



“A Hand for the Downed Rider”

The Helping Rider

A.I.M VANCOUVER

131Summer 2017

SUNDAY AUG 13th, 2017



17th Annual Ride-In Show n' Shine

G. F. Strong Rehabilitation Center

Special Interest
Touring
Custom
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Vintage

Resident Poker Run,
1st place
2nd Place

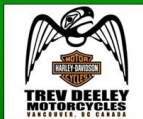
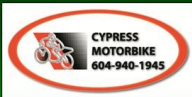


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Bike Registration
by Donatton



Very informative article on page 4 Mastering The Throttle

by David L. Hough

Hot weather riding?

If it is another hot season, maybe try and keep bottles of water handy in case you cannot make it to the next stop. A warm bottle of water from a saddlebag is good to use over our heads cooling us down. Or if you can find a river/lake or the like, take a dip to cool down.

Some even go in with clothes and minus ones footwear especially if you have miles to go and it is that hot. Wont take long to dry off.

Another year at
G.F.Strong Rehab.

This is where the Staff, let all the patients know AIM will be there setting up. The smiles from the patients, families, volunteers, and supporters make it all worth it.

“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.

Ride like you are Invisible, Ride Defensively!



The Helping Rider #131~Summer~ 2017

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

CHAPTERS

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1/4 page	120	420
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Disclaimer

We welcome your input, articles printed in the newsletter do not necessarily reflect the opinions of the Association For Injured Motorcyclists Events, posters, and other information presented within this Newsletter are, to the best of our knowledge, true and accurate; although we make a genuine effort to provide accurate information about third party events, you are ultimately responsible for verifying the information to rule out the possibility of errors, omissions, and unexpected changes or cancellations. -Thank you!

*In Memory Of Earthquake
In honour of Doug MacLaurin - July 6, 1986*

*Blasting down the freeway
Wind whipping through my hair
When I hit the road, I feel at home
Any worries, any cares.
Shovel runs smooth beneath me
As I open the throttle up
Nothing can beat this feeling
Of going for a putt.*

*There's not a lot of people
Who truly understand
This lifestyle that we lead
But we don't give a damn.
'Cause we all are friends
Together in the wind.
And if one of us should get put down
One day we'll meet again
We really are a special breed
Bonded by one thing.
The love of the road behind us
And the wonder of what it will bring.
Just give me an open highway
And my friends riding beside me.*

*For every mile of highway my Harley turns
Reminds me of at least one thing I've learned:
That if this road should lead me to my final rest
Take comfort knowing I was doing what I love best.
Barbara Lakes*

*The poem on the left was posted in the AIM newsletter in 1987. This poem applies to many who Totally Love Riding
Thanks Gary for finding this and Thank you Barbara for
This Beautiful Poem*

- VINTAGE -
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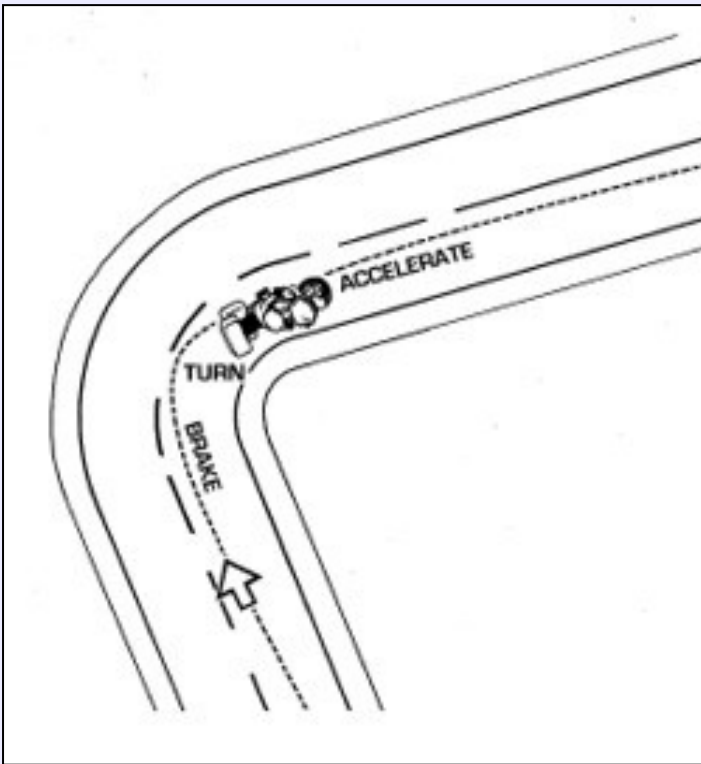
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Mastering The Throttle

by [David L. Hough](#)

"This article is reprinted by permission from David L. Hough and [soundrider.com](#)."

More than a few riders have spit themselves into the landscape trying to negotiate tight turns. The official police accident reports almost always list "excessive speed" as the cause. Sure, most of today's big road rockets are seductively powerful, but actual speed entering a corner is only part of the equation. Are your tires at the correct pressures? Are they warmed up? Is your suspension set for the load? Most importantly, when do you roll off the throttle and when do you roll on during a corner? How and when you roll on or off the throttle has a lot to do with whether you make it around the corner, or end up picking your chin out of the dirt.



Back in the days when I was teaching motorcycle classes, the time came to get recertified to teach the "new" MSF curricula, which introduced the now-familiar "slow, look, lean & roll" cornering sequence. I really rebelled against the idea of teaching novice riders to roll on the throttle as they leaned over into corners. Up to that point I'd believed in decelerating towards the center of the turn on a trailing throttle, making a quick turn, and accelerating away from the apex. That technique allows a quicker, shorter turn at a slower speed. And it's still an acceptable technique for bikes with limited cornering clearance, "cruiser" ergonomics, or heavy loads.

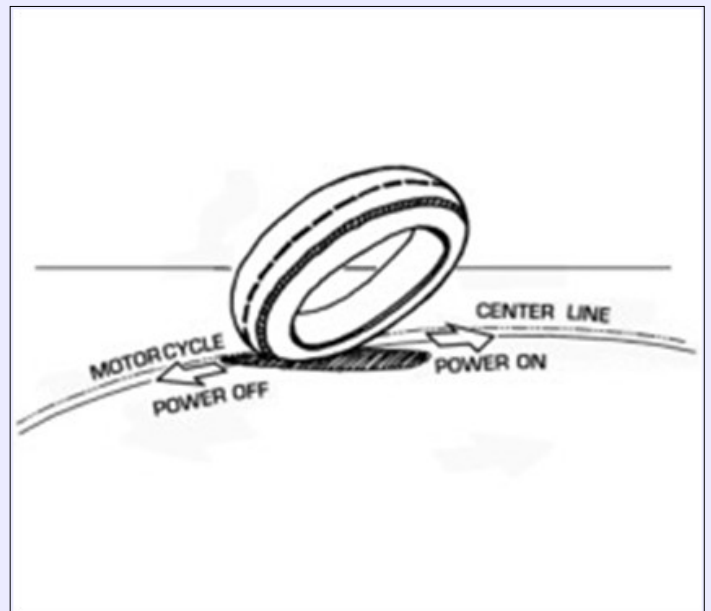
The chief instructors eventually wore down my resistance to the concept of getting on the gas earlier in the turn. They talked about things like "stabilizing the suspension", "managing traction", and "smoother lines". And when that didn't convince me, they suggested that I'd teach the party line or else. While we were learning how to coach the new exercises, I gradually figured out that rolling on the throttle as you lean the bike does have some theoretical advantages. But if I was going to teach it, I needed to see if the theories actually worked, or were just more officious techno-wacky. As I tried out the concept in my real-world commuting, I verified that rolling on the throttle in corners does what the chiefs had promised.

So, ever since I got dragged kicking and mumbling into better throttle control, I've been preaching it myself. The technique is to smoothly roll on a little throttle as you lean the bike over, and continue to ease on the gas all the way through the corner.

Rolling on the gas as the bike is leaned over accomplishes several things. First, it smoothes out the off-on throttle wobble at mid-turn. Second, it keeps the bike up on the suspension and the weight better shared between the wheels. Third, it helps equalize and stabilize traction. Put it all together, and it helps achieve a smoother, more predictable cornering line.

Smoothing Out The Wobbles

Many riders assume that bikes just wobble at mid-corner. One reason for a wobble is a transition from brakes to throttle. If you are decelerating towards the apex on a trailing throttle (as in Figure 1), then you need to get back on the gas



as soon as the bike is turned. And that transition from deceleration to acceleration while leaned over is very difficult to pull off without a big wobble.

Cont'd from page 4

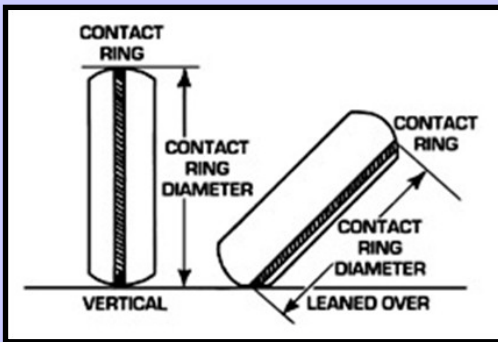
So, accelerating or braking will pull or push the bike on that side.

While we're thinking about the relative position of the tire contact rings, let's also observe that the size of the contact rings shrink slightly in diameter as the tire leans over. The maximum diameter of a tire is at the center of the tread. Out towards the sidewall, the tire is smaller in diameter. And a smaller-diameter tire will need to turn faster to maintain the same bike speed.

The point is, if you try to lean the bike over with a *steady* throttle, the bike will actually decelerate to match engine revs. Rolling on the throttle slightly while leaning over keeps the engine pulling to help maintain bike speed.


One advantage of today's wide oval tires is that speed will be more constant as the bike leans over. But there is also the disadvantage of the push-pull being farther from the bike centerline than with narrower tires. That's one reason why hanging off in corners has a greater effect on a sports

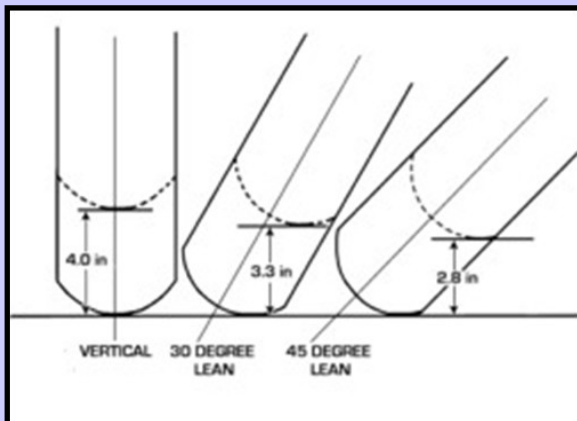
bike with wide tires.



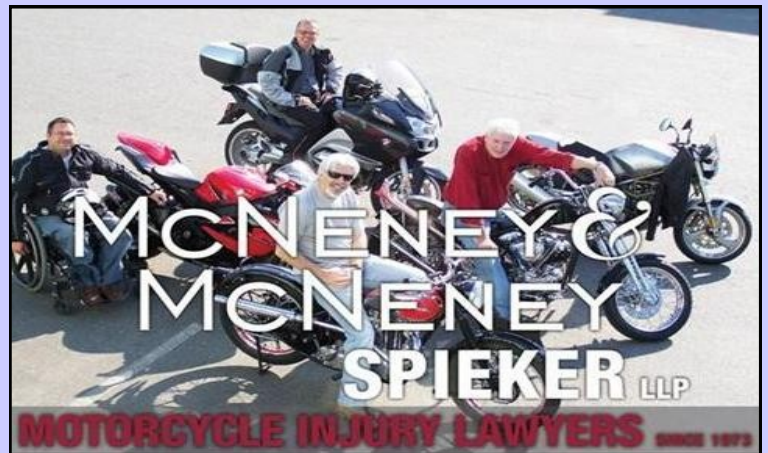
Up On The Suspension

With most motorcycles, rolling on some throttle lifts the bike

up on the suspension. It's most obvious with non-paralever shaft-drive bikes. On chain or belt drive bikes, it may seem that the rear end squats under acceleration, because the front end is obviously rising. But almost all motorcycles will jack up both ends during acceleration, and squat on deceleration. One exception is a parallelogram rear end that resists either jacking or squatting, such as the BMW Paralever  system.



Cont'd on page 6 and 7



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Mastering the Throttle

Lifting the bike up higher on the suspension not only improves leanover clearance, but also helps absorb bumps. Remember, on a level road, the bumps don't lean over--just the bike. The farther over the bike leans, the less effective the same suspension travel. For example, let's say your bike has 6 inches of suspension travel, and you've got it set up for 2 inches of sag. That leaves 4 inches of compression to absorb a bump, right? Well, at a 30 degree lean, that 4 inches of travel will theoretically absorb a 3.3 in. bump, and at 45 degrees, maybe 2.8 in.

What's not so apparent is that at big lean angles, bumps force the wheel sideways as well as compressing the suspension in line with the bike, and that rolls (leans) the bike even farther, reducing leanover clearance.

Weight Shift

Rolling on or off the throttle also shifts weight from one tire to the other. Consider a straight-line wheelie, where the rider rolls on enough power to lift the front wheel off the surface. We tend to gawk at that front tire waving impressively in the air, and forget what's happened back at the rear. During a wheelie, all of the weight of the bike and rider has been "shifted" back to the rear wheel.

Braking will cause weight shift from rear to front. Really hard braking can lift the rear wheel off the ground—known in big dog circles as a "stoppie". The important message for cornering is that rolling ON the throttle transfers weight rearward, and rolling OFF the throttle transfers weight forward, even if the brakes are not being applied.

Traction Control

I don't know about you, but when I'm leaned over in a corner, I'm very concerned about traction. I'd prefer that neither end loses traction and slides out. Now, remember that weight pressing down on a tire relates directly to a available traction. Since both tires have about the same traction, it might seem that a 50/50 weight distribution rear/front would be the ideal. But we actually need more weight on the rear to supply traction for both cornering and engine thrust, so a 60/40-distribution rear/front is a better target.

Most everyone realizes that braking on the front while leaned over is an invitation to accept soil samples, but we must also remember that a trailing throttle is applying engine braking on the rear wheel. We realize the bike is slowing as we roll off the throttle, but we may not appreciate that a trailing throttle applies engine braking through the rear wheel only. Lots of riders have been surprised by the rear end stepping out in a corner rather than the front.

Adding a little "trail braking" on the rear can punch through the traction envelope quicker than you can say "hey, what's happenin' here?" It's not that you can't use trail braking, but

that if you've got enough traction for braking, you've got enough traction for adding some power. Rolling on a bit of throttle while leaned over not only helps keep the bike up on the suspension, but also provides more traction back at the rear wheel to keep it from stepping out.

Smoother, More Predictable Lines

If you think through all the theory, you can understand why throttle control in corners contributes to smoother, more predictable cornering lines. Rolling on a bit of throttle as the bike is leaned over helps stabilize the suspension, lifts the bike up to increase leanover clearance, distributes weight rear/front to maximize traction, and smoothes out the mid-turn wobbles. Hey, that's what we said back at the beginning, right?



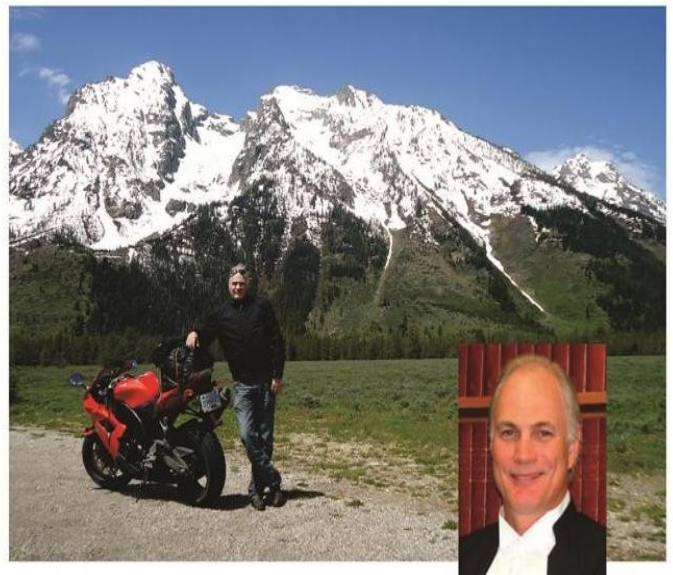
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Cont'd from page 6

One item we didn't tick off is that the "throttle on" technique also works well with delayed-apex lines, where you mentally slide your apex a little farther around the corner. Let's put it all together now, and see how you can improve your cornering.

Start the turn from the outside—the left side of your lane approaching a right-hander, or the right side of your lane approaching a left-hander. Roll off the gas and brake as necessary to slow the bike to entry speed, and then get off the brakes. Lift your head and eyes up, looking as far through the corner as you can. Swivel your nose around to point exactly at your intended line.

At the turn-in point, push the bike over with one smooth push on the "low" grip, and simultaneously ease on the throttle. Your goal is to be able to keep easing on a little more throttle all the way through the turn. As you lean the bike, tilt your head to keep your eyes level with the horizon. Point the bike—and your nose—at a "delayed apex". At the apex, roll on more throttle to lift the bike up, and plan ahead for the next turn.

Let's also suggest that one steering input per curve is the ideal. Yes, you can make small adjustments to your line while turning, but every steering input eats up traction, which can become a precious commodity if you suddenly encounter a hazard such as loose gravel mid way around the corner. Ideally, push the bike over towards your intended line with one precise push, and then stabilize it with the throttle.

So, What's Your Technique?

Next time you're out for a ride, try to figure out how you are using the throttle during curves. If you consistently find yourself running wide halfway around a tight turn, that's usually a result of leaning towards the inside too soon.

Concentrate on getting the bike way out towards the edge of your lane before leaning it over, and then get it pointed towards a nice curving line that kisses a delayed apex as you lean it over and ease on the gas.

And, if you keep getting the urge to chop the throttle halfway around, that usually means you didn't achieve a slow enough entry speed before leaning the bike. Concentrate on slowing down more before you lean. Your target entry speed should be whatever will allow you to smoothly roll on the gas all the way around.

Throttle-Brake Transitions

There are times when you'll need to transition from brakes to throttle, and they may occur at mid turn, so we'll suggest a practice exercise to help you gain some smoothness. Next time you find yourself on a straight section of a vacant road, practice transitioning from throttle to brake to throttle as smoothly as possible.

From a steady 40 mph or so in third gear, ease the throttle closed as you ease on the front brake, then ease off the front brake as you roll back on the throttle. We're not talking snapping off the gas and grabbing the brake lever here—we're talking smooth transitions where you're still easing the throttle closed as you squeeze on the brake, and easing off the brake as you roll back on the gas. Yes, this is difficult, but it will prepare you for smoother corner entries as well as braking while leaned over.

Terms

- Apex: the location on a curve where a motorcyclist will come closest to the edge of the road.
- Delayed Apex: an apex imagined to be farther around the curve than where the rider believes the sharpest part of the curve actually is.
- Inside: the right edge of the lane in a right-hand curve; the centerline in a left-hand curve.
- Leading throttle: rolling on just enough throttle to keep the engine pulling the bike forward.
- Outside: the centerline in a right-hand curve; the right edge of the lane in a left-hand curve.
- Stoppie: braking hard enough on the front wheel to lift the rear wheel entirely off the ground.
- Target Entry Speed: the desired speed prior to leaning the bike into a curve.
- Trail Braking: applying either or both brakes while decelerating and leaning into a turn.

Trailing throttle: decelerating with the throttle closed to apply engine compression braking to the rear wheel only.

SR!

*David Hough is a long-time motorcyclist and journalist. His work has appeared in numerous motorcycle publications, but he is best known for the monthly skills series " [Proficient Motorcycling](#) " in *Motorcycle Consumer News*, which has been honored by special awards from the Motorcycle Safety Foundation. Selected columns were edited into two books [Proficient Motorcycling](#) and [More Proficient Motorcycling](#), both published by Bowtie Press. He is also the author of *Driving A Sidecar Outfit* and a pocket riding skills handbook, [Street Strategies](#).*

http://www.soundrider.com/archive/safety-skills/mastering_the_throttle.aspx

Thanks to Gary Richardson for finding this excellent article and acquiring permission to repost it.

ICBC Stats

<http://www.icbc.com/about-icbc/newsroom/Pages/Statistics.aspx>

Scroll down to "Crash Maps" (in green) and click on "Motorcyclists". The crash map comes up which is interactive. Naturally the higher the population concentration, the higher the crash index.

Now go back up to the top to "Quick Statistics" (again in green) and click on "View full document" (blue). This brings up a pdf file of 25 pages of statistics.

Scroll down to page 10 for statistics specific to motorcycles and motorcyclists. The number of fatalities is shocking (32 in 2015).

They also report 880 injured motorcyclists in the Lower Mainland in 2015 (13 fatals) but we only see, on average, 50 per year.

Page 17 compares Speed, Impaired and Distraction effects from 2006 to 2015. Interestingly, Impaired has gone down by 1/3, Speed has remained the same, and Distraction has gone up 1/3.

Note also, that we state we service over 250,000 on-and off-

road motorcyclists. On page 23 ICBC reports 111,000 (2015) motorcycle/mopeds carrying "in force" insurance policies. This is because many bikes are registered in the owner's name but are not ridden and thus have no insurance.

Page 26 lists those carrying a Class 6 license as follows:

Class 1, 6	29,400
Class 2, 3, & 6	1,800
Class 2, 6	2,500
Class 3, 4, & 6	1,800
Class 3, 6	8,300
Class 4, 6	7,300
Class 5, 6	231,000
Class 6	<u>240</u>
Total	282,340

So, 282,340 people hold a valid Class 6 license. Only 111,000 are using it.

Also, scroll down to the bottom to "Fatal Victims" (in green) and click on "Fatal victims by top contributing factors" (blue). I question the category "speed" which I feel should instead be labelled "people driving beyond their capabilities and limits".

..... Gary Richardson , Visitation Director



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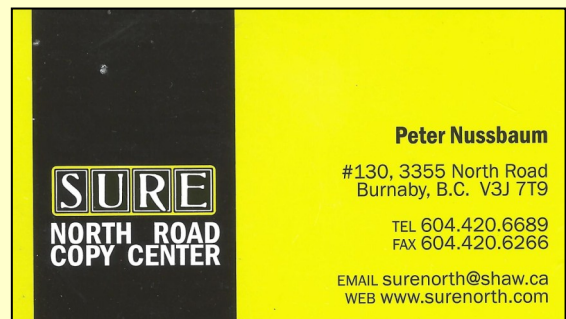
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Although these statistics are old, they probably still represent a ballpark figure for recent years.

Gleaned from the Province:
Sunday, May 8, 2016, page 12:

According to the most recent ICBC statistics, there were 2,200 crashed in B.C. in 2013 that involved a motorcycle. Of those, there were 1,500 injured riders, drivers or passengers and 29 fatalities.

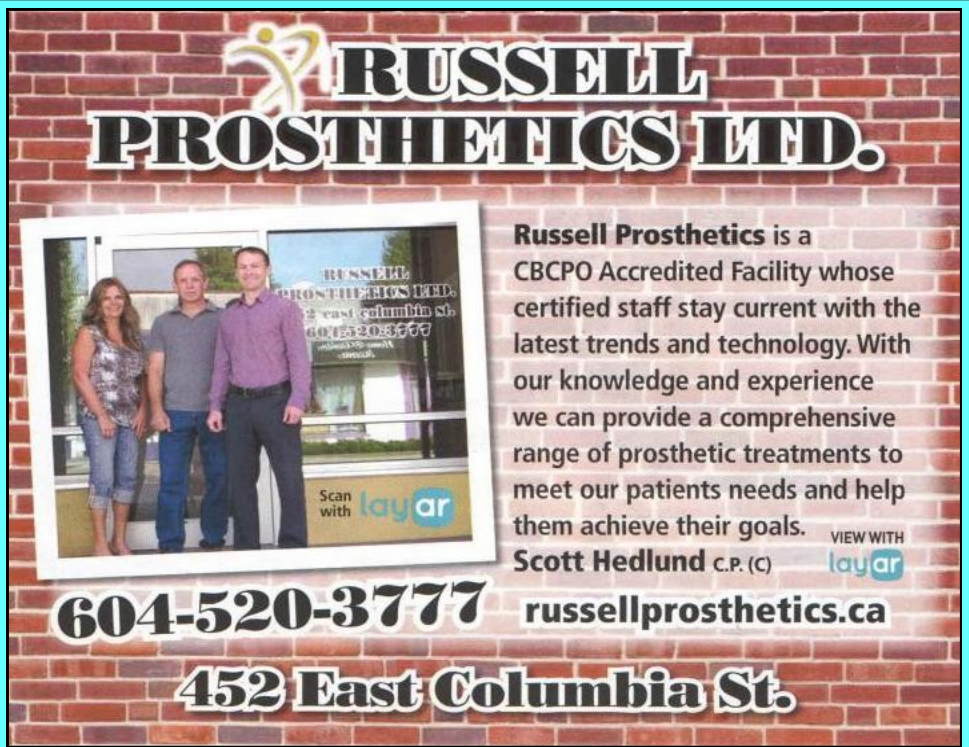
We average visiting 50 injured riders each year. Obviously there are a lot more that we are not seeing and they need our help.

Let us know if you know of someone going down. Find out what hospital they are in and try to get their phone number for us so we can arrange a visit.

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Gary Richardson, Visitation Director



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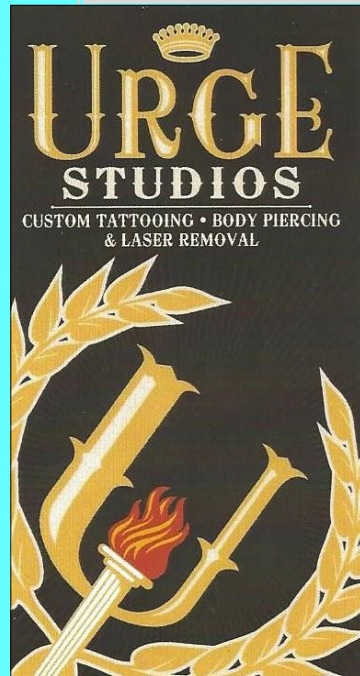


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July 2017

July 1, 2017 to July 2, 2017 - **Vintage Motorcycle Canyon Run** - Sat-Sun. Saturday: 9am leave from Highway 1, Exit 104-Cultus lake @ 39980 S. Parallel Road, Abbotsford; finish @ Cayoosh Campground, Lillooet, BC. Sunday: leave Cayoosh Campground & end up where you started @ 39980 S. Parallel Road, Abbotsford. Details & Registration: contact@canyonrun.ca or visit: www.canyonrun.ca.

July 7, 2017 to July 9, 2017 - **Old Times In The Park Antique Free Vintage & Classic Motorcycle Exhibition** - Fri - Sun @ Hawrelak Park, Edmonton, Alberta. Hosted by NORAL: Olde motorcycles, BBQ, Poker Run, Gear, accommodation available = register beforehand. Contact Jim_Briggs@shaw.ca or 780-930-1519 for more info or the entry form.

July 7, 2017 to July 9, 2017 - **Riondel M/C Camp Out** - Riondel, BC. Mark Bird: 250-863-3890

July 13, 2017 to July 15, 2017 - **Thompson Rivers Run: 2017 Western Regional H.O.G. Rally** - Check it out on facebook.

July 14, 2017 to July 17, 2017 - **Harley-Davidson Baggers & Hawgs Den Barkerville & Beyond Ride** - Starts at the Chevron @ 885 Water Ave., Hope, BC @ 8:30am on Friday, July 14-17, 2017.

July 15, 2017 - **Pender Highlanders Show n Shine** - 11am - 3pm, Pender Island, behind Community Centre. 250-222-0375

July 20, 2017 - **A.I.M. MONTHLY MEETING** - Every third Thursday @ 7:00 pm at the ABC Restaurant, 101 - 15373 Fraser Highway, Surrey, BC. 604-580-0112; info@aimvancouver.com; <http://www.aimvancouver.com>

July 30, 2017 to August 3, 2017 - **Geezers on Wheezers** - Sun-Thur @ Vegreville, Alberta. Ride the Iron Horse Trail along an old railroad bed in northeastern Alberta. This event is geared to the oldest bikes and frail-est riders. There will be a follow-up vehicle to provide transport of camping and personal gear and for bike pick-up. Rain or shine; ends back in Vegreville. CVMG event. To Register: Hans or Mary Ann Van Huystee Phone: 780 462 1842 or e-mail: b1953@telusplanet.net

July 30, 2017 - **Sasquatch Inn 12th Annual Motorcycle Show n Shine** - Sunday @ Sasquatch Inn, 46001 Loughed Hwy, Harrison Mills, BC. 12pm - 6pm, rain or shine, hot rods welcome. Official judges, loads of prizes & donations to Zajac Ranch for Children. Nancy @ 604-556-6542 or shown-shine@sasquatchinn.ca or 222.sasquatchinn.ca

August 2017

August 8, 2017 - **4th Annual Classic Car Show** - Tuesday evening @ 5:30pm - 8pm @ 2400 Motel, 2400 Kingsway, Vancouver, BC (just east of Nanaimo St. on Kingsway). Vintage Car Club of Canada. RAIN OR SHINE! Special Feature: Vintage Motorcycles of all eras. Open to vintage vehicles of any era in stock condition (please, no custom/modified vehicles). A light dinner will be provided for all participants. Please bring a non-perishable donation for the food bank. RSVP: Pre-register with Peter Findlay: 604-436-4547 or pfindlay@duetsoftware.ca. Also: www.2400motel.com.

August 13, 2017 - **18th ANNUAL GF STRONG RIDE-IN SHOW-N-SHINE** - 9am - 2pm @ GF Strong Rehabilitation Center, 4255 Laurel St, Vancouver BC. Rain or Shine. Show & Shine all bikes including modified. Burgers & dogs (free for residents), pop, coffee. Live music, paint-on tattoos, family event. Meet interesting people. Support downed riders and residents at GF Strong. Proceeds to an item

needed by all residents at the Centre. 604-580-0112; info@aimvancouver.com; www.aimvancouver.com.

August 17, 2017 - **A.I.M. MONTHLY MEETING** - Every third Thursday @ 7:00 pm at the ABC Restaurant, 101 - 15373 Fraser Highway, Surrey, BC. 604-580-0112; info@aimvancouver.com; <http://www.aimvancouver.com>

August 19, 2017 - **5th Annual BurnOuts In The Sky - Bradley McPherson Memorial Show & Shine** - Saturday @ 8am @ Cloverdale Fairgrounds, 6050A - 176 St. (entry on 62nd Ave.), Cloverdale. Scholarship Fundraiser. Cars, trucks, motorcycles (\$20 entry fee). Trophies, Specialty Awards, Club Recognition. Live entertainment, beer gardens, 50/50, Silent Auction, VanCity Stunters, Vendors Alley. Email: burnoutsinthesky@gmail.com, or: 604-360-7455.

August 19, 2017 to August 21, 2017 - **Harley-Davidson Baggers & Hawgsden Ride to Winthrop, Twisp & Whistlin Jack Lodge, Mount Rainer, Wash.** - Sat - Aug 19. 3 days & 2 nights. Leave Chevron, 725 Cherry St., Sumas, Wash. @ 9am sharp. Sign up and RSVP @ www.hawgsden.com. All bikes welcome!

August 20, 2017 - **6th Annual Vintage In The Valley Motorcycle Show** - Sunday: 10am - 3pm @ Heritage Park, 44140 Luckakuck Way, Chilliwack, BC. All makes vintage bikes, parts and vendors. Contact Wally: 778 242 7104 or email: wallylevy@hotmail.ca or www.vintagemcshows@yahoo.ca



Trev Deeley Vancouver to Squamish

Beautiful SEA to SKY Ride

Registration 10:30am - 11:15am / Ride leaves 11:30am sharp!

Wrap up Party from 1pm - 3:30pm in Squamish Includes:

- * Tons of Prizes *
- * 50/50 * By Donation BBQ *
- * Silent Auction *
- * Great People *
- * Awesome Memories *
- * Helping our Burn Survivors *



www.florianknights.ca for more information!



Registration Fee & Donations
\$25 Minimum Registration Fee per person
Additional Donations are welcome

Contact Details
Nick
info@florianknights.ca



**TREV DEELEY
MOTORCYCLES**
VANCOUVER, BC CANADA



Sat. August 19th, 2017 **5th**
Scholarship Fundraiser **Annual**
 *Trophies *Club
 *Speciality Awards Recognition
 \$20 entry fee
Burn Outs In The Sky
 Bradley McPherson Memorial
Show & Shine
 Cars Trucks
 Motorcycles
OPEN
 Cloverdale Fairgrounds
 6050A 176street (entry on 62avenue)
 Entry starts at 8:00am Close 5:00pm
 Live Entertainment. Beer Gardens. 50/50. Silent
 Auction. VanCity Stunters. Vendors Alley



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ASSOCIATION FOR INJURED MOTORCYCLISTS
 #37— 13325 115TH AVE, SURREY BC V3R 0R8
 PH. 604.580.0112 FAX. 604.580.0114
 WWW.AIMVANCOUVER.COM



Whether you are an accident victim or a sincerely interested party, all help is greatly appreciated in this endeavor. All of AIM'S funds come from Memberships and Donations. 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: _____ P/C: _____
 Ph: _____ Email: _____

Please return this application with your payment to the address above.
 Make checks payable to (A.I.M.)
 Association for Injured Motorcyclists
 Thank you for your Support!

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

OFFICE USE		



This new rider and her cub got to spend time at the Home Show on a scoot then again at the RCMP Skills Test this year in May. Great Event.

(Left and below)

Below; again this little munchkin and her cub showed up ad a Deeley's event and hopped on another scoot as a passenger. I wonder if she will be at their next event in Sunday, July 9, at Deeley's 4th Annual Show & Shine ?



*Thankyou
Craig Heale
for the
Picss!*