



"A Hand for the Downed Rider"
The Helping Rider

A.I.M VANCOUVER

#140 Fall 2019

41st Annual Vancouver
Motorcycle Toy Run

Sunday, October 6, 2019
9:30 AM 11:30 AM

See poster on back page (8)

We encourage you to bring toys for kids,
from 0-18 years of age, to donate
and no stuffed toys, please.

The Toy Run route starts at Coquitlam Centre, 9:30am, and ride through Coquitlam, Port Moody, Burnaby, and Vancouver and end at the PNE. Participants will receive a commemorative pin in exchange for their donation. We will also be accepting monetary donations at the event.

For any questions please contact us @
(604) 253-7191 or our event
co-organizer BCCOM. @ 604-580-0111

Happy

ThanksGiving

Halloween

&

Merry Xmas to All

Be Safe

We will be @

Nominations — October 17, 2019

VanToy Run — See poster

Elections — November 21, 2019

Gospel Riders Xmas Dinner — December 7,
2019

See you in — January 2020

"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

#140~ Fall~ 2019

Vancouver A.I.M.

#37 - 13325 115th Ave,
Surrey, B. C. V3R 0R8
Tel: 604-580-0112

www.aimvancouver.com
info@aimvancouver.caom

The Helping Rider is published by
The Association For Injured Motorcyclists
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Free to all interested readers.
Advertisements are welcome.
Articles and letters to the editor are also
welcome.

CHAPTERS

A.I.M Vancouver Island

604-580-0112
info@aimvancouver.com

Interior BC

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Northern

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A.I.M. Meets

Third Thursday of the Month 7:00 pm

Kalmar Restaurant

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All are Welcome! Rain or Shine!

Call us 604-580-0112 or email us

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Size	\$ per Issue	\$ per 4 issues
1/8 of page (B card)	60	200
1/4 page	120	420
1/2 page	240	900

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

Association for Injured Riders

Since 1983

Nominations—October 17, 2019

Elections—November 21 2019

**AIM is a Non-Profit -
Charitable Organization.**

Would like to say a BIG Thank you to all the Directors, Members, Non-Members who Volunteered with AIM through out all the years

Another BIG thanks to all the Businesses, Organizations, Supporters & Sponsors. Some again have been with AIM for years.

Its because of you all that AIM has been able to help Injured Riders and their families.

Our meetings are monthly (Third Thursday except December) and open to all, member or non-member.

If you would like to chat, ask questions but not at a meeting, call us and we can meet for coffee.

Just a reminder.

One does not need to be a member to be helped.
Nor does one need to be a member to volunteer.
Nor can we help if we are not informed. So please call or email, when a injured rider and family needs our services.

Bunnii

Rose Keith*

Associate Counsel | **Harper Grey LLP**

T 604.895.2911 | F 604.669.9385

<https://www.harpergrey.com/>

rkeith@harpergrey.com

*Personal Law Corporation



Dan MacIver

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LOVE IT OR HATE IT

In early 1982 we got our first bike, a 1972 Honda 550-4cyl. In the fall Bill and I decided to take our first long trip. At the time we were living in St. John's, Newfoundland, my home province, and we planned on riding to Prince Edward Island and back. Unfortunately, due to Bill's work with the offshore oil rigs, we couldn't get vacation that year until early October. Since the weather had been unusually warm, we headed off one bright, sunny morning. We had lots of vim, vigor and vitality but, in my case anyway, not much in the way of warm clothing in my soft saddlebag. In the early afternoon that first day out, dark clouds covered the sun and we felt the first sprinkles of rain. Instead of immediately donning my rain gear, I foolishly thought we would drive out of the rain before I got wet. Not so. This was Nfld after all. Eventually I caved, but not before getting thoroughly chilled. We were riding through Terra Nova Provincial park and there were no restaurants in the area. (There WAS one at Glovertown, but Marg wanted to continue to Grand Falls!) We stopped in Gander an hour or so later. My hands were shaking from the cold and the coffee was splashing around in my cup. Bill suggested we call it a day, but I wanted to reached Grand Falls where my sister Joan and her hubby lived and they were expecting us.

It was dark by this time and I was not keen on continuing but you know how it goes; Yes Dear! Fortunately at this time of night the moose were nowhere to be seen. I was quite comfy with my heavy riding pants and lined jacket but Marg felt she needed to make a fashion statement. That obviously didn't work out too well. We got to Grand Falls an hour or more later. The lights were on, a good sign, but when Marg knocked on the door there was no answer! We could see the flickering of the TV but no response. Finally Marg noticed a movement and knocked again and also called out this time. It turns out that Joan's mother-in-law was in the house and had been scared silly, as any respectable 70 plus year old would be when confronted by something wierd standing on your front porch. Marg was in her raingear and had not removed her fullface helmet! Shortly after getting inside Joan and Scottie arrived. Marg headed upstairs for a good soaking in the tub. After a further warming up with a nice cuppa tea and some toast, she mentioned that there were white caps on the water from where she was shaking so much. We had some real belly laughs as we told them the story.

Con't page 4

Even Mrs Scott, Joan's mother-in-law now saw some humour in the situation given the appearance of an alien and it was too early for Halloween.

We left Grand Falls two days later and continued Westward to catch the ferry to Nova Scotia at Port aux Basques. We got into wet snow after passing the Springdale Junction while crossing central Nfld. Lovely! I stayed in the tire tracks of a truck and made our way over the hump to Deer Lake for lunch and gas stop at the Irving Gas Station and Restaurant. Hot pea soup and fresh, warm buns, what a feast after riding through the nasties!

Marg still remembers the welcoming warmth spreading through her body as she ate the hot pea soup. It felt darn good to me too!

We continued past Corner Brook and Stephenville and arrived at the Port aux Basques ferry terminal. We checked in to arrange our tickets only to find out that the ferry had just left! So, it seemed we would be spending the night there. I asked the agent when the next ferry was leaving. He said there was a truck/train ferry leaving in a couple of hours but they didn't take cars. Well, we were not in a car, we were on a motorcycle. A bit of hemming and hawing, yep, lots of space available for a bike but no guarantee of a cabin as truck drivers had priority. At this stage, who cared! Just before loading began we were notified that a cabin was available....Yahooo! As I made my way towards the ferry ramp, I nearly freaked out. There was a maze of wet train tracks that I had to negotiate to get onto the ferry and then, of course, onto the wet slippery steel deck. All went well. It had been a verry long day and the rocking of the ferry soon had us sound asleep. When we arrived in North Sydney, we went shopping for more appropriate clothing for Marg. I don't remember much else of our arrival at North Sydney, but the Cabot Trail was quite pleasant in spite of the intermittent rain. Crossing that big Seal Island Bridge was another first....wet, open steel grid, bridge decking. You could look THROUGH it and see the water waay below! Being up high was not a problem for me as I had worked on radio towers and the tops of oil rig derricks at 150-200ft. What was a problem was the wiggling and wobbling across the metal grid. I learned then that keeping a good grip on the handle bars and not fighting to maintain a straight line was the best approach. The Canso Causeway which connects Cape Bretton Island to the mainland was uneventful except for a long wait as the bridge had been opened to let a couple of sailboats went through.

Neither of us can remember much about the ferry ride to PEI, but it seems that we took the ferry from Pictou to Wood Island on the Eastern end and it was short. We stayed at a dairy farm Bed and Breakfast. It was fascinating to watch the milking of the cows. It was a semi-automated process. They walked onto a turntable, the staff would clean and attach the cups to the udders and the cows would be milked by machine. The milk would flow through clear tubing to a large holding tank. When the milking was finished, the cups were removed and each cow would walk off to their stalls to be replaced by another and the process was repeated. The cows seemed to know exactly what to do. On our return trip we took the ferry from Borden near where many, many years later, the PEI to New Brunswick bridge was built.

Intermittent rain followed us on the return trip as we rode through Nova Scotia back to the ferry at North Sydney. When we disembarked in Port aux Basques, we had strong

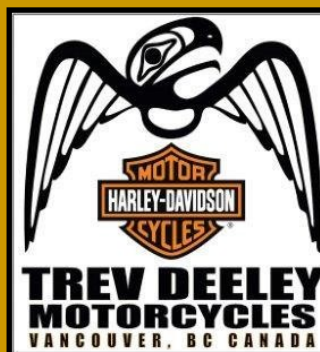
winds in addition to the rain. There is a place on the West coast of Nfld that is notorious for extremely high winds coming off the Gulf of St. Lawrence to the point that transport trucks had been blown over. Fortunately we didn't have those extreme winds. In the days of the Nfld railway, there had been an individual posted at a place called Wreck House specifically to notify the railway dispatcher at Port -aux-Basques about high wind conditions to avoid the narrow gauge train cars being blown off the tracks.

We had nasty weather for the entire 2 days of our ride across Nfld to St. John's but we didn't scare anyone on our arrival in Grand Falls this time and no snow.

The wind had picked up considerably when we got to Clarenville and wind blasts were nerve racking whenever we encountered trucks going in the opposite direction on the two-lane highway. This happened quite frequently since this is only highway across Nfld. Although I had learned to read the wind from the spray blowing across the road we still had plenty of "pucker" moments. Our Honda would flop, lean and jerk from the walls of wind hitting us. While we were stopped for a break in Whitbourne, only about an hour from St. John's, I remember Marg asking if we should we call it a day or continue heading for home. I thought we'd be okay, so we continued. It was about mid-afternoon so daylight would not be an issue. We were sipping our hot tea, following our hot showers when Marg said "I knew that I would either love motorcycling or hate it after this trip was over. I didn't hate it, I loved it! Where do you think we should go on our next long ride?" Our 550 had performed flawlessly and the rest, as they say, is history.

We ultimately ended up moving to Ottawa Ont. From there, we had numerous rides across Eastern Canada and while living Washington DC, we rode most of the Eastern US states, including rallies along the Blue Ridge Parkway and Great Smoky Mountains and further south into the Carolinas and one memorable trip for a Rally in Banff National Park which also included snow, rain and fog. We had many enjoyable bike trips while living in Athens Greece, including a month of riding in the Dolomites in Italy and in the Alps and to Amsterdam in Holland. When we lived in Beijing China, we were not allowed to bring our bike so we booked a rental for 2 weeks of travelling the South Island of New Zealand. After retirement and back in Ontario, we had a number of bike trips to the Maritimes including a trip back to St. John's for Marg's 50th high school reunion. That trip was via the Argentia ferry terminal which was about 1 1/2hr ride from St. John's AND in good weather!

Bill & Marg B



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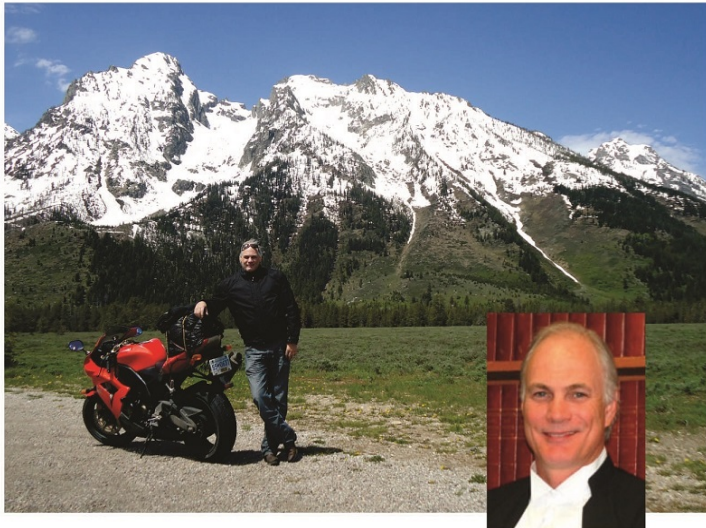
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Short Calendar

October 6, 2019 - 13th Annual Vancouver Toy Run AFTER-BURNER Party - 10:30am - 3pm @ Trev Deeley Motorcycles, 1875 Boundary Road, Vancouver. Show your 2019 Toy Run Pin for a bowl of gourmet chicken soup. Extra Pins & shirts available for purchase in-store. Also collecting un-wrapped educational toys & cash donations for the Lower Mainland Christmas Bureau! Extra Pins & shirts available for purchase in-store. Harmony Poisson: 604-909-6227 or www.trevdeeley.com

October 6, 2019 – Vancouver Toy Run ..See poster on back page

October 6, 2019 - Louis' Leather & Motorcycle Wear 2019 Block Party - Sunday, 10am - 5pm. @ 22246 Selkirk Ave., Maple Ridge, BC. We are back, bigger and better! Live bands: Dark Origin, Jimmy Wetdawg and more. Great food, refreshments. Louis: 778-552-0262.

December 7, 2019 Gospel Riders Annual Christmas Dinner. Eagle Ridge Gymnasium, 1160 Lansdowne Drive, Coquitlam, BC. Everyone is welcome - bring the little ones too! Info Dan 604-377-8769

Rider went down???

Call us at 604-580-0112 with full name of rider and which hospital



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Enjoy Riding Everyone!!!!!!

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Cynthia (Cindy) Brewer
Representative

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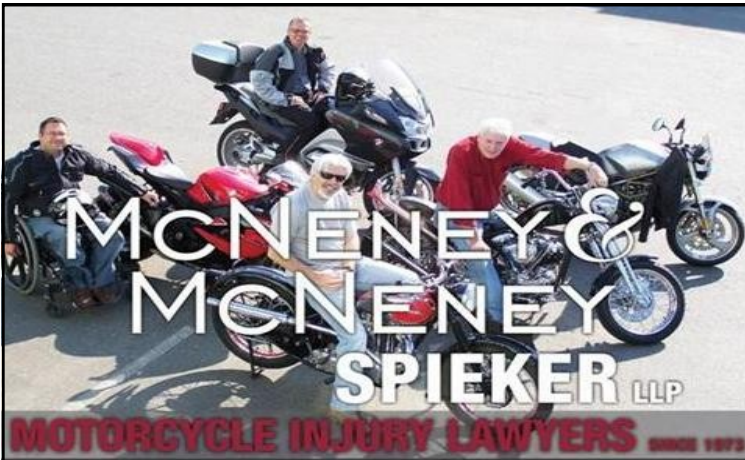
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Working for your freedom to ride!

Hi Everyone:

Think a lot of you know by now AIM received a Very Wonderful donation from McNeney McNeney Spieker LLP.

See Below, the Van is a great asset and so convenient for the AIM team to use. Easy to load and unload. Also great advertising for AIM plus easy to find in parking lots lol. AIM Team and Volunteers would like to say a Very Big Thank you - Jim, Bob & Martin.

Nancy



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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.

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it's all about the kids



41st

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SUNDAY, OCTOBER 6, 2019

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More Info: www.bccom-bc.com 604-580-0111

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