



**“A Hand for the Downed Rider”**

# *The Helping Rider*

A.I.M VANCOUVER

107~ Summer ~ 2011



From Left: Dave Munro (Prez), Bob Hamilton (Membership) Paul Hounslow, Gary Richardson & Doug Nicolson (Visitation) and sitting in his chair, Ian

**Going Home!!!....***Its been a long haul for Ian residing at G.F. most the time, then bouncing here and there to other locations for treatment but finally the good news. Everyone met for dinner giving their best wishes, as after 18 months, Ian is on his way home to his new digs on Vancouver Island.*

*Wishing you all the best Ian!! Keep in touch!*

**“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.**

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## The Helping Rider

#107 ~ Summer ~ 2011

### Vancouver A.I.M.

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

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

#### Disclaimer

We welcome your input, articles printed in the  
newsletter do not necessarily reflect the opinions  
of the Association For Injured Motorcyclists

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1/2 page	160	600

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I would like to say a BIG Thanks to 3S Printers. Because of their Prompt, Fast, Friendly, and Quality service that we have been able to run past our deadlines, getting in the last minute articles and posters and still be able to send the newsletter to all you folks on time.

## PLEASE Ride SAFELY!!!



### *The Prez Speaks*

Now that we are fully into bike riding season we are seeing an increased number of downed riders. It seems like it is open season on us and we need to be careful on the road.

So far this year we have been very busy and have an even busier schedule ahead. On top of the many events many of you have or will see an AIM info table at, we have also attended a meeting in Kelowna of Presidents of all the Chapters. In March all of the Presidents flew to Ottawa to promote an AIM Chapter there which looks possible. Then back to BC and met with Brian Lowes to discuss Riding School sponsorship. Then a going away party for a downed rider who uses a wheelchair, and is finally independent and on his own.

In April we attended a meeting in Merritt with Paul, Mike and many others who are instrumental in organizing the Great Canadian Bike Rally. Another meeting with the Coast Riders and made a presentation. Attended a Show n Shine put on by Donegal's Irish Pub in Surrey with AIM as the Charity of choice. Many thanks to Stacy, Mike, and the Staff at Donegal's Pub and all those that attended and supported this event!

May saw us attend a conference call with other organizations in order to prepare our proposal to get the funding limit of ICBC Part 7 benefits raised. Another thanks as AIM was the Charity of choice at the Annual Show n Shine at AZZKIKr's Custom Motorcycles many thanks to Smitty and everyone for their support!

So far June has found us at CKNW downtown where we did an interview for a new radio show called "Wheels & Ink" which will be airing on a Saturday evening (we don't know which Saturday, yet). We attended a meeting with ICBC and the other groups regarding the Part 7 benefits and some progress was made. Many thanks to Dukes Country Pub, Sue and the staff for having AIM attend another year as the Charity.

Major upcoming events in July include the Great Canadian Bike Rally in Merritt which we will attend and Sturgis North which the Interior Chapter will attend. At the end of July comes our favorite -- the Boogie Bash in Rock Creek which is put on the Interior Chapter of AIM! Vendors and Volunteer wanted! See Boogie Bash poster on Page 8!

### 57<sup>th</sup> Annual Routledge Run

#### Street and Dual Sport Motorcycle Ride

July 1 - 3, 2011



<p>Explore the spectacular Okanagan Similkameen region of southern British Columbia on your road bike or dual-sport/adventurer while enjoying the hospitality and camaraderie of the Greater Vancouver Motorcycle Club.</p> <p>Our base this year will be:  <b>The Princeton Castle Resort</b>                  375 Rainbow Lake Road                  just off the Princeton-Summerland Rd.                  Princeton is a 3 hour ride from Surrey.</p> <p>Leave the lower mainland or the "Loops on Friday July 1 on a guided/chartered route (Road, EZ-DS, Hard-DS) at your leisure to the Princeton Castle Resort.</p>	<p><b>Road Ride:</b>                  A spectacular Saturday with a route thru Aspen Grove, Kelowna, Rock Creek, Osoyoos and along the famous Old Hedy Road. Suitable for riders of any level on any type of bike.</p> <p><b>Dual Sport Options:</b>  <b>Hard Route:</b> A challenging day that will include the famous Whipsaw Trail, the Coquihalla Canyon and the Tulameen area. Good knobby tires will be required!  <b>Adventure Route:</b> A day following some of the most scenic and historically significant secondary roads and off-road trails in the area. Meandering towards Penticton and returning along sections of the Kettle Valley Railway</p> <p><b>Pre-Registration Required: Cut-off June 1, 2011</b>                  Cost \$150 per Person</p> <p><b>Includes:</b> Friday BBQ dinner, Saturday breakfast, sack lunch and catered dinner, Sunday breakfast. Two nights deluxe accommodations to early registrants. Rustic accommodations/tent sites/rv sites once capacity reached. Route sheets. Event souvenirs. Prizes. Saturday night movie under the stars.</p> <p><b>Event Organizers:</b>                  Mark Gray 604-671-6934 markgray@shaw.ca                  Doug Frederickson 604-626-2084 doug@minutemansurrey.com</p>
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Presented in conjunction with our sponsors and DualSportBC



On August 7, 2011 will be the 11th Annual Show n Shine that AIM Vancouver puts on at the GF Strong Rehabilitation Centre (see poster page 12) with proceeds for the benefit of the residents and includes the infamous wheelchair poker run! At the same time we have been and will be attending several CMDRA drag races, and Dukes will have a second Show n Shine for us at the end of August.

Last year alone, AIM volunteers attended 25 events (a few 3 days events), not counting the visitations, meetings in Victoria, AIM member meetings, correspondence via email, phone calls, etc. So if you have a few hours a month, we could use a bit of help to "man" the tables. So call us at 604-580-0112 to let us know if you can help out at any of these events, because we could sure use your help!

Ride Safe! ... Dave Munro, President



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## A Bikers Prayer : The Ride

If he should take me while I ride  
 Those who mourn shall remember with pride  
 That my soul knew the wind the open road and the  
 freedom within

If he shall take me while I ride  
 Those who mourn shall remember with pride  
 That my soul laughed and smiled

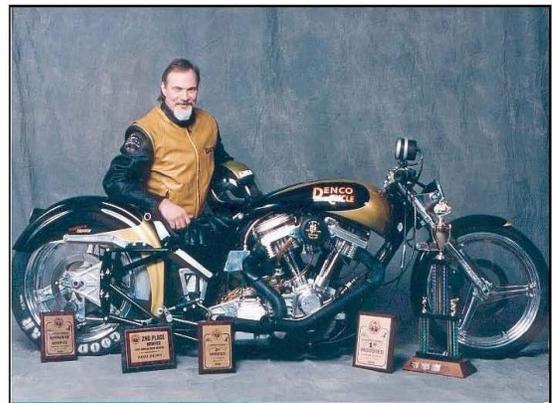
For I left happy, free and wild  
 If he should take me while I ride  
 I will follow, he will guide  
 Those who mourn shall not grieve  
 Because he is with me, and I believe  
 My soul with him, we will ride  
 For an eternity side by side

written by

Robert William Fullerton

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## The Visitation

At the crest of the hill was an object right in my path. I shifted down to second, raised the turbo thrust to stage 2 and punched the nitrous button, lifting the front wheel off the ground. The slight rise in the road gave me enough lift to become airborne and I barely cleared the dead animal on the road. I landed safely and careened down the Clarke Hill Pass road approaching a "Slow to 20 Km" curve at over 150 km. The cop chasing me wasn't so lucky and hit the dead animal square on. He went out of control and veered off the road. Behind him, a following cop continued the chase.

I was on my way to a Visitation to a downed rider for the Association for Injured Motorcyclists. We have to make weekly visits and this was one week since I had last visited and the last night available to stay within my weekly limit. I had to do the Visitation tonight and I was already late because of the roadblock checking for drunk cagers. After a half-hour creeping forward I pulled onto the shoulder and just roared past them all. The cops decided to give chase.

Following the inside at the apex of the curve I used the only strategy available – I punched the nitrous button again at full throttle. My rear 400 tire immediately broke traction and swung around in front of me. Now I was moving backwards around the curve with my headlight pointing towards the chasing cop. I flicked to high beam just to annoy him and kept the bike upright while it continued its full circle around the curve. Once the 360 was completed, I was around the curve and facing the last half of the chicane – another "Slow to 20 Km" curve, only this time to the left. The second cop was still on my tail and slowed down to negotiate the curve, losing valuable distance but catching up with his supercharged Ford.

I could see it would be difficult to lose him and I was already late. So I did a 360 again to get around the second curve but also released the "cop oil reservoir" tank onto the road and in my mirrors watched him spin out on the curve when he hit the oil and went off the road. But damn, a third cop car was taking up the chase. I had an appointment to meet!

I had promised the downed rider that I would visit him at 8:00 pm but the roadblock had taken a half hour and now I was late and didn't have time to use my cell phone to let

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him know I would be late. If I stopped to phone him, the cops would catch me. I just had to bull it through.

One last "Slow to 20 Km" curve remained. With the turbo at full thrust, nitrous at stage three, the water injection activated and in third gear I cranked the throttle full. Avoiding the 360 maneuver I leaned over until every part of the bike on the right side was scraping the pavement, hoping the tires would hold traction. They held and I came off at 130 plus and turned up into the schoolyard at the bottom of the hill just before the cop made it around the corner. He went barreling by my vantage point behind a bush, his siren wailing into the distance.

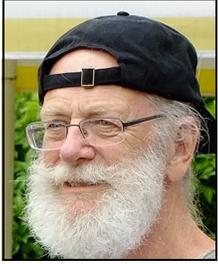
*Two down and one on a wild goose chase. Not bad for a night's work. Now I could go to do my A.I.M. Visitation in peace.*

By Gary Richardson

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### Newsletter Visitation Report

Compared to last year, we have performed approximately the same amount of Visitations – over 100. However, we have helped twice as many downed riders, that being 15. That is the statistic of concern.

Way more riders going down this year. We have had such a bad spring and riders are now out in droves. All we can say is to be careful. There is still the ubiquitous left-hand turner who is responsible for most of our accidents. Beware, be alert and be visible.

Last year we had a number of riders who did not carry collision insurance on their bikes. Most cited that they could not afford it. Unfortunately, many of them had an SVA (Single Vehicle Accident), some the result of hitting a deer. In those cases the cost of repairing or replacing their bike was not covered and they lost it all. This is made even

worse if the rider still has to make payments on the bike.

Special thanks to all of our Visitation Volunteers who diligently visit our downed riders. They are the backbone of our organization and make it all happen. Each comes with different talents and meets the demands of various situations.

A.I.M. is on a Task Force headed by the BC Coalition of People with Disabilities, petitioning ICBC to raise the Part 7 benefits maximum. We have had three meetings during the past months and are making progress.

Look forward to seeing you all at our various events. For sure, don't forget our annual GF Strong Rehabilitation Centre Show n Shine on August 7.

And remember, if a rider goes down, call us at:

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*Gary Richardson, Visitation Director*



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There are a lot of safety tips on the Net yet not many riders take the time to search for them. Part of this list was in in another issue, so please enjoy the full list, educate yourself by taking the time to search the net for more safety tips regarding motorcycle riding. Remember, many ride with others, so we have responsibilities not just to ourselves but others on the road too.

Chris

## Safety Tips

50 Ways to Save Your Life

*We are what we repeatedly do. Excellence, then, is not an act, but a habit. —Aristotle*

By The Motorcyclist Staff, Motorcyclist Magazine, August 2006

"The best bike in the world is scrap—or soon will be—unless you learn how to use it. The most powerful piece of high-performance hardware is between your ears. To help you program it with the right information, we've assembled 50 potentially lifesaving bits of street savvy. Some you'll know, some you won't. All are worth remembering, because when it comes to riding motorcycles on the street, the people over at the Motorcycle Safety Foundation (<http://www.msf-usa.org>) have the right idea with their tagline:

*The more you know, the better it gets."*

### 1. Assume you're invisible.

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

### 2. Be considerate

The consequences of strafing the jerk du jour or cutting him off start out bad and get worse. Pretend it was your grandma and think again.

### 3. Dress for the crash, not the pool or the prom.

Sure, Joaquin's Fish Tacos is a 5-minute trip, but nobody plans to eat pavement. Modern mesh gear means 100-degree heat is no excuse for a T-shirt and board shorts.

### 4. Hope for the best, prepare for the worst

Assume that car across the intersection will turn across your bow when the light goes green, with or without a turn signal.

### 5. Leave your ego at home

The only people who really care if you were faster on the freeway will be the officer and the judge.

### 6. Pay attention

Yes, there is a half-naked girl on the billboard. That shock does feel squishy. Meanwhile, you could be drifting toward Big Trouble. Focus.

### 7. Mirrors only show you part of the picture

Never change direction without turning your head to make sure the coast really is clear.

### 8. 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.

### 9. Watch your closing speed

Passing cars at twice their speed or changing lanes to shoot past a row of stopped cars is just asking for trouble.

### 10. Be aware the verge and the merge

A lot of nasty surprises end up on the sides of the road: empty McDonald's bags, nails, TV antennas, ladders, you name it. Watch for potentially troublesome debris on both sides of the road.

### 11. Left-turning cars remain a leading killer of motorcyclists

Don't assume someone will wait for you to dart through the intersection. They're trying to beat the light, too.

### 12. Beware of cars running traffic lights

The first few seconds after a signal light changes are the most perilous. Look both ways before barging into an intersection.

### 13. 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'd planned to use.

### 14. Mind the gap

Remember Driver's Ed? One second's worth of distance per 10 mph is the old rule of thumb. Better still, scan the next 12 seconds ahead for potential trouble.

### 15. Beware of tuner cars

They're quick and their drivers tend to be aggressive. Don't assume you've beaten one away from a light or outpaced it in traffic and change lanes without looking. You could end up as a Nissan hood ornament.

### 16. Excessive entrance speed hurts

It's the leading cause of single-bike accidents on twisty roads and racetracks. In Slow, Out Fast is the old adage, and it still works. Dialing up corner speed is safer than scrubbing it off.

*Continued on page 9*

Make sure you are visible on the road to others, do not assume they can see you!!!

## Balancing Act

Ever wonder what holds your bike up when you are riding down the highway? You must wonder at times why it just doesn't fall over.

We have all heard the tripe that physicists peddle about gravity and centrifical force and centre of gravity, yadda yadda yadda. But they just wrap these bogus concepts in technical jargon to confuse us and for job security.

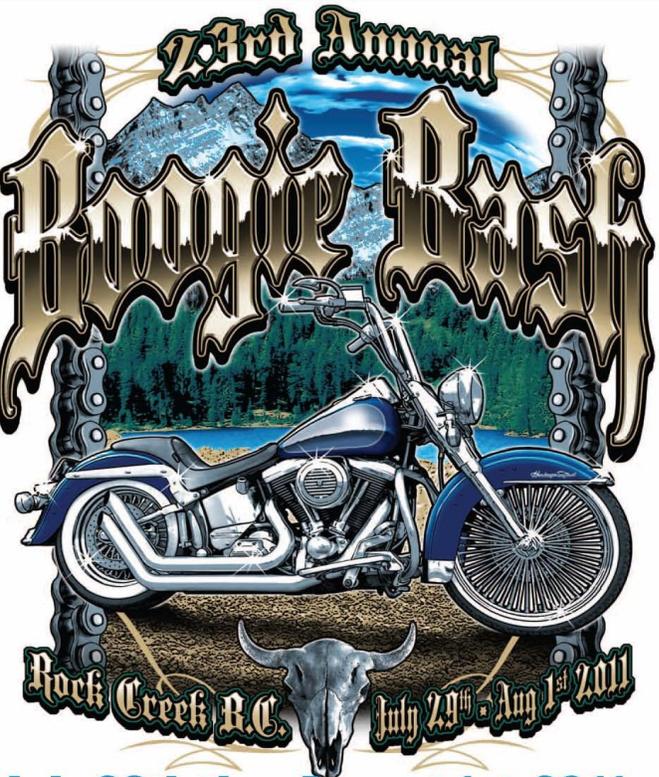
The real reason that your bike stays up is because of special devices imbedded in the front forks by the manufacturers. They are the best kept secret in the motorcycle industry and are called "stabilizing uprights" or SUs. These are the real mechanisms that keep your bike balanced.

Each manufacturer makes a variation of the concept and each has a patent pending on their variation. They are so secretive of this technology that if you go to the dealership and ask them about this they will pretend they have no knowledge of them and will deny their existence.

Depending on the brand, the SUs require servicing every 30,000 km. If not serviced regularly, they usually self-destruct by 100,000 km. Servicing runs about four hours and the cost is built into the 30,000 km servicing intervals (this is so that they do not have to acknowledge their existence).

If they have to be replaced this can run into thousands of dollars so it is wise to have them serviced regularly.

Unserviced SUs will eventually seize and the forks will seize with them, rendering the bike unable to steer. This could be disastrous if riding



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at highway speed whereas in the parking lot it would just prove embarrassing. Even counter steering will not help.

Keeping your bike regularly serviced keeps it and you safe on the road.

Gary Richardson

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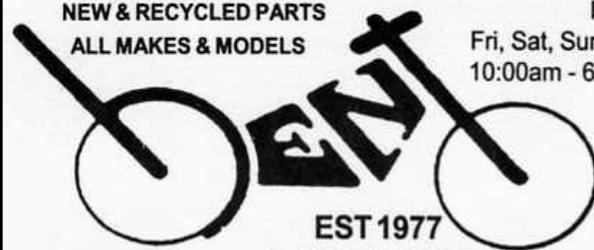
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## **Safety Tips**

*Continued from Page 7*

### **17. Don't trust that deer whistle**

Ungulates and other feral beasts prowl at dawn and dusk, so heed those big yellow signs. If you're riding in a target-rich environment, slow down and watch the shoulders.

### **18. 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.

### **19. Keep the front brake covered—always**

Save a single second of reaction time at 60 mph and you can stop 88 feet shorter. Think about that.

### **20. 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.

### **21. Keep your eyes moving**

Traffic is always shifting, so keep scanning for potential trouble. Don't lock your eyes on any one thing for too long unless you're actually dealing with trouble.

### **22. Think before you act**

Careful whipping around that Camry going 7 mph in a 25-mph zone or you could end up with your head in the driver's side door when he turns into the driveway right in front of you.

### **23. Raise your gaze**

It's 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.

### **24. Get your mind right in the driveway**

Most accidents happen during the first 15 minutes of a ride, below 40 mph, near an intersection or driveway. Yes, that could be your driveway.

### **25. Come to a full stop at that next stop sign**

Put a foot down. Look again. Anything less forces a snap decision with no time to spot potential trouble.

### **26. Never dive into a gap in stalled traffic**

Cars may have stopped for a reason, and you may not be able to see why until it's too late to do anything about it.

### **27. Don't saddle up more than you can handle**

If you weigh 95 pounds, avoid that 795-pound cruiser. If you're 5-foot-5, forget those towering adventure-tourers.

### **28. Watch for car doors opening in traffic**

And smacking a car that's swerving around some goofball's open door is just as painful.

### **29. Don't get in an intersection rut**

Watch for a two-way stop after a string of four-way intersections. If you expect cross-traffic to stop, there could be a painful surprise when it doesn't.

### **30. Stay in your comfort zone when you're with a group**

Riding over your head is a good way to end up in the ditch. Any bunch worth riding with will have a rendezvous point where you'll be able to link up again.

### **31. Give your eyes some time to adjust**

A minute or two of low light heading from a well-lighted garage onto dark streets is a good thing. Otherwise, you're essentially flying blind for the first mile or so.

### **32. Master the slow U-turn**

Practice. Park your butt on the outside edge of the seat and lean the bike into the turn, using your body as a counterweight as you pivot around the rear wheel.

### **33. Who put a stop sign at the top of this hill?**

Don't panic. Use the rear brake to keep from rolling back down. Use Mr. Throttle and Mr. Clutch normally—and smoothly—to pull away.

### **34. If it looks slippery, assume it is**

A patch of suspicious pavement could be just about anything. Butter Flavor Crisco? Gravel? Mobil 1? Or maybe it's nothing. Better to slow down for nothing than go on your head.

### **35. Bang! A blowout! Now what?**

No sudden moves. The motorcycle isn't happy, so be prepared to apply a little calming muscle to maintain course. Ease back the throttle, brake gingerly with the good wheel and pull over very smoothly to the shoulder. Big sigh.

### **36. Drops on the faceshield?**

It's raining. Lightly misted pavement can be slipperier than when it's been rinsed by a downpour, and you never know how much grip there is. Apply maximum-level concentration, caution and smoothness.

### **37. Emotions in check?**

To paraphrase Mr. Ice Cube, chickity-check yourself before you wreck yourself. Emotions are as powerful as any drug, so take inventory every time you saddle up. If you're mad, sad, exhausted or anxious, stay put.

### **38. Wear good gear**

Wear stuff that fits you and the weather. If you're too hot or too cold or fighting with a jacket that binds across the shoulders, you're dangerous. It's that simple.

### **39. Leave the iPod at home**

You won't hear that cement truck in time with Spinal Tap cranked to 11, but they might like your headphones in intensive care.

### **40. Learn to swerve**

Be able to do two tight turns in quick succession. Flick left around the bag of briquettes, then right back to your original trajectory. The bike will follow your eyes, so look at the way around, not the briquettes. Now practice till it's a reflex.

### **41. Be smooth at low speeds**

Take some angst out, especially of slow-speed maneuvers, with a bit of rear brake. It adds a welcome bit of stability by minimizing unwelcome weight transfer and potentially bothersome driveline lash.

### **42. Flashing is good for you**

Turn signals get your attention by flashing, right? So a few easy taps on the pedal or lever before stopping makes your brake light more eye-catching to trailing traffic.

### **43. Intersections are scary, so hedge your bets**

Put another vehicle between your bike and the possibility of someone running the stop sign/red light on your right and you cut your chances of getting nailed in half.

### **44. Tune your peripheral vision**

Pick a point near the center of that wall over there. Now scan as far as you can by moving your attention, not your gaze. The more you can see without turning your head, the sooner you can react to trouble.

### **45. All alone at a light that won't turn green?**

Put as much motorcycle as possible directly above the sensor wire—usually buried in the pavement beneath you and located by a round or square pattern behind the limit line. If the light still won't change, try putting your kickstand down, right on the wire. You should be on your way in seconds. (If the engine does not stop like on a Burgman)

### **46. Every-thing is harder to see after dark**

Adjust your headlights, Carry a clear faceshield and have your game all the way on after dark, especially during commuter hours.

### **47. Don't troll next to—or right behind—Mr. Peterbilt**

If one of those 18 retreads blows up—which they do with some regularity—it de-treads, and that can be ugly. Unless you like dodging huge chunks of flying rubber, keep your distance. again, and again.

*Continued on page 11*

## The Beer Wagon

Beer, Beer, everywhere, nor any drop to drink.  
(With apologies to Samuel Taylor Coleridge)

Now-a-days you will see a pack of Harley riders moseying down the road and at the end of the pack will be a Suzuki Burgman 650 scooter ridden by one of the girls. This is considered necessary equipment for any camp-out.

You see, it all started back in the summer of '06 when a bunch of Harley riders went for a camp-out. Once they got settled in next to the river, pitched their tents and started their barbeques they sent a bro into town on his Harley to get some beer. He was only able to carry a couple of dozen and he drank them all on the way back so there was none left for his buds.

Slightly cheesed-off, they gave him some more money and sent him in for beer again. By this time he was feeling pretty good so he drank it all before he was halfway back. Really cheesed-off, the bros gave him some more money and told him to take the Burgman.

Just for starters the Burgman holds 62 tins of beer under the seat. Throwing a couple of saddlebags over the seat, borrowing a backpack and filling the top box, our illustrious hero was able to bring back 20 dozen beer. Since the Burgman went faster than his stock Harley he got back faster and drank less so there was enough for everybody. And it was party time for all.

So now, when you see a pack of Harley's with a Burgman bringing up the rear, you know it is the treasure chest - their the beer wagon. Give it wide berth.

By Gary Richardson

Sometime you can make a difference  
then maybe not.

So the semi turning left, did not see a motorcycle  
nor did other witnesses, so why did no one see the  
motorcycle?

<http://www.browncountyindiana.com/index.php?id=9127>

*If they cannot see you, they will turn.*

A car traveling east on Hwy. 9 near Schomberg  
crossed into the westbound lane hitting an SUV  
and another vehicle. One of those vehicles then  
wound up in the eastbound lane and collided with  
the motorcycle.

<http://www.torontosun.com/2011/06/16/motorcycle-safety-advocates-death-mourned>

*This is unreal and happened :(*

Jackson County Sheriff's officials said Dale Hart,  
51, of Black River Falls, died on Monday after col-  
liding with a wolf. Police said Hart's bike went  
into a skid. He was thrown from the bike. The  
wolf also died.

This is the second motorcycle death involving  
animals in just a few days. Terry Holmgren, 67, of  
Eagle River, died Saturday after his bike hit a  
turkey.

<http://www.waow.com/story/14907994/two-men-die-in-motorcycle-accidents-involving-animals>

*Even smaller animals than deer or moose can  
contribute towards a fatal accident.*

Chris



### 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

Would you like to Volunteer?

Would you like Newsletter by Email

New

Single Membership

Couple Membership

Club Membership

Renewal

\$25.00

\$35.00

\$35.00

OFFICE USE	Date	Int.
Receipt		
Card		
Computer		

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

## Calendar of Events

### JULY 2011

**July 1-3, 2011 - 57th Annual GVMC Routledge Run** (Road Ride/Dualsport)

Contact Mark Gray (604) 671-6934 #307 - 9785 192nd Street, Surrey B.C

**July 1-3, 2011 - Toad Rock Motorcycle Campground.** 3 nights camping, Live music, 2865 Toad Rock Road on Highway 31+ Nelson BC,

Toll Free: 1-877-229-5448 <http://www.toadrockcampground.com/>

**July 2, 2011 - Nellie's Pub at the Northwood MotorInn** - We will be holding a fundraiser that night for AIM - ticket prices will be announced - looking for donations for a silent auction. Prince George, BC 250-596-1410

**July 2-3, 2011 - CMDRA Drag Races** - North Central Motorsports Park Prince George, BC

**July 9, 2011 - Charity Pancake Breakfast for Muscular Dystrophy Canada**  
11:00am - 1:00 pm Trev Deeley @ 1875 Boundary Rd, Van BC

**July 7-10, 2011 - Merritt Mountain Music Festival** more info at [www.mountainfest.com/](http://www.mountainfest.com/)

**July 10, 2011 - Sasquatch Inn, 6th Annual Show n Shine** 12- 6 pm  
Harrison Mills, BC...Contact info 604.796.2730 or <http://www.sasquatchinn.ca/index.htm>

**July 13-17, 2011 - 1st Annual Sturgis North Motorcycle Rally & Music Festival**, Salmon Arm BC more at [http://sturgisnorth.com/salmon\\_arm/](http://sturgisnorth.com/salmon_arm/)

**July 14-17, 2011 - Great Canadian Bike Rally, Children's Charity, Merritt BC.** Music, Camping, Entertainment, Bike Games, Poker Runs and much more. The first IMBBA Sanctioned and Judged show in Western Canada announces \$10,000 in cash and prize. See more at <http://greatcanadianbikerally.com/>

**July 15-17, 2011 - July Hot Nights Car & Bike Show 'n Shine & Swap Meet.**  
100 mile House, BC., more info <http://www.hotjulynights.ca/>

**July 16-17, 2011 - CMDRA: Canadian Motorcycle Drag Racing Association.**  
Ashcroft, BC <http://www.cmdra.com/>

**July 17, 2011 - Burn Camp Ride** - Motorcycles & Hotrod Cars welcome  
604.291.2453 - <http://www.trevdeeley.com/>

**July 21, 2011 - AIM General Meeting** at 7:00 PM, Davidson's Pitt Stop Restaurant, 16225 Fraser Hwy., Surrey, B.C. - All are welcome, rain or shine! - 604.580.0112

**July 29-August 1, 2011 - 23rd Annual Boogie Bash @ Rock Creek, BC.** Live music, Vendors, Camping on Lawns, Bleachers, Showers, Kettle River, and lots more [aimsec@shaw.ca](mailto:aimsec@shaw.ca)

### AUGUST 2011

**August 7th, 2011 - AIM's 10th Annual Show n Shine at GF Strong Rehabilitation Center.** 4255 Laurel St, Vancouver BC. . Music, BBQ, Everyone is welcome. The Residents appreciate your attendance as it makes their day!  
Rain or Shine!!!

**August 18, 2011 - AIM General Meeting** at 7:00 PM, Davidson's Pitt Stop Restaurant, 16225 Fraser Hwy., Surrey, B.C. - All are welcome, rain or shine! - 604.580.0112

**Aug 20-21, 2011 - CMDRA - Canadian Motorcycle Drag Racing Association.**  
Mission, BC <http://www.cmdra.com/>

**August 20-21 2011 - 81st Annual GVMC Caribou Trails Run** - (Road Ride)  
Contact Jim Brooke (604) 930-8464 #307 - 9785 192nd Street, Surrey B.C

**August 28, 2011 Dukes Country Pub Show n Shine** #1582 Yale Rd, Chilliwack BC. Beer Garden, BBQ, Vendor Info 604-823-6431

### SEPTEMBER 2011

**September 18, 2011 - Hatley-Davidson Test Our Metal Demo Day at Trev Deeley's** - 604.291.2453 - <http://www.trevdeeley.com/>

### OCTOBER 2011

**October 2, 2011 Toy Run After Burner Party @** Trev Deeley's Motorcycles  
1875 Boundary rd, Vancouver, BC [www.trevdeeley.com](http://www.trevdeeley.com) 604-291-2453

**October 9, 2011 - 8th Annual GVMC Pioneer Run** (Road Ride) Contact Bob Vickers - 604.888.9405 - #307 - 9785 192nd Street, Surrey B.C

## Safety Tips

*Continued from Page 9*

### 47. Don't troll next to—or right behind—Mr. Peterbilt

If one of those 18 retreads blows up—which they do with some regularity—it de-treads, and that can be ugly. Unless you like dodging huge chunks of flying rubber, keep your distance.

### 48. Take the panic out of panic stops

Develop an intimate relationship with your front brake. Seek out some safe, open pavement. Starting slowly, find that fine line between maximum braking and a locked wheel, and then do it again, and again.

### 49. Make your tires right

None of this stuff matters unless your skins are right. Don't take 'em for granted. Make sure pressure is spot-on every time you ride. Check for cuts, nails and other junk they might have picked up, as well as general wear.

### 50. Take a deep breath

Count to 10. Visualize whirled peas. Forgetting some clown's 80-mph indiscretion beats running the risk of ruining your life, or ending it. -MC

## And one more from an Optometrist

### 51. POLARIZED lenses

Adding #51 .... to the great list posted here .....!!!!!!!!!!!!!!!!!!!!

As a practicing optometrist, skilled in treating eye problems, both visual and medical,

we also have excellent knowledge of lenses & eyewear.

I have had many riders in my office ask for POLARIZED lenses in their riding eyewear ..

and I always refuse to fill an Rx for riding with polarized lenses .....

POLARIZED lenses eliminate GLARE!! A great thing when boating on the water...BUT A

BAD THING when riding.

**That glare on the road may be from a water puddle or worse .. OIL.....!! And a polarized**

**lens will totally eliminate the glare from that shiny patch on the road surface.....!!!**

**Avoiding that shiny patch on the road SURFACE COULD SAVE YOUR LIFE.....!!!**

**By V8EYEDOC & PGRRIDER and Ken**

*Sent in by Gary Richardson*

## Bikers' Creed

As we travel the highways of our countryside, May we experience the love of life and adventure in the great outdoors and find peace of mind in our inner self and one's machine, respect the rights of others, and seek to quell all prejudices, and extend the hand of fellowship to each other. And may we ALL stand united against the oppressions confronting us with all the spirit, will, and determination as our forefathers once did when founding our great nation for we are one of the LAST symbols of freedom.

*-anonymous-*

**PLEASE Ride SAFELY!!!**

# SUNDAY AUG 7th, 2011

## 11th Annual Ride-In Show n' Shine

### G. F. Strong Rehabilitation Center



**LIVE MUSIC \* B-B-Q \* PRIZES \*  
EVERYONE WELCOME \*  
BIKE REGISTRATION BY DONATION**

**9 AM-2 PM  
4255 LAUREL ST, VANCOUVER, BC,  
STAFF PARKING LOT**



**Special Interest  
Touring  
Custom  
Sportbike  
Vintage**

**Resident Poker Run,  
1<sup>st</sup> place  
2<sup>nd</sup> Place**

**Rigid  
Soffail  
Trike  
Swingarm  
Peoples Choice**



**WESTCOAST FREESTYLE**

