



"A Hand for the Downed Rider"
The Helping Rider

A.I.M VANCOUVER

137 Winter 2018-9

Happy New Year's

A Big Thanks to 2018
AIM Directors,
Volunteers, Sponsors
& Supporters.

A Big Welcome to
Bill Ramsey &
Val Mackie
& Welcome back
Blane Williams



Hope to see you at the
Vancouver Motorcycle Show
Friday January 18 -
Sunday January 20, 2019
@ the Tradex in Abbotsford

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Thank you Jim M and Gary R :)

"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
#137~ Winter ~ 2018-9

Vancouver A.I.M.

#37 - 13325 115th Ave,
Surrey, B. C. V3R 0R8
Tel: 604-580-0112
Fax: 604-580-0114

www.aimvancouver.com
info@aimvancouver.caom

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welcome.

Vancouver Island

604-580-0112
info@aimvancouver.com

Interior BC

604-580-0112
info@aimvancouver.com

Northern

604-580-0112
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A.I.M. Meetings

Third Thursday of the Month 7:00 pm

Kalmar Restaurant
8076 King George, Surrey, B.C.,

All are Welcome! Rain or Shine!

President <i>Dave Munro</i>	Membership <i>Bob Hamilton</i>
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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 cancellations. -Thank you!

Visitations for 2018

In 2018 we visited 25 downed riders, did 70 visitations and helped 8 family members. We had a surprising number of people with amputations and those with brain injury increased. We have assisted people throughout the Fraser Valley and some in the rest of the province as well.

We had one rider from Alberta (with Alberta insurance) who had been injured in the Okanagan. We had to refer him to his own private insurance agency in Alberta and we referred him to an agency there who helps out downed riders.

Our Visitation Volunteers have been doing a great job of visiting and keeping in touch with downed riders -- kudos to you all.

One of our mandates is to provide funding to those in need. This year we provided funds to six downed riders plus to Tina Suter of Brain Resource Advocacy & Information Network (B.R.A.I.N.). Tina provides free services and this year she was busy with some of our referrals with brain injury and required funding to continue with her work.

Moving into 2019 it would be nice to see fewer motorcycle crashes so everybody be careful out there.

Gary Richardson, Visitation Director, A.I.M.

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The Bike That Saved My Life

My first motorcycle was a 1965 Honda 90cc. But this was no ordinary bike ... it was the SUPER SPORT with all the bells and whistles! And it saved my life.

I was working up country on a construction project and living in the camp out in the middle of nowhere. Week-ends were boring and I used to ride my Honda on the gravel logging trails up in the mountains. One Sunday I headed up a trail and my muffler fell off. I noted where it was and planned on picking it up on my return.

A few miles up the road I came around a sharp bend and there was a bear cub in the middle of the road. I wasn't able to get stopped until I was past it and found myself confronted by a very angry mama bear. Panicking, as I usually do in these situations, I turned the bike around but stalled it. Now mama was coming straight for me. I kicked the kick starter and the engine leaped to life with a mighty unmuffled roar. This happened just before mama took a swipe at me and it startled her and she paused. That gave me the second or two that I needed to release the clutch and get out of her range. I booted it right past the cub, still scared for my life.

I'll bet you didn't know those Honda 90s could go 145 miles per hour. I'm sure glad I was riding the SUPER SPORT. Anyway, glad that I was still alive, I rode back to the bunkhouse and changed my shorts.

Gary Richardson



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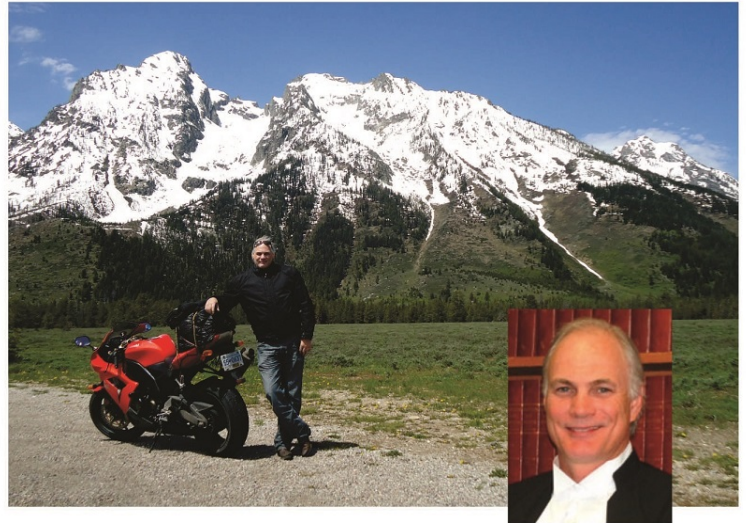
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Enjoy Riding Everyone!!!!!!
Be Safe and Wear your Motorcycle Gear



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One of our Overseas adventures.

It was among the coldest and most blustery of February days in Ottawa when Bill was asked if he would be willing to accept a 4 year posting to the Canadian Embassy in Athens, Greece. He came home from work and asked me if I thought I would like to live there. My response was, "How soon can we leave?"

It turned out that we arrived on Labour Day of 1993.

Athens is the capital and largest city in Greece. With a population then, of about 3.5 million people, Athens stretches over a large peninsula that is protected by mountains on 3 sides¹. As a result, exhaust fumes and waste gasses get caught in the bottom of the bowl with nowhere to go. Consequently Athens had many days when the pollution factor would climb to dangerous levels. In order to escape this pollution, Bill and I took bike rides into the countryside and on some occasions much further afield. Motorcycling in Greece was challenging because of numerous switchbacks and narrow roads, especially when we could look way down and admire the aquamarine of the Aegean, or Ionian Seas. There were spectacular views where ever you looked from the ancient ruins to mother nature working her wonders.

We had spent the week-end in Sivota, a delightful waterfront village in Western Greece near where the ferry arrives from Brindisi Italy and close to the Albanian border...It is a solid 6 hour ride from Athens. On our way home we made a wrong turn and discovered we were heading for Thermo rather than Athens. Since it was still only late morning, we decided to go exploring and see where the road ended. We continued climbing higher and higher. We did consider turning around, but we thought we would soon reach Thermo and begin our descent to Nafpaktos, which was on the National Road leading to Athens.

Eventually the pavement deteriorated to become a narrow dirt road. Suddenly we were at a very rickety

old bridge crossing a dry river bed about 100 feet below. The bridge was barely wide enough for a small truck to drive on. It was constructed of railway ties with lots of loose gravel and even some open spaces. There were no rails and we had to ride in the narrow rut. We made it across and finally got to Thermo, a small farming village with lots of hens, roosters, sheep, goats and donkeys on the loose. Now we were ready to find our way down the mountain to Nafpaktos. That wasn't as easy as it sounds because during our ride we came to many crossroads without signs so we continued in the direction away from the setting sun. At one of the crossroads we saw a woman on her balcony and using my best Greek, I asked her, "Pou enai Nafpaktos, parakalo?" (Where is Nafpaktos, please) She pointed towards yet another mountain and as we drove off, we saw her crossing herself....That seemed ominous! We went down the back of that mountain and then started the upward climb to yet another mountain range. At many points the turns were so tight that I had to get off the bike so we could get aligned for the next upward assault.

Our bike, a Kawasaki Concours a full fairing Sport-Touring bike weighing in at over 600lbs with a full tank and was never intended for use as a dirt bike. These unpaved roads were extremely narrow with numerous switchbacks and lots of deep erosion in the middle. The scenery was spectacular, but we were not the least bit interested in taking pictures, since we had something much more important to concern ourselves with – getting off that mountain before we ran out of gas!

We had not seen any gas stations since we turned off the main highway and we were beginning to wonder if we would run out of fuel in the middle of nowhere. Bill had already switched to reserve so that he would not have to deal with that in an inopportune moment.

Continued on next page :)

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Continued from last page :)

One of our Overseas adventures.

Finally we came to pavement and saw our first sign for Napaktos. Our spirits soared until - coming around the next bend below us, we saw a very large ancient looking dump truck begin lumbering up the mountain! The road was just not big enough for both vehicles! Fortunately, the driver pulled his right side onto the edge of the mountain as far as he dared to avoid shifting his load of road gravel- there was no shoulder - and he allowed us to ride past him, his mouth was wide open as we rode by. We smiled at him from within our helmets but we could not wave at him. About five hours after originally leaving the main highway we pulled into a gas station in Nafpaktos.

The Concours gas tank holds approx 26 liters when filled to the brim. We put in 25.4. The rest of the way back to Athens was a veritable cake walk.

When Bill went to work the next day, he asked the local staff if any of them knew where Thermo was located. Only one even knew it existed...her husband was from there. Of course she asked why he wanted to know, and when he told her apparently her mouth dropped wide open in amazement. First for knowing about it, and also because she knew what the road and terrain was about! She got a new appreciation for a couple of adventuresome foreigners!

Bill & Marg Buschman

Emotional Biochemistry

By [Pilar Gerasimo](#) | [November - December 2003](#)

<https://experiencelife.com/article/emotional-biochemistry/>

Like it or not, emotions share some very real biochemical links with your nervous, endocrine, immune and digestive systems. Isn't it time you learned something about how your body responds to what you feel—and vice versa?

"What biochemical reactions might our bodies sustain if we are in a constant state of low-level fear and anxiety, or if we are harboring a great deal of unresolved anger? Conversely, what biological impacts might our bodies experience when our minds and emotions are relaxed, occupied with pleasant, contented, generous feelings?"

Full article at the link above and definitely worth the read as well as the many articles on "emotions" at the Heartmath Institute <https://www.heartmath.org/blog/>



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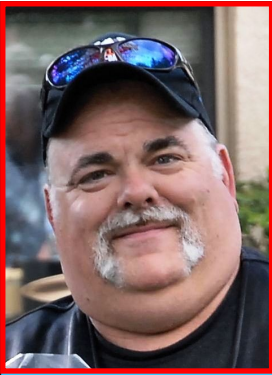
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Craig Heale who was a Director on AIM's board for mega years and even after he resigned, still volunteers with us in several areas. One of them as a photographer at G.F. Strong Show n Shine, of which he has attended possibly since its inception.

Seems he slips by our thank you's. So I would like to say a **BIG Thanks** for all you have done, you do, you will do, your support, and the many pictures you have given to AIM.

Bunnii

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2018 in Retrospect

This was a busy year not only in Visitations but also in working with other organizations and establishing liaisons.

We were invited to the table as a stakeholder to the Attorney General David Eby's conferences regarding the restructuring of ICBC. The government was asking us stakeholders for advice and recommendations on what changes we would like to see. AIM made several recommendations and some of them were acted upon. Throughout this process we were able to solidify our liaison with ICBC and are separately working on further changes. We have also been focusing on brain injuries, noting that they are more prevalent among motorcyclists, to obtain improved services for them. We attended a few ICBC press releases on invitation and got to discuss issues with the management team.

We had a booth at the Vancouver Motorcycle Show in January. We attended the Abilities Expo and Job Fair, and the Cloverdale Motorcycle Show. There was the BCCOM MLA ride and the Fraser Valley Show & Shine in Abbotsford. We made our presence known at Deeley's Vintage Show & Shine and at the Sasquatch Inn Show n Shine. Our premier event, the AIM GF Strong Show n Shine was well attended and enjoyed by all. Thank you to the Gospel Riders for invite to their Annual Christmas dinner.

We see a busy year ahead of us and will start out with the Vancouver Motorcycle Show.

Gary Richardson

Safety Tidbits Reminders

1. Learn to use both brakes.

The front does most of your stopping, but a little rear brake on corner entry can calm a nervous chassis.

2. Look where you want to go.

Use the miracle of target fixation to your advantage. The motorcycle goes where you look, so focus on the solution instead of the problem.

3. Raise your gaze.

Its too late to do anything about the 20 feet immediately in front of your fender, so scan the road far enough ahead to see trouble and change trajectory.

4. Check your mirrors.

Do it every time you change lanes, slow down or stop. Be ready to move if another vehicle is about to occupy the space you planned to use.

5. Be patient

Always take another second or three before you pull out to pass, ride away from a curb or into freeway traffic from an on-ramp. It's what you don't see that gets you. That extra look could save your butt.

6. Assume you're invisible.

To a lot of drivers, you are. Never make a move based on the assumption that another driver sees you, even if you've made eye contact. Bikes don't register to the four-wheel mind.

Greg Swallow

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