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## The Helping Rider

#110 ~ Spring ~ 2012

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We welcome your input, articles printed in the  
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### In Memoriam

Barry Nillson went down on his V-Rod approximately five years ago. He sustained severe injuries which relegated him to using a wheelchair. We maintained Visitations to Barry over time in all his

residences from GF Strong to George Pearson to his own apartment. Barry was a fighter and stood up for his rights and was a true biker. All of us who visited him had a special place in our hearts for him. We all grieve his passing. May Barry ride in peace.

Gary Richardson, Visitation Director

Hi Folks,

Would you please make your members aware of this dastardly situation!

Over winter, Saskatchewan Section President Bruce Batchelor restored and returned a motorized bicycle to his father-in-law who lives in Armstrong British Columbia. On the night of May 25, 2012, the bike was stolen from his father-in-law's back yard.

The bike in question is a Raleigh pedal bike with attached Whizzer motor and tank. The bike is purple and white with a tan seat and whitewall tires.

If you see or are made aware of this bike, or if you see an advertisement for the sale of said bike, please immediately contact:

Bruce Batchelor

306-252-0031

[bruce.batchelor@yahoo.ca](mailto:bruce.batchelor@yahoo.ca)

Thanks for your help,

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# Adaptions

The first thing most people ask is "will I ever be able to ride again?" The answer is almost certainly YES, with due allowance for the nature of their disability. For instance, there has been at least one paraplegic that we know of that has successfully ridden a solo motorcycle, however, like the Knights of mediaeval times, it required a vast amount of money, and the assistance of several men and a small crane for him to mount the machine. No disrespect is intended by this: if you have the bottle (and the wallet) then it shows that the apparently impossible CAN be achieved. (If you don't believe me, have a look at the links at the bottom of this page).

We'll start with some basic information on the types of adaption that can be done; more detailed information, and previous adaptions that have been featured in Open House, can be found in the menu on the left of the screen.

## **Right leg (Amputation or restricted strength/mobility):**

This is usually a simple matter of transferring the rear brake control pedal to a handlebar-mounted lever. This can take the form of a thumb-operated lever or a more conventional lever mounted in tandem with the front brake lever or clutch lever.

Where the machine has a twin disc front braking system one of the callipers can be linked to the rear brake system (as on many Moto Guzzis) and the other front calliper used with a thumb-brake or tandem lever. Another method of adapting the rear brake system is to use a linkage to transfer the brake pedal to the left side of the machine. This can be sited either alongside the gear pedal or directly behind it for heel operation.

1. Left or right hand twin levers
2. Left-hand thumb-brake (7/8" bars only)
3. Crossover linkage to left side of bike

## **Left Leg (Amputation or restricted strength/mobility):**

With the advent of the (Kliktronic) solenoid operated gear change system, adapting the gear change has been much simplified. The Kliktronic kit is an easy to fit mechanism, which operates the gear change by way of a pair of small push buttons mounted on the handlebars. This system operates off the bikes existing electrical set-up so you do not have the problems of recharging etc that are involved with pneumatic (air-shifter) systems. Though the Kliktronic is by far the most popular form of gear change adaption, there are other ways of doing it. Using a mechanical linkage (either internal

or external) the gear pedal can be re-sited to the right side of the machine (though this may reverse the operating direction).

Another method is to use a left-hand twist grip and twin cable system to operate a modified gear pedal (this does tend to require a lot of regular adjustment to compensate for cable stretch).

1. Electronic push button gear-changer (1" and 7/8" bars)
2. Crossover linkage to right side of bike
3. Twin cable twist grip on left side of bars

For any type of leg disability you may find it difficult to operate the side stand. This can usually be cured with the simply addition of a hand operated lever or moving it to the right side. There is an electric side stand adaption available, but they are expensive.

## **Right arm (amputation, Brachial Plexus Lesion, reduced strength/mobility):**

This is usually a simple matter of transferring the throttle and front brake lever to the left side handlebar. The front brake can then be operated by tandem or thumb lever and, in the case of a machine with a twin disc front brake, one calliper can be linked to the rear brake system for ease of use. Also the switch-gear would require adapting to suit left hand operation.

If the rider's disability only involves difficulty with operating a twist grip throttle (i.e. fused or stiff wrist, tendonitis etc) the only requirement may be the use of a thumb operated throttle (as used on quads). Where it is a matter of reduced mobility or amputation of fingers it may be that a thumb operated brake lever will solve the problem.

1. Left-hand throttle
2. Left Thumb brake (7/8" bars only)
3. Left-heel brake
4. Left-hand twin levers

## **Left arm (amputation, Brachial Plexus Lesion, reduced strength/ mobility):**

In most cases this is simply a matter of adapting the clutch operating lever and some minor modification to the left side switch-gear.

There are several ways to adapt the clutch lever depending on the severity of the riders' disability. In the case of total loss of or loss of use of the left hand, the clutch lever must be re-sited elsewhere. Most commonly this is a matter of transferring the lever to the right handle bar either in tandem with the brake lever or by replacing the brake lever with the clutch lever and putting the brake on a thumb lever. This lever would have to be made by an engineer, as we do not have this as a kit yet.

Another option is a foot operated clutch although this tends to be less common and would probably require 'forward' controls, but can be used in conjunction with a Kliktronic push button gear changer.

A further option is to opt for one of the 'automatic' machines such as the Honda 400cc and 750cc auto models.

In the case of reduced mobility or strength in the left hand other options would be, an Easy Clutch kit or Hydraulic to cable kit, which makes the use of cable operated clutches much lighter, or a thumb operated clutch lever.

1. Right-hand thumb brake, using front brake lever as clutch
2. Right-hand twin levers
3. Left foot clutch with a push button gear changer on handlebars
4. Automatic gearbox

*With all adaptions to suit riders with a hand or arm disability we strongly recommend the addition of a high quality steering damper and when necessary, Velcro glove to hand-bar grip*

## **Wheelchair Users (bilateral amputation, paraplegia, MS, reduced mobility in legs, balance problems, etc):**

With these types of disability one obvious problem is that of stability, which usually means the addition of a third road wheel whether this be in the form of a motorcycle/sidecar combo or a trike.

In the case of bike and sidecar combinations sometimes it is possible to utilise standard outfits when converted to 'full hand controls'. But there are also manufacturers who make specialized sidecar outfits specifically for wheelchair users.

There is also a rev and go 3-wheeled scooter called a NIPPI that allows you to sit in the wheel chair and ride the machine, though these are only available up to 125cc.

In the case of trikes it is always preferable to have a trike manufactured to suit the individual rider. Where this is not possible, second hand machines can be modified to suit the needs of a disabled rider (i.e. full hand controls, stirrups, foot-plates, seating styles, automatic transmission, wheelchair carriers, etc).

There are 'drop down' stabilizer kits for motorcycles on the market but as yet we have not been able to fully test their viability for disabled riders.

1. Trike (Built to suit disability)
2. Bike and sidecar
3. Stabilizers (on a solo bike)

More at <http://www.nabd.org.uk/adaptions/javaindex.htm>

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**Has Your Membership Expired?**

## This Is Your Brain on a Motorcycle

Posted February 15th, 2012

by [Todd Halterman](#)

<http://www.motorcycleinsurance.com/this-is-your-brain-on-a-motorcycle/>

Riding a motorcycle every day might actually keep your brain functioning at peak condition, or so says a study conducted by the University of Tokyo. The study demonstrated that riders between the age of 40 and 50 were shown to improve their levels of cognitive functioning, compared to a control group, after riding their motorcycles daily to their workplace for a mere two months.

Scientists believe that the extra concentration needed to successfully operate a motorcycle can contribute to higher general levels of brain function, and it's that increase in activity that's surely a contributing factor to the appeal of the motorcycles as transportation. It's the way a ride on a bike turns the simplest journey into a challenge to the senses that sets the motorcyclist apart from the everyday commuter. While the typical car-owning motorist is just transporting him or her self from point A to point B, the motorcyclist is actually transported into an entirely different state of consciousness.

Riding a motorcycle is all about entrance into an exclusive club where the journey actually *is* the destination.

Dr Ryuta Kawashima, author of *Dr Kawashima's Brain Training: How Old Is Your Brain*, reported the outcome of his study of "The relationship between motorcycle riding and the human mind."

Kawashima's experiments involved current riders who currently rode motorcycles on a regular basis (the average age of the riders was 45) and ex-riders who once rode regularly but had not taken a ride for 10 years or more. Kawashima asked the participants to ride on courses in different conditions while he recorded their brain activities. The eight courses included a series of curves, poor road conditions, steep hills, hair-pin turns and a variety of other challenges.

What did he find? After an analysis of the data, Kawashima found that the current riders and ex-riders used their brain in radically different ways. When the current riders rode motorcycles, specific segments of their brains (the right hemisphere of the prefrontal lobe) was activated and riders demonstrated a higher level of concentration.

His next experiment was a test of how making a habit of riding a motorcycle affects the brain.

Trial subjects were otherwise healthy people who had not ridden for 10 years or more. Over the course of a couple of months, those riders used a motorcycle for their daily commute and in other everyday situations while Dr Kawashima and his team studied how their brains and mental health changed.

The upshot was that the use of motorcycles in everyday life improved cognitive faculties, particularly those that relate to memory and spatial reasoning capacity. An added benefit? Participants revealed on questionnaires they filled out at the

end of the study that their stress levels had been reduced and their mental state changed for the better.

So why motorcycles? Shouldn't driving a car should have the same effect as riding a motorcycle?

"There were many studies done on driving cars in the past," Kawashima said. "A car is a comfortable machine which does not activate our brains. It only happens when going across a railway crossing or when a person jumps in front of us. By using motorcycles more in our life, we can have positive effects on our brains and minds".

Yamaha participated in a second joint research project on the subject of the relationship between motorcycle riding and brain stimulation with Kawashima Laboratory at the Department of Functional Brain Imaging, Institute of Development, Aging and Cancer at Tohoku University.

The project began in September 2009 and ran until December 2010, and the focus of the research was on measurement and analysis of the cause and effect relationship involved in the operation of various types of vehicles and brain stimulation. The study measured changes in such stimulation over time by means of data gathered from a long-term mass survey.

The reason for Yamaha Motor's participation in this project is pretty obvious and not a little self-serving, but further research into the relationship between motorcycle riding and brain stimulation as it relates to the "Smart Aging Society" will certainly provide some interesting results.

The second research project was divided into two time periods throughout 2009 and 2010 compared differences in the conditions of brain stimulation as they related to the type of vehicle and driving conditions. A second set of tests measuring the changes in brain stimulation over time involved a larger subject group.

Yamaha Motors provided vehicles for the research and made its test tracks and courses available for the study. What the study revealed is that what you're thinking about while you're riding – and your experience on the bike – changes the physical structure of your brain.

Along with the obvious benefits of riding motorcycles; like saving money (motorcycle insurance is relatively inexpensive), motorcycles take the edge off the grind of the daily commute, and that appears to make your brain a better place to be...

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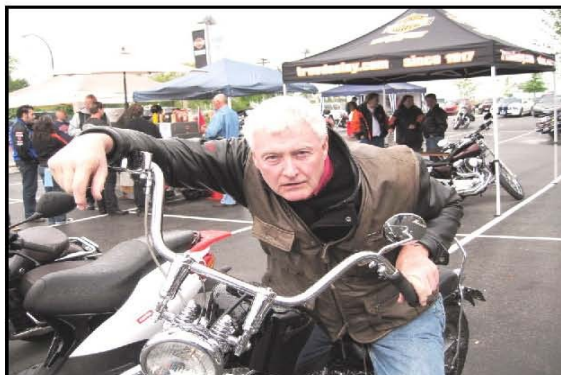
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## How to lift a fallen motorcycle from <http://www.clutchandchrome.com/articles/how-to-lift-a-fallen-motorcycle>

It's a gut-wrenching sight for a motorcycle owner, you're pride and joy lying on its side. Whether it came to be in this position from a vehicular mishap or the ground didn't prove to be as solid as you had thought, the first thing on your mind is getting the bike upright and checking for damage.

Between the bike's weight, hot surfaces and sheer awkwardness, picking up a motorcycle can be dangerous and cause serious injury if done incorrectly or under poor footing.

The first rule of picking up a fallen motorcycle is to find a few people to help. The second rule, if you don't find any help the first time, look or ask for assistance again!

Ideally, the people offering to help should be riders themselves or at least have some kind of knowledge about motorcycles for a few reasons. Obviously, you don't want anyone else to get hurt, but with the motorcycle already laying on the ground you certainly need to avoid any further damage.

Before any attempt is made to lift the bike some personal preparation and understanding of the steps are needed;

Make sure you've calmed down, thinking clearly, understand what needs to be done and physically able to lift the bike. As with any type of heavy lifting, the golden rule is to keep your body and back straight, and lift only with your legs.

Maintain control of the motorcycle and never twist your body while lifting.

### Check the motorcycle for damage prior to riding it again.

As you'll see as we go into more detail on these steps, the majority of picking up a motorcycle is mental and methodical. Not only are motorcycles heavy but awkward shapes with pieces that move and parts that can be hot.

In an ideal world, you should practice lifting your bike under the training and supervision of a qualified professional who evaluates and coaches your lifting technique. But like my Uncle Steve used to say, if wishes were fishes the world would be an ocean. You'd be hard-pressed to find many riders who have taken the time to learn this little used technique. Indeed most bikers with any type of experience with this comes from either lifting their own motorcycle or a friend's after some sort of mishap.

So there you are, far from home maybe a little banged up and not in the best moods looking at your motorcycle lying on its side. Here are some detailed step by step hints to help you through the daunting task of lifting your motorcycle.

### Don't panic!

The very first step as you're looking at your baby on its side is to breathe. Breathe again. Take a few minutes to calm down. Tell yourself that this happens to everyone at some point in their years of riding. Remember that your motorcycle isn't going anywhere and unless you and your bike are located in a dangerous area there's plenty of time to pick it up. Seeing your bike lying on its side can be a traumatic experience, but as mentioned earlier, it happens to everyone at one time or another.

Quite frankly, your bike's not going anywhere without you. Spend a few minutes asking yourself questions and talking yourself through the situation: are you hurt? Are you able to pick up your motorcycle under normal circumstances? Do you want to pick up your motorcycle? Is it safe to pick up your motorcycle?

It's best if you can get help. Make sure to ask if your helpful friends have any motorcycle experience. Last thing you need at this point is someone burning themselves on hot pipes, or even worse, snapping off your indicators or other protruding but not so sturdy parts of the bike.

Just as you know to keep your body and back straight, and lift only with your legs, double check that the new found help understands this too.

### Take a good look around

Realizing that your attention is focused on the motorcycle lying helplessly on the ground, but take a moment to understand where you are and what's going on. Are you and the bike in danger from other traffic? If there was someone else involved in the accident make sure they're busy looking for insurance information and not the quickest way to escape. If the motorcycle isn't in the flow of traffic and you've been involved in an accident it may help to leave it on the ground until law enforcement arrives on the scene.

If the motorcycle ended up on its side from a series of unfortunate events involving only yourself; Do you have a solid surface to lift from? Is there gravel? Is the pavement wet? Are you right next to a ditch?

You've just dumped your pride and joy, the last thing you need is to end up slipping and getting pinned under your bike. That would just be a cherry on an embarrassment sundae.

### Check out the motorcycle

Although it sounds like an obvious point, in stressful times like this you may just forget to turn off the engine. If you can, turn off the fuel using the fuel supply valve. Although spilled fuel is common, don't panic and remember that a spark is needed to ignite it. But if you smell gasoline, work with caution around the motorcycle.

Note which side the bike fell on. If the motorcycle is lying on its right side, put the sidestand down and put the motorcycle in gear.

This is important since you really don't want to pick up your motorcycle and then immediately drop it onto its other side!

Time to lift!

.....continued Page 9

Fourth Annual  
**Cumberland  
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**Larger motorcycles**

Facing Away from the bike turn the handlebars to full-lock position with front of tire pointed downward.  
 Find the "balance point" of the two tires and the engine, engine guard, or footpeg. The motorcycle will be fairly easy to lift until it reaches this point because it's resting on its side. Once you start lifting from there, you are responsible for the most of the weight of the bike.  
 "Sit" down with your butt/lower back against the motorcycle seat. Be very careful to keep your back straight and your head up. Put your feet solidly on the ground about 12 inches apart, with your knees bent slightly.  
 With one hand, grasp the handgrip (underhand, preferably), keeping your wrist straight.

With your other hand, grip the motorcycle framework (or any solid part of the motorcycle) being careful to avoid the hot exhaust pipe, turn signals, etc.

Lift with your legs by taking small steps backwards, pressing against the seat with your butt and keeping your back straight. On slippery or gravelly surfaces this technique probably won't work. On inclined surfaces this can be very dangerous.

Be careful not to lift the motorcycle up and then flip it onto its other side! If possible, put the sidestand down and the bike in gear. Set the motorcycle on its side stand and park it safely.

**Small and Medium-Sized Motorcycles**

Turn the handlebars to the full-lock position with the front of the tire pointed skyward.  
 Find the balance point of the two tires and the engine, engine guard, or footpeg. The motorcycle will be fairly easy to lift until it reaches this point because it's resting on its side. Once you start lifting from there, you are responsible for the most of the weight of the bike.

Stand very close to the handlebars. Plant your feet about shoulder-width apart with the lower handgrip in between them. Use both hands to lift. Keeping your back straight and your head up, lift carefully, keeping the handgrip close to your body. Use your leg muscles for power, and not your back muscles.

Be careful you don't lift the motorcycle up and then flip it onto its other side. Set the motorcycle on its sidestand and park it safely.  
*The information given as a benefit for those with an interest in riding motorcycles. Our intention is to further discussion and enhance individual safety and skill. We disclaim any liability for the views expressed. Every motorcyclist is responsible for his or her own safety and that of their passengers. We do not accept any duty or responsibility toward any individuals. We urge all those using the information and views presented on this site to use their own critical judgment. When you may have any doubt about a safety or skill issue, we urge you to seek clarification and information from sources you trust, and to proceed with caution to ensure your safety*



**Association for Injured Motorcyclists**

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

Ph. 604.580.0112 Fax. 604.580.0114

[www.aimvancouver.com](http://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.**

Name: \_\_\_\_\_ Cell: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ Prov: \_\_\_\_\_ Postal Code: \_\_\_\_\_

Home Ph: \_\_\_\_\_ Email: \_\_\_\_\_

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

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

**Association for Injured Motorcyclists**

Coming soon, sign up online at [www.aimvancouver.com](http://www.aimvancouver.com)

- Would you like to Volunteer?
- Would you like Newsletter by Email
- New
- Single Membership \$25.00
- Couple Membership \$35.00
- Club Membership \$35.00
- Renewal

OFFICE USE	Date	Int.
Receipt		
Card		
Computer		

## July 2012

July 7, - **2nd Annual Healing Our Heroes Motorcycle Poker Run** - Sunday: @ 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, - **Big Vintage Weekend @ Hannegan Speedway** - Saturday @ 4212 Hannegan Road, Washington, USA. Questions? Call Brian Billings (BBRP) at 360-734-3929

July 7, - **Jack's Pub 1st Annual Motorcycle Show n' Shine** - Saturday @ 9082-152nd St., Surrey, BC. 50/50, vendors, raffle, beer tasting, live music. Reg: 9am-noon, awards @ 4pm. \$ 20 entry fee includes burger & beer. Info: [jackspubhouse@gmail.com](mailto:jackspubhouse@gmail.com).

July 7, - **Royal City Poker Run** - Saturday, 10am-4pm, registration @ City Hall, downtown New Westminster. 604-524-4996; [www.downtownnewwest.ca](http://www.downtownnewwest.ca) or <https://www.facebook.com/events/250191771737936/>. See poster for details.

July 7, to July 8, - **Vintage Motorcycle Festival & Rally** - Saturday @ Historic O'Keefe Ranch, 9380 Hwy 97N, Vernon, BC. Time trials, vintage flat track racing, memorial ride, demo racing, lawnmower races, camping. [www.okeeferanch.ca](http://www.okeeferanch.ca)

July 8, - **H-D Baggers & Hawks Den Ride to Sasquatch Show N Shine** - Sunday, Leaves Bruces Market, 240th St & Lougheed Hwy, Maple Ridge @ 11am. New members welcome. Info @ <http://hawgsden.com/>.

July 8, - **Royal City Show n Shine** - Sunday, 10am registration, awards @ 3pm. Downtown New Westminster. 604-524-4996; [www.downtownnewwest.ca](http://www.downtownnewwest.ca) or <https://www.facebook.com/events/250191771737936/>. See poster for details.

July 8, - **Sasquatch Inn 7th Annual Show & Shine** - Sunday @ Sasquatch Inn, 46001 Lougheed Hwy, Harrison Mill, BC. West Coast Free-style M/C Show, 10 categories. Live music by Cosmic, 50/50; prize raffles, burnout pit, live music, beer garden . Partial Proceeds to Zajac Ranch. Info: [sasquatchinn.ca](http://sasquatchinn.ca).

July 10, - **O'Keefe Vintage Motorcycle Rally & Racing** - Friday-Sunday @ O'Keefe Ranch (just north of Vernon) by Okanogan Flattrackers Group. Family event, free tractor rides, vintage bikes display. Friendly family rates. Info: Art Gavel at 250-545-0163.

July 12, to July 15, - **2nd Annual GREAT CANADIAN BIKE RALLY** - Thursday to Sunday, Merritt opens its streets to this family oriented motorcycle event. Campgrounds, 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, to July 22, - **2nd Annual STURGIS NORTH MOTORCYCLE MUSIC FESTIVAL** - Wednesday to Sunday at Vernon Sun Valley Motoplex Speedway, 9531 Hwy 97, Vernon, BC. Campgrounds, bike games, big bands, rock festival, beer garden, vendors, and more. Info: [www.sturgisnorth.com](http://www.sturgisnorth.com).

July 18, to July 22, - **C.M.A.** - Wednesday to Sunday in 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, 101 - 15373 Fraser Highway, Surrey, BC.

July 19, to July 21, - **AMCA National Road Run, Northern Rockies Chapter** - Thur-Sat @ Kaslo, BC. Held by the 101 Association (preservation of 1928 to 1931 Indian Scout M/Cs). Info: John Rummel, 406-452-8129 or [johnrummel@bresnan.net](mailto:johnrummel@bresnan.net).

July 19, to July 22, - **Salmon Arm Summer Stomp** - Friday-Sunday. 3 miles south of Silver Creek Store. Bike games, stomp, poker run, wet-t contest, live music, vendors, all proceeds to local charities. No minors, no pets, no cars past gate. Adult event. Info: [www.summerstomp.ca](http://www.summerstomp.ca).

July 21, - **Andy's Second Annual Classic & Vintage Motorcycle Show** - Saturday, 11am-4pm @ Western Speedway, Victoria, BC (behind mini-golf). All makes and models pre-1985. "Dirty, Clean or In-Between, bring 'em all!" email: [rednova396@gmail.com](mailto:rednova396@gmail.com).

July 21, to July 22, - **CMDRA - Sturgis North Nitro Nationals** - Sat - Sun @ Ashcroft, BC. MOTORCYCLE DRAG RACING. <http://www.cmdra.com/2012-national-series-schedule-page>

July 27, to July 29, - **GVMC - The Routledge Run: Road Ride & Dual Sport Weekend** - Friday-Sunday @ The Princeton Castle Resort, 375 Rainbow Lake Road, just off Princeton-Summerland Road. Info: Wally @ 604-594-5918 or Wes @ 604-857-4880 or [www.gvmc.ca](http://www.gvmc.ca). SEE POSTER

July 28, to July 29, - **58th Annual GVMC Routledge Run** - Saturday/Sunday (Road Ride/Dualsport) 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](http://www.gvmc.ca)

July 28, - **Club 6 - First Annual Motorcycle Show n' Shine** - Saturday @ Club 6, 11920-70th Ave., Delta, BC. Reg: \$20, 10am-1pm. Entry & afterparty-\$30. Awards @ 6pm. Bands: Longriders, Sally & the Melo Hearts. Meet Ice Road Trucker Rick Yemm. 50/50, BBQ, raffle, vendors. Proceeds to Jamie Patrick Kehoe memorial Scholarship. Info: Twisted Pistons Production @ 778-994-6554 or [twistedpistonsproductions@shaw.ca](mailto:twistedpistonsproductions@shaw.ca).

## August 2012

August 3, to 6 - **24th ANNUAL BOOGIE BASH - AIM Interior Chapter** - Friday to Monday at the Rock Creek Fairgrounds. Friday - Monday. Camping on Lawns, Bleachers, Paved Road, Wade in the river, washing facilities and showers on site. Live music, Vendors, Bike Games, Show 'n' Shine, Dee Green Poker Run, lots of fun events. Contact: [aimsec@shaw.ca](mailto: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, to 5 - **Cornerstone West 9th Annual Music Festival - Gospel Blues, Rock & Country**. Exit 116, Chilliwack, BC @ Atchlitz Thresherman Heritage Village. Live music, Bike Rally, Games, Prizes, Camping. More info at <http://www.back2blues.com/index.htm>.

August 4, 5 - **24 HOUR DIRT RIDERS MARATHON** - Sat - Sun @ Nickelmene Road, Hope, BC. Free Camping. Classes: Expert, Intermediate, Weekend Warrior, Ironman. Novice lottery (separate course). Funds to Charity: Association for Injured Motorcyclists. (604) 290-9090 Email: [fvdra@yahoo.com](mailto:fvdra@yahoo.com). Or: <http://www.fvdra.com/>.

August 4, to 5 - **CMDRA - Badland Nationals** - Sat - Sun @ Medicine Hat, Alta. MOTORCYCLE DRAG RACING. <http://www.cmdra.com/2012-national-series-schedule-page>

August events continues on page 11

## August 2012

August 11, to 12 - **Cumberland 4th Annual Motorcycle Roundup** - Proceeds to charity. Show n Shine, Tattoo Contest, Poker Run, Beer Garden, Bike Games, Raffle. <http://www.cumberlandmotorcycleroundup.com/> or Jean @ 250-336-8746.

August 12, - **AIM / GF STRONGE SHOW N' SHINE** - 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.

August 16 - **AIM Monthly Meeting** - Every third Thursday @ 7:00 pm at the ABC Restaurant, 101 - 15373 Fraser Highway, Surrey, BC.

August 18 to 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](http://www.gvmc.ca). SEE POSTER

August 18, to 19, - **CMDRA - Summer Nationals** - Sat - Sun @ Mission, BC. MOTORCYCLE DRAG RACING. <http://www.cmdra.com/2012-national-series-schedule-page>

August 19, - **1st Annual Vintage in the Valley Motorcycle Show** - @ Heritage Park, 44140 Luckakuck Way, Chilliwack, BC. 10am to 6pm. Buy & Sell vintage parts, dealers, all makes, clearance. Rain or shine - in/outdoor. Tony @ 778-908-1941; Wally @ 778-242-7104; or email: [tonyvinvalley@hotmail.ca](mailto:tonyvinvalley@hotmail.ca). SEE POSTER

August 24, to 27, - **Mt Ranier/Mt St Helens 3 - Day Tour** - Harley-Davidson Baggers & Hawgs Den Event. Ride leaves Costco Parking Lot N.Abbotsford, BC. Please check for last minute event updates for this ride at: <http://hawgsden.com/>. SEE POSTER

August 24, to 26, - **Saltspring Island Toy Run & Show n' Shine** - @ The Farmers Institute, 351 Rainbow Rd. Bike Games, Vendors, Beer Gardens, Show n' Shine, Live Music - the Band "Beluga", Spit Roasted Saltspring Lamb and Beef. Grounds Admission Free, camping on site Fri & Sat = \$10. Shuttle bus to liquor store. No minors @ dance, no dogs. Info: [ssitoyrun@gmail.com](mailto:ssitoyrun@gmail.com)

August 26, - **1st GVMC Chipmunk Creek Trail Ride** - (Cross Country/Off Road) Starts @ GVMC Clubhouse, #307 - 9785 - 192nd St., Surrey, BC Contact Wally Klammer @ 604-594-5918 or [www.gvmc.ca](http://www.gvmc.ca).

## September 2012

September 8, to 9, - **CMDRA - Series Finals** - @ Edmonton, Alberta. MOTORCYCLE DRAG RACING. <http://www.cmdra.com/2012-national-series-schedule-page>

September 9, - **10th Annual Vintage Motorcycle Swap Meet** - @ Millarville Race Track, Millarville, Alberta (just off Hwy 549). Bobby Baum: 403-230-9269 or [www.cvmg-rms.ca](http://www.cvmg-rms.ca)

September 20, - **AIM Monthly Meeting** - Every third Thursday @ 7:00 pm at the ABC Restaurant, 101 - 15373 Fraser Highway, Surrey, BC.

September 30, - **9th Annual GVMC Pioneer Run** - Starts @ GVMC Clubhouse, #307 - 9785 - 192nd St., Surrey, BC (Road Ride) Contact Bob Vickers @ 604-888-9405 or [www.gvmc.ca](http://www.gvmc.ca).

## October 2012

October 7, - **VANCOUVER TOY RUN** - Starts 10am @ Coquitlam Mall, proceeds to PNE, big red livestock 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 14, 2012 - **FRASER VALLEY TOY RUN** - 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.

All Motorcycles Makes & Models Show & Shine

Fundraiser for Salmon Arm SPCA

Saturday July 14 11:00-1:30 PM

2nd Annual Motorcycle Show n' Shine

BC SPCA Speaking for Animals \$500 Top Prize! \$5 Entry Fee (Includes Lunch!)

- Special Guest! Belt Drive Betty
- Charity Bike Wash
- Body Painting Demo
- Cutest Biker Dog Contest
- People Choice Show Awards
- Family Friendly
- Local Vendors
- 50/50 draw every 30 minutes
- Door Prizes

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TOTAL

# Washington Post investigates dangerous aftermarket motorcycle parts

Monday, 28 May 2012 | Written by Shaggy | |

<http://www.clutchandchrome.com/news/news/washington-post-investigate-dangerous-aftermarket-motorcycle-parts>

A disturbing look at aftermarket motorcycle parts is making the news rounds in a story written by the [Washington Post and Bloomberg News](#).



Carried in numerous papers around the country this weekend, the investigation finds the custom parts riders use to make a motorcycle uniquely theirs could violate Federal laws and in some opinions, threaten the very safety of the biker. From the National Highway Traffic Safety Administration (NHTSA) and the Environmental Protection Agency to the expert insight of the American Motorcyclist Association (AMA), the concerns of how custom parts are designed, monitored or

even installed is reviewed.

According to the article, NHTSA and federal safety experts say that equipment failure has not caused a large number of crashes, but the federal government has not conducted a comprehensive study of the causes of motorcycle crashes since 1981. That study found that modified bikes were overrepresented in crashes.

At issue are the whether aftermarket parts meet safety standards, comply with Federal regulations such as clean air concerns and parts that meet the purpose they were built for. At the more darkly humorous end of the spectrum, cosmetic mirrors that don't allow the rider to see behind them.

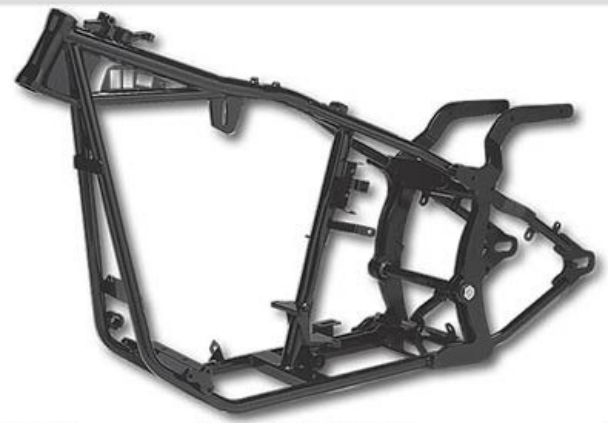
But the article brings up some life-threatening concerns. With many riders building custom motorcycles from scratch using items ordered out of a catalogue, the quality of some of those parts appears to be a definite issue. Frames welded badly, lights that melt or catch fire and those that simply malfunction and cost a rider their life are all reported in the article.

As an example of the dangers of sub-standard parts are reported; *'The bike kits also generated complaints. In*

*Texas, biker Jeff Byram broke more than 20 bones when he was thrown from his motorcycle, built from a kit, along a two-lane country road. Byram and his attorney hired an engineer, who said a weld attaching the front fork to the frame had failed. "Superglue would have held it better," said Byram, a father of four.'*

The article 'Some after-market motorcycle parts don't meet safety or environmental standards, experts say' can be found in the [Washington Post](#).

The pictures of parts in the article does not implicate that they are unsafe in any way and were used for pictorial purposes only



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