Ride Safe

FOR SALE

Mar.24/12 Can you help me sell ??? -- I have a Barriatric Heavy Duty Power Wheelchair - fully loaded - for sale - asking \$12,500. (I paid approx. \$40,000.) .. It is in excellent condition -- only used approximately 6 months -- then sitting inside storage room. ... may only need a new set of batteries -- maybe not. ... It is a HOT HOT color .. Metallic Prowler Purple with shiny mag wheels. It holds 750 lbs. .. Grp. 31 batteries. Power Tilt, Power legs, 5% Anterior tilt, full light package-headlights, tail-light, blinkers. ... J-2 Plus Back - 20" extends to 23" ... Present seat pan 20" x 20" (originally had 24" but downsized because of weight loss) - could easily have larger seat re-installed ... back pack .. umbrella or cane holder ... custom lock to lock off chair for extra safety ... etc., etc., etc. Please call me with a client ... Una - 604-880-8785..

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**ARTICLE FROM: Rose A. Keith
Trial Lawyer
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Vancouver, BC V6G 3J6
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The Importance of Being Properly Insured

If you own a motorbike, you have insurance on that bike. ICBC requires us to have the insurance in order to have plates on the bike. However, most of us don't understand the insurance that we have, nor do we understand whether what we have is enough or too much. The insurance that you have fills two purposes – it is either to help you in the event of damage or loss from an accident, or it is to compensate a third party if you are at fault for an accident so that you don't have to pay their damages out of your own pocket. Everyone licensed in British Columbia must purchase their Basic Autoplan insurance through ICBC. This is the minimum amount that everyone must have. You can then purchase optional extended coverage either through ICBC or through another carrier.

Basic Autoplan coverage provides you with the following:

- \$150,000 per person for medical and rehabilitation costs;
- \$200,000 for damages claimed by other persons; and
- \$1 million per person if the at fault motorist is uninsured.

Sounds like a lot of insurance right? Wrong!! Let's look at what each of these actually is.

Medical and rehabilitation costs – this is medical care that is required following an accident and income replacement of up to \$300 per week. This coverage is far superior to many jurisdictions but it is still woefully inadequate if you have suffered a significant injury. This is only of real consequence if the accident is your fault and you are unable to claim against another party for the damages that you have suffered. If the accident is your fault however, \$150,000 does not go very far if you have suffered a severe injury. ICBC is what we refer to as a secondary insurer. What that means is that their requirement to provide coverage for medical and rehabilitation costs only

kicks in after you have depleted your entitlement to other benefits. So, for example, if you have extended health coverage then you utilize that first for medical and rehabilitation costs and only turn to ICBC when you have used up whatever other coverage that you have available. That makes the \$150,000 go a lot farther obviously. More problematic is the wage loss benefit that you are entitled to. Under the Basic Autoplan coverage you are entitled to a maximum of \$300 per week or 75% of your usual weekly earnings, whichever is less, if as a result of a motor vehicle accident you are totally disabled from work. That amounts to only \$15,000 per year. That is significantly less than what most individuals earn. Again, if another party is at fault for the accident you can ultimately obtain your wage loss from them. This is only problematic for individuals who are at fault for an accident. There are income replacement insurance policies that are available and it is worthwhile speaker to an insurance broker about the cost and availability of such a policy for you.

\$200,000 for damages claimed by others – this basic insurance amount is meant to satisfy any claims brought by others as a result of your negligence. \$200,000 is not sufficient. \$200,000 is to cover all of the damages of all of the parties involved in the crash, including the vehicle damage. This can easily exceed \$200,000. You are then personally liable for any amounts over and above the \$200,000. There is insurance available that greatly increases the amount of insurance available to you to satisfy the claims brought by others and it is available at a nominal cost. You should have at least \$2,000,000 in coverage.

\$1 million if the at fault person has insufficient insurance. This type of coverage is referred to by lawyers as UMP or Underinsured Motorist Protection. This insurance is to protect you and provide you with coverage if the person who is at fault for the accident does not have sufficient coverage to compensate you for your injuries. \$1 million is the minimum that all motorists have through their Basic

Autoplan Coverage. With this insurance I again recommend that you get as much as you possibly can. It is available for a nominal fee and is invaluable insurance if you ever have the misfortune of requiring it. When you are injured in an accident, ICBC is only obligated to pay out up to the limit of the at fault party's insurance and your UMP coverage. Regardless of how devastating your injuries are and how extensive your losses are, that is the limit of what ICBC has to pay. Beyond that, you have to recover your damages directly from the person who caused you injury. Typically if a person has a low rate of coverage on their insurance they will have little or no ability to pay a judgment in excess of their insurance and as the injured party, you will be left with no ability to recover your damages.

The above is by no means an exhaustive explanation of insurance coverage and what you should have. In addition to the above you need to consider whether you want to purchase own damage coverage. Without it, in an accident in which you are at fault repairs to your motorbike will not be covered. This is a type of insurance that really is a matter of cost benefit analysis in which the value of the bike must be taken into consideration.

The above information should however provide you with the starting point of your discussions with an insurance broker the next time you are buying insurance for your bike. Below are a list of questions to consider asking an insurance broker when you are purchasing insurance:

- Am I eligible for income replacement benefit and if yes, what is the cost of it?
- What is the maximum liability insurance that I can purchase and what is the cost of it?
- What is the cost associated with each \$1 million of increased liability insurance?
- How much UMP can I purchase?
- What is the cost of each extra \$1 million of UMP?
- What is the cost of own damage coverage?

Ensuring that you understand what insurance you have and whether you are properly and fully insured not only provides you peace of mind but can ensure your financial future is not compromised.



Perhaps ninety out of one hundred riders purchase trailers to cart their camping gear, clothes and a cooler for 1-2 week road-trips. You especially need extra storage when you're traveling with that special someone. Or you may be packing medical supplies needed for your trip.

What about the other ten riders? Why do they shop for a motorcycle trailer?

Riding the bike is MUCH more economical than driving any other vehicle.

Here's what some of our customers have had to say: "I can get my tool belt, small box, skill saw, level, nail gun and hard hat on it, everything I need for day to day - now I leave my truck at home most of the time, and get more riding time on my Bike too."

Well its that time of the year where you go from 4 wheels to two, You are now, what maybe a 4th of the size, a dot, almost invisible and need to ride defensively, making sure that you do not ride in blind spots of the vehicles close to you, being visible to on coming left hand turners. Making sure the people you ride with can see you in their mirrors and you see them at all times.



Be smart, use commonsense!

British Columbia BCCOM Coalition of Motorcyclists

Tel: (604) 580-0111 • Fax: (604) 580-0114 • Toll Free: 1-877-580-0111
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Working for your freedom to ride!

Linda's Leathers says"the antique swap meet will be my last show and everything must go, sale sale sale!!!!!!????? "

Leathers
By

Linda

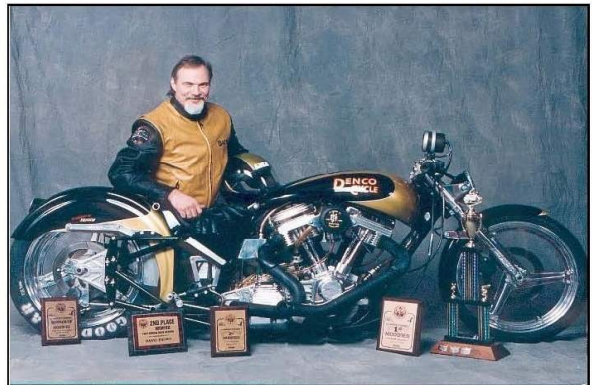
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Motorcycle Tire School

Tire Inflation

Always keep the motorcycle manufacturer's recommended air pressure in both tires. This is an important requirement for tire safety and mileage. Your motorcycle owner's manual will tell you the recommended cold inflation pressure. On some motorcycles, the recommended front and rear tire pressures will be different. The pressures stamped on the sidewall of the tire are only for maximum loads. On some occasions, these pressures will also be the manufacturer's recommended settings as well.

Riding on tires with too little air pressure is dangerous. The tires will build excessive heat. This can cause a sudden tire failure. Under inflation may also:

- Damage the tire, leading to tire failure
- Adversely affect vehicle cornering
- Reduce tire life
- Increase fuel consumption

Cause fatigue cracking

Riding on tires with too much air can be dangerous. The tires are more likely to be cut, punctured, or broken by sudden impact. Do not exceed the pressure indicated on the tire sidewall. Consult your owner's manual for the recommended inflation and other tire information.

Never inflate a tire unless it is secured to the motorcycle or a tire-mounting machine. Inflating an unsecured tire is dangerous. If it bursts, it could be hurled into the air

with explosive force.

Valve Stems, Cores & Caps

Old or damaged valve stems and cores may cause air loss. Replace them when mounting new tires. Use caps (finger tight) on the valve stems to keep dust, dirt, and moisture away from the valve.

Matching Front and Rear Tires

Correct matching of front and rear tires is critical to obtaining optimum performance and handling. Never mount a rear tire in front or vice versa. Combining a new tire with a worn rear tire may cause instability. Always consult your manufacturer before modifying your motorcycle's tires from stock.

Checking Tire Inflation

Check your tire air pressure at least once a week and before long trips. Be sure to use an accurate pressure gauge.

Check your air pressure when the tires are "cold." The tires are "cold" when your motorcycle has been ridden less than a mile at moderate speed or after being stopped for three or more hours. Never release air from a hot tire in order to reach the recommended cold tire pressure. Normal riding causes tires to run hotter and inflation pressure to increase. If you release air when your tires are hot, you may dangerously under inflate your tires.

If your tires lose more than two pounds per square inch (2 psi) per month, the tire, the valve, or wheel may be damaged. Consult your local dealer for an inspection.

Use valve caps to keep valve cores clean and clear of de-

bris and to help guard against air leakage

Break-in Period

In order for your new tire(s) to provide optimum performance, tires should be ridden very cautiously for the first 100 miles in order for the tread surface to be "Scuffed-In" and work properly. Directly after new tires are mounted, sudden acceleration, maximum braking, and hard cornering must be avoided. This will allow the rider to adjust to the feel and handling characteristics of the new tire and for the new tire to be "Scuffed-In" correctly in order to achieve optimum grip level.

Tire Loading

Riding your motorcycle in an overloaded condition is dangerous. Overloading causes excessive heat to build up in your tires. This can lead to sudden tire failure while the tire is overloaded or at some later date.

Safe Loading

Consult your motorcycle owner's manual for the motorcycle load limits and proper tire inflation that applies to your motorcycle and tires.

Never exceed the maximum load rating stamped on the tire sidewall of your tire or the maximum vehicle load rating, whichever is less. Before a trip, determine the total weight of luggage, equipment, and rider(s) to be added to your vehicle.

Never exceed the accessory restrictions and motorcycle load capacity found in the owner's manual, or the maximum load molded on the sidewall of the tire.

Tire Damage

Riding on damaged tires is dangerous. A damaged tire

can suddenly fail. Have your tires regularly inspected by your local dealer for damage.

Spotting Damaged Tires

After striking anything unusual in the roadway, ask your local dealer to de-mount the tire and inspect it for damage. A tire may not have visible signs of damage on the tire surface. Yet, the tire may suddenly fail without warning, a day, a week, or even months later.

Inspect your tires for cuts, cracks, or splits in the tread and sidewall areas. Bumps or bulges may indicate a separation within the tire body. Have your tire inspected by a qualified tire service person. It may be necessary to have it removed from the wheel for a complete inspection.

Tread Depth

Inspect your tires for adequate tread depth. When the tire is worn to the built-in indicators at 1/32nd inch (0.8 millimeters) or less tread groove depth, or the tire cord or fabric is exposed, the tire is dangerously worn and must be replaced immediately.

Inspect your tires for uneven wear. Wear on one side of the tread or flat spots in the tread may indicate a problem with the tire or vehicle. Consult your local dealer.

Inspect your rims also. If you have a bent or cracked rim, it must be replaced.





Join us for the
20th Annual GVMC
Gord Hepler Memorial

Ride for B.C. Children's Hospital !!

When: May 13, 2012 Mother's Day

CELEBRATE WITH MOM & HELP KIDS WITH CANCER AT THE SAME TIME!

Bring Mom in a car or on a motorcycle!

Sign up: \$20.00 per person (which includes the barbecue at the end of the Run) from 10:00am - 11:00am at the GVMC Club House - Unit 307 - 9785 192nd Street. Cars are welcome.

If paying via Pay Pal the signup fee is \$20.00 (plus applicable service charges).

There is a prize division for drivers of cars as well as riders of motorcycles and passengers.

Come early (9:00 am) for a GVMC Pancake and Sausage breakfast for \$5.00.

Join us for a fun day of riding, meeting new and interesting people, eating good food, silent auction, and draws, live band, and most importantly supporting a

UPCOMING EVENTS

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Know your limit, play within it.

19+ to play!

Motorcyclists are a very charitable group of people, with millions of riders participating in charity rides, also known as poker runs, throughout the country all year long.

The following is an adaptation from the MSF A Guide to Group Riding Pictures @ http://www.arng.army.mil/soldierresources/guardsafety/Documents/Motorcycle%20Safety/MSF%20Quick%20Tips%20Group_Ride.pdf

Arrive prepared. Arrive on time with a full gas tank.

Hold a riders' meeting. Discuss, routes, stops, and hand signals. Assign a lead (road captain) and sweep (tail) rider.

Both should be experienced riders who are well-versed in group riding procedures. The leader should assess everyone's riding skills and the group's riding style. Keep the group to a manageable size, ideally five to seven riders. If necessary, break the group into smaller sub-groups, each with a lead and sweep rider.

Ride prepared. At least one rider in each group should pack a cell phone, first-aid kit, and full tool kit, so the group is prepared for any problem that they might encounter.

Ride in formation. The staggered riding formation below allows a proper space cushion between motorcycles so that each rider has enough time and space to maneuver and to react to hazards.

The leader rides in the left third of the lane, while the next rider stays at least one second behind in the right third of the lane; the rest of the group follows the same pattern.

A single-file formation is preferred on a curvy road, under conditions of poor visibility or poor road surfaces, entering/leaving highways, or other situations where an increased space cushion or maneuvering room is needed.

Avoid side-by-side formations, as they reduce the space cushion. If you suddenly needed to swerve to avoid a hazard, you would not have room to do so.

You don't want handlebars to get entangled.

Periodically check the riders following in your rear view mirror. If you see a rider falling behind, slow down so they may catch up. If all the riders in the group use this technique, the group should be able to maintain a fairly steady speed without pressure to ride too fast to catch up.

If you're separated from the group, don't panic. Your group should have a pre-planned procedure in place to re-group. Don't break the law or ride beyond your skills to catch up.

For mechanical or medical problems, use a cell phone to call for assistance as the situation warrants.

PINGEL EASY SHIFT KITS

(Clutchless & footless)

Imagine yourself riding your motorcycle, feet on the highway pegs, flowing down the Highway at sunset, winding through the curves or just slowing down to ride through a small town Canada on a warm spring day. Think about all the upshifting, downshifting and clutching going on during your ride.

Now imagine you have the Pingel Easy Shift installed - You can keep your feet up, your hands gripped firmly on the bars, and all you have to do to shift is push the buttons on your handlebar control - Easy, just like the name says. The unit really puts more fun into your riding experience. You don't lose the ability to shift manually, but you'll never want to go back to it because you'll be having too much fun!

Pull up to a red light, the light turns green, you grab a handful of throttle and rocket through the gears faster than even the best racer can shift manually! Everyone else is left in your dust. When you go on those relaxing rides through the hills and curves, everyone else will be exercising their left hand the entire time while you relax and enjoy the scenery thanks to your Easy Shift. You may never want to shift manually again.

We have had customers comment that they like clutching and shifting, that an automatic shifter seems somewhat lazy, or that it must just be for old folks. However, it isn't about any of that. It is about adding another dimension to motorcycle riding, an altogether new form of fun to be had!

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Vancouver Motorcycle show door staff (AIM members)

This is the second year AIM Vancouver has worked the door for the Vancouver Motorcycle show. With the help of AIM Directors and Members, raising funds for Aim was a blast. A big thank you to Nanette Jacques, Manager of the Vancouver Motorcycle Show and all those who helped out with the long hours it was well worth it.

Karen Weinstein.....Entertainment Director



Association for Injured Motorcyclists

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Ph. 604.580.0112 Fax. 604.580.0114

www.aimvancouver.com



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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Please return this application with your payment to the address above.

Make checks payable to (A.I.M.)

Association for Injured Motorcyclists

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April 2012

- April 19, - **AIM Monthly Meeting** - Every third Thursday @ 7:00 pm at the ABC Restaurant, 15373 Fraser Highway, Surrey, BC.
- April 28, - **9th Annual Vintage M/C Swap Meet & Bike Show** - Skagit County Fairgrounds, Mount Vernon, Washington. Exit I-5 (#225) at Anderson Road and follow signs to Fairgrounds. 8:00am to 3:00pm. Mark: 360-223-3190 or marcuscc@comcast.net
- April 29, - **27th Annual Classic & Vintage M/C Swap Meet / Show n Shine** - South Delta Recreation Center, 1720 - 56th St., Tswwassen, BC. Opens at 10am. Show n Shine, vendors, food. Half hour south of Vancouver; 1.5 hr. north of Seattle. INFO HOTLINE: 604-299-0020 or info@classicbikeswapmeet.com, or http://www.classicbikeswapmeet.com/

May 2012

- May 3, - **MLA Ride - BCCOM** - Join the trek to Victoria to take an MLA for a ride to help BCCOM's lobbying efforts. For info: http://bccom-bc.com/event2/events_interface/Results/results_page.asp
- May 4 - 6, - **Seasons of Refreshing - Christian Motorcyclist Association** - Calvary Church, 625 Carson Drive, Williams Lake, BC V2G 1T4 1-250-392-5324. Contact Rob & Donna George 1-250-820-2255
- May 5, - **Vancouver Scooter / Motorcycle Parking Rally** - 7:45 am @ Vancouver Aquatic Centre, 1050 Beach Avenue, East Parking lot (under Burrard St. Bridge). Bring \$ 6 for parking @ TBA. Great prizes! Please RSVP to 604-874-3501 or email ijtent@gmail.com
- May 5, - **BCCOM Vancouver Parking Rally** - @ 7:45 am @ Aquatic Centre. For info join the "Vancouver Scooter/Motorcycle Parking Initiative" on Facebook.
- May 5, - **Donegal's Pub 2nd Annual Show n Shine** - 12054 - 96th Avenue, Surrey, BC. All motorcycles welcome. Live music: Pig Roast. Vendors. Registration 9am to 1pm. Awards at 4pm. Info: Donegalpub.com
- May 13, - **20th Annual GVMC Gord Heppler Memorial Run** - @ GVMC Clubhouse, #307 - 9785 - 192nd St., Surrey, BC. Proceeds to Children's Hospital. Contact Jackie Heppler: 604-888-8152 or www.gvmc.ca
- May 13, - **Poker Run - Great Canadian Bike Rally / UN Nato Veterans**. 9:00 am @ Friendly Mikes, 8247 Young Road, Chilliwack, BC. Ben: 604-798-0463, or Marcia: 604-853-6765.
- May 17, - **AIM Monthly Meeting** - Every third Thursday @ 7:00 pm at the ABC Restaurant, 15373 Fraser Highway, Surrey, BC.
- May 19 - 20, - **43rd Annual Monroe Swap Meet** - For details phone: 360-738-4683.
- May 25 - 26, - **43rd Annual Coastal Swap Meet** - Tradex at Abbotsford Airport. http://coastalswapmeet.com/memberclubs.htm or 604-540-6141
- May 26, - **Red & White Haney Poker Run** - 3rd Annual. Rain or Shine, Hotrods & Muscle Cars welcome. Check in at Haney Hawgs. 604-465-5230

June 2012

- June 2, - **LeMay Museum Grand Re-Opening** - 2702 East D Street, Tacoma, Washington. Cars and bikes. 253-779-8490 or info@lemaymuseum.org
- June 10, - **64th Annual GVMC Piston Run** - Starts at the Chipmunk Creek/Foley Creek area. Contact Wally Klammer @ 604-594-5918 or www.gvmc.ca
- June 15 - 17 - **CVMG 40th Annual Paris National Rally** - at Paris Fairgrounds, Paris, Ontario. www.cvmg.ca or email info@cvmgparisrally.ca
- June 15 - 16, - **Summer Sizzle Poker Run** - Langley H.O.G. Chapter # 9043. Details: http://www.langleyhog.org/?page_id=13
- June 21, - **AIM Monthly Meeting** - Every third Thursday @ 7:00 pm at the ABC Restaurant, 15373 Fraser Highway, Surrey, BC.
- June 24, - **Marq's Mystery Tour** - Registration @ 10:00 am; Ride starts

@ 11:00 am @ Western Powersports, 20551 Langley Bypass. Donation to Children's Wish Foundation. Great ride, amazing prizes, fun, fun, fun. 604-530-9788

July 2012

- July 7, - **2nd Annual Healing Our Heroes Motorcycle Poker Run** - @ BR #10, Legion 129, Harewood Rd, Nanaimo BC. Registration @ 8:30 am. Drivers are \$15, Riders \$5. Five card stop, Approx 100 km. Contact 3 legault.p@shaw.ca or 250-714-0614
- July 7, - **Royal City Poker Run** - downtown New Westminster. www.downtownnewwest.ca or https://www.facebook.com/events/250191771737936/
- July 8, - **Royal City Show n Shine** - downtown New Westminster www.downtownnewwest.ca or https://www.facebook.com/events/250191771737936/
- July 8, - **Sasquatch Inn 7th Annual Show & Shine** - Live music by Cosmic; 50/50 draw; raffle. Proceeds to Zajac Ranch.
- July 12 - 15, - **2nd Annual Great Canadian Bike Rally** - Merritt opens its streets to this family oriented motorcycle event. Vendors, live entertainment, concerts, show n shine, burnouts, bike games, show bikes, and much more. 1-877-978-5553 or http://www.greatcanadianbikerally.com/
- July 18 - 22, - **C.M.A. "20th Anniversary" No Borders Rally** - Kitchner, Ontario. Christian Motorcyclists Association. For info access website: http://www.noborders.cmacanada.ca.
- July 19, - **AIM Monthly Meeting** - Every third Thursday @ 7:00 pm at the ABC Restaurant, 15373 Fraser Highway, Surrey, BC.
- July 28 - 29, - **58th Annual GVMC Routledge Run** - Starts @ GVMC Clubhouse, #307 - 9785 - 192nd St., Surrey, BC Contact Wally Klammer 604-594-5918 or Wes Jamison 604-857-4880 or www.gvmc.ca

August 2012

- August 3 - 6, - **24th Annual Boogie Bash - AIM Interior** - Rock Creek Fairgrounds. Camping on Lawns, Bleachers, Paved Road, Wade in the river, washing facilities and showers on site. Live music, Vendors, Bike Games, Show 'n' Shine, Poker Run, lots of fun events. Contact: aimsec@shaw.ca This is a "strictly adult" event. No minors, no dogs, no ATVs. \$50 week-enders includes camping. Gates open 12 noon on Friday (Aug 3).
- August 3 - 5, - **Cornerstone West 9th Annual Music Festival** - Gospel Blues, Rock & Country. Exit 116, Chilliwack, BC @ Atchultz Thresherman Heritage Village. Live music, Bike Rally, Games, Prizes, Camping. More info at http://www.back2blues.com/
- August 11 - 12, - **Cumberland 4th Annual Motorcycle Roundup** - Proceeds to charity. Show n Shine, Tattoo Contest, Poker Run, Beer Garden, Bike Games, Raffle. http://www.cumberlandmotorcyclerroundup.com/ or Jean @ 250-336-8746
- August 12, - **AIM / GF STRONGE - Annual Show n Shine @ GF Stronge Rehabilitation Centre**, Sunday, at 4255 Laurel St, Vancouver (behind the strip mall at Oak St and King Edward Avenue). Enjoy the celebrations. Hot dogs, hamburgers, live music. 604-580-0112
- August 16, - **AIM Monthly Meeting** - Every third Thursday @ 7:00 pm at the ABC Restaurant, 15373 Fraser Highway, Surrey, BC.
- August 18 - 19, - **82nd Annual GVMC Caribou Trails Run** - Starts @ GVMC Clubhouse, #307 - 9785 - 192nd St., Surrey, BC (Road Ride) Contact Jim Brooke 604-930-8464 or www.gvmc.ca
- August 19, - **Vintage in the Valley Motorcycle Show** - Heritage Park, 44140 Luckaluck Way, Chilliwack, BC 10:00 AM to 6:00 PM. vintage bikes and parts. Tony - 778-908-1941 or Whally - 778-242-7104 or tony-invalley@hotmail.ca or http://www.vintagemotorcycleshows.com/

Calendar of Events is updated regularly so please visit
www.aimvancouver.com/calendar/

Ted Laturnus is lucky to be alive after a motorist hit him head-on while he was atop his motorcycle.



The day a careless driver hit my motorcycle.....

by Ted Laturnus

Globe and Mail Update

Published Wednesday, Apr. 13, 2011 3:37PM EDT

Life is nothing if not ironic. Three years ago, just a couple of weeks after I had written a story about novice riders and powerful motorcycles. I was hit by a driver while riding.

From what I gather, it was the classic bane of motorcyclists everywhere: a left-turning driver not watching where she was going, and all of a sudden, coming face-to-face with a rider. I was left with no escape and nowhere to go. She hit me head-on.

This scenario is the fourth most common cause of motorcycle accidents – some 8 per cent overall, according to the U.S. Insurance Institute for Highway Safety. Many lawyers, however, dispute this, citing it as the most common type of accident situation.

Either way, it happens a lot, and the phrase “I just didn't see him” is a refrain well-known to attending paramedics and police. Indeed, that's just what the youthful driver kept saying over and over again to the police – or so I was told. I couldn't say for sure, because I was out cold, lying on the roadway, busted up, with a helmet full of my own blood.

Although I was knocked unconscious and lost my short-term memory temporarily, it gradually came back to me while I was in hospital: the blur of a vehicle of some kind, the sickening crunch of impact, and the ugliness and violence of the whole episode.

No time for fear, regret, panic or anger. One minute, I'm placidly riding down a familiar neighbourhood street, the next, a vehicle appears in front of me, and after that, nothing.

I eventually came to lying face-up on the wrong side of the road, with a paramedic shining a flashlight in my eyes, asking me what my name was, what day of the week it was and – absurdly, I thought – what the date was. Got the first two, but never did get the date right.

I was bleeding out of my left ear, my nose was broken, and my right leg a shattered mess. Eventually, I found out – among other things – that my right knee was fractured, and my right heel bone – the calcaneus – was broken and would require immediate surgery. After being bundled into the ambulance, it was off to the emergency ward, where I spent almost 12 hours laying on a gurney in front of the reception desk, vomiting uncontrollably, waiting for a bed. I went under the knife the next day.

The emergency ward in a large city is, in a word, a madhouse. I was comparatively lucky; things were relatively calm during my time there, but there was still a constant parade of broken bones, gasping asthma patients, motor vehicle accident victims, moaning octogenarians, and, worst of all, disruptive and abusive drunks and druggies who heap abuse on the very people trying to help them.

Late in the evening, a boozier who had obviously gotten the worst of a fight was wheeled in and he spent his entire time cursing the attending doctors and nurses. Police and security had to eventually be called in, but it didn't matter. He wouldn't let them take blood samples, wouldn't allow them to take his blood pressure, insisted on smoking, challenged the intern to a fight, and wouldn't put on the hospital gown. I would imagine that the amount of time hospitals across the country waste on these individuals is incalculable – while the rest of us sit there and wait to be treated. He should have been frog-marched off the premises.

Three days later, when I was released, I was confined to a wheelchair and, for the next three months, faced the challenges of learning to walk with crutches, navigating my way around the house on a wheelchair, avoiding stairs and taking a shower with someone else's assistance. For the first few weeks, I couldn't do much by myself and was unable to get involved in anything for more than 15 minutes without having to lie down and elevate my leg and rest.

I've been told that, because I blacked out at the accident, I likely sustained a concussion and needed to do things that were “unchallenging” to my brain. Some would argue that I've been doing that my whole life, but for the first few weeks after the accident, I couldn't read for more than 15-20 minutes at a stretch, couldn't spend any significant time on the computer, and writing became a hundred times harder than it used to be.

All this because an empty-headed young female driver was too distracted to notice a motorcyclist. She swears she didn't see me. I'm pretty sick of hearing this pathetic excuse. She saw me, clear enough, but decided that, somehow, it would be OK to cut me off, that nothing would happen if she completely ignored me. How could you not see a bright purple and chrome, 400-kilogram motorcycle with three driving lights?

After the dust settled, the driver received a \$125 ticket for “failure to yield to oncoming traffic” and was sent on her way. And just so motorcyclists know where they stand in this country, the attending constable admitted that he was reluctant to give her a ticket because she was so “distracted.”

I underwent months of pain, suffering and physiotherapy and now have a permanent limp, recurring vertigo and chronic headaches. Because of the ensuing lawsuit, I haven't been able to talk about the accident until now.

But I'm one of the lucky ones. Many riders involved in this kind of mishap don't live to tell the tale and, all things considered, I dodged a bullet. I also made a conscious decision during rehab to not be a victim and to get back to normal as soon as possible.

Nonetheless, I want to say, in the loudest voice and largest type-face possible: A MOTORCYCLIST IS NOT JUST AN IMAGE! That's a real person out there, with as much right to be on the road as someone behind the wheel of an automobile. For all you motorists: motorcyclists deserve as much respect as you do, and we are vulnerable to your stupidity and carelessness.

How many more of us have to be struck down, lying on the road, like road kill, before drivers get the message? How many more motorcyclists have to die or be seriously injured before people start paying attention?

TSAWWASSEN SWAP MEET

The Tsawwassen swap meet and show 'n shine is rapidly approaching. If you are a past vendor and have not confirmed your space for this year, PLEASE let me know ASAP. I am overwhelmed with the number of request for parts vendors. I would say we have at least 25 new vendors coming to sell, everything from old British & American to newer Japanese. It should be a great day for the buyers this year.

Thanks,

Todd Copan
604-299-0020
604-313-4394



Above....Vancouver Motorcycle Show at the Tradex is one of our favorite events. The volunteers get to spend 4 days talking, answering questions, meeting new people and seeing those we have not seen for a while, so it is a great time. Thanks to all that renewed or joined for the first time!

Jack Reacher with the UN Nato Veterans MC was chatting up Bob. We appreciate all of the Veterans coming by our table.

To Everyone.....Your support is greatly appreciated!!!!

THE 27TH ANNUAL **Classic & Vintage Motorcycle Swap Meet & Show N Shine**



SUNDAY APRIL 29TH 2012
Opens at 10 am

South Delta Recreation Center
1720-56th St., Tsawwassen, British Columbia, Canada
Half hour South of Vancouver, BC · 1.5 hr. North of Seattle

SATURDAY APRIL 28TH 2012 VISIT THE AMCA SWAP MEET IN MT VERNON, WA

INFO HOTLINE 604 299 0020

INFO@CLASSICBIKESWAPMEET.COM
WWW.CLASSICBIKESWAPMEET.COM



Above from the left, wearing red shirt, Bob Hamilton (Membership Director) behind the table, Greg Swallow (Past Membership Director,) and Dave Munro. Forefront, hopefully 2 new members signing up.