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The Helping Rider

#108 ~ Fall ~ 2011

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Articles and letters to the editor are also welcome.

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PLEASE Ride SAFELY!!!

Cavalier's Biker Info

Information for All Aspects of Riding WINTER RIDING

As cold weather starts to roll in this season and the last red leaves fall off the trees, it's time to start thinking about what you're going to do with your motorcycle this winter. For some, winter means buying fuel stabilizer, dusting off the trickle charger, and gently snuggling their motorcycle into a warm corner of the garage. For the rest of us, winter means no change to our motorcycle riding habits except the addition of quite a bit of extra clothing!

I clearly fall into the "extra clothing" category - I'll ride anything above 20 degrees (if I had heated clothing, I'm sure I could go lower). Call me crazy or just "thermally gifted," but riding motorcycles in the winter can be really enjoyable. (By the way, I am by no means thermally gifted. I've seen rocks with better circulation than myself.)

Now, I'm not the type that loves to ride so much that I'll get out there and freeze my rump off just to get miles under my belt. To make winter riding enjoyable, I like to be comfortable, and comfortable in the winter means warm and dry.

Staying Warm—Riding a motorcycle in cold weather comes down to one simple concept: insulation.

Since most people aren't very active on a motorcycle, their body isn't doing much to produce heat on its own to counteract the cold. That means we have to do everything we can to insulate the body in order to keep what precious heat that we do produce actually on our body, and not floating off in the cold winter air.

Insulation boils down to two things: layers (to slow the rate at which our body loses heat), and wind proofing (to keep the wind from stealing our heat).

Layers—Let's talk about layers first. Layers are critical for riding a motorcycle in the cold weather of winter. The number of layers you'll need to wear is based both on personal preference (some people naturally run a little hotter than others) and the temperature outside. I've worn up to four layers in really cold weather. The key is to have enough layers on that you feel comfortable (maybe even slightly warm) when you step outside and just stand in place (before you ride your motorcycle). Remember two thingsYour bottom layer should always be some type of snug fitting thermal or fleece underwear. This will create a warm layer of air between your body and this material. (Don't worry about buying the expensive wicking materials like Dri-Fit, etc. - you won't be sweating much so it won't do you much good) Don't wear so many layers that you lose mobility. If you can't hold your arms at your side because of all your clothing, than it's probably time to invest in either some warmer, or even heated, clothing.

Wind Proofing—Now, let's talk about wind proofing. The biggest issue that you will have when riding a motorcycle in the winter is keeping the wind out. Wind, specifically wind chill, is your worst enemy on a motorcycle in cold weather. Doing everything you can to stop this enemy is going to go a long way to helping you ride your motorcycle comfortably in the cold.

Wind-proofing also takes the most trial and error to perfect. It can take quite a while before you finally plug all of those air leaks!

The main thing to do for wind-proofing is to make sure your outer layer is some type of wind-proof material. Leather is by far the most popular choice for this. Ideally, you should look for something that is both wind-proof and water-proof. There are many man-made materials that meet that criteria.

(I personally prefer leather and if I do run into weather, I just throw my rainsuit on for protection and a little added warmth!)

Here are a few additional thoughts on wind-proofing:

Add a windshield to your motorcycle to block the wind.

While not stylish, duck tape can do wonders to seal any leaks you might have.

Wear a full face motorcycle helmet with some type of covering for your neck and head - I prefer a balaclava. Most of your heat is lost through your head so do your best to keep it warm!

Put newspaper on your chest between your outer layer and the layer underneath it - this does wonders for blocking the wind (a tip I learned while racing bikes)

Hands and Feet—I've found that I can insulate my body and legs adequately, but when the temperature really drops, I have the most problems with my hands and feet. Many people have a similar problem. The reason is that as you get cold your body focuses circulation on your internal organs to keep them warm, while your feet and hands get the shaft. The only way that I've found to keep my hands and feet comfortable in really cold weather is to 1) add additional heat sources, and 2) invest in quality boots and gloves For additional heat sources I use those air-activated hand and feet warmers that you can find in the hunting section of any Wal-Mart. Crack open a couple of these, stuff them into

your boots and gloves, and your hands and feet will be toasty for 5+ hours. Not sure what I'm talking about? Check them out here: <http://www.warmhandsnow.com/store/warmers.shtml>

Boots—For boots, I'm a strong believer that you don't have to go and buy a pair of \$250+ Harley motorcycle boots to get the performance you need in cold weather. The best pair of boots that I've ever had (and still wear) cost me \$40 from a Wal-Mart somewhere in Missouri (Herman Survivors: Commander model). They are comfortable, waterproof, and windproof and have seen me through a lot of crappy weather. I was so happy with them I took a picture of them in action, not the best pic but you get the idea. The key things you want to look for in boots are:

Fit (you don't want them to be tight because this will reduce circulation and make your feet colder) Water-Proof. Don't even consider them if they aren't. Above the ankle. This really helps with wind proofing. Comfortable to walk around in. I've had motorcycle boots that made me walk like a robot from Starwars. This is not what you want! Insulation is a nice to have, but not a must; you can get most of your insulation from putting extra socks on.

Gloves—I've tried quite a few gloves and have found very few that really do the trick. Gloves can really be a trial and error process for motorcycle riding so make sure that you've found the right pair before embarking on your next long cold weather ride.

In looking for gloves: Make sure that they are long enough that they completely cover the wrist (remember: wind-proof, wind-proof, wind-proof!) Find a pair with a hook and loop closure system at the wrist that allows you to tighten the gloves.

Good fit - if the glove feels tight at all, get the next size up. We don't want anything to impede circulation!

Good insulation - you want the high-efficiency stuff like 3M Thinsulate, not just a bunch of fluff.

Good insulation placement - most gloves only put insulation on the top. You want a pair with a little bit in the palm and other parts of the hand as well.

Pre-curved fingers - motorcycle gloves can wear you out if you're trying to squeeze that throttle all day. Pre-curved fingers alleviate this. If at all possible, try to squeeze a throttle before purchasing. Make sure the gloves don't get tight or bunch up - you'll really notice it after 30 minutes of riding.

Safety—Finally, after you've got all your gear sorted out there are a couple of things you'll want to be aware of in terms of safety before getting out there in the cold: Frostbite and Hypothermia.

Exposed skin is always at risk for frostbite, so make sure you don't have any exposed skin! If you feel like your skin is being pricked by needles, frostbite is on its way and you need to do something immediately. If your skin starts to turn white or waxy and feels numb and hard you need to get immediate medical attention.

Hypothermia is a separate concern. Hypothermia is where your core body temperature drops below the minimum temperature required for your body to operate. Hypothermia causes mild confusion, sluggish behavior, poor muscle coordination, and incoherent behavior

If you start feeling cold and can't decide if you should pull over, you are facing an early stage of hypothermia. Pull over immediately and get a hot coffee!

If you start shivering uncontrollably, feel sluggish, or even drunk, then you're in serious trouble. Hypothermia is already underway and you need to stop immediately to warm up. That's All Folks

Lastly, if you are going to be riding for long periods of time in cold weather or ride in REALLY cold weather, then you need to invest in heated clothing. In these situations, the body needs an alternative source of heat to keep itself warm - and heated clothing is the only way to go. Maybe we'll discuss heated clothing in a later article.

Riding in the cold weather is a relatively easy task. It's all just a matter of insulation. With a little trial and error you'll be out there on your motorcycle getting those looks of "he/she must be crazy" too! Keep Ridin' Safe

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Motorcyclists Over Age 40 Face Greater Risk of Injury, Death Study: Riders 40 and older have double the injury risk of younger cyclists.
By Leah Zerbe
<http://www.rodale.com/motorcycle-safety>



Road worrier: Riders over age 40 face bigger risks in motorcycle accidents, according to new research.

RODALE NEWS, EMMAUS, PA—As the nation's population of motorcyclists starts turning a bit gray, they are more likely to be injured, or even killed, in the event of a crash when compared to younger riders, research published last month in the journal *The American Surgeon* found. "Treating a 60-year-old who has been in a motorcycle accident is very different from treating a 21-year-old who has been in a similar accident—60-year-olds bring a lot more medical baggage with them, and this can adversely impact outcomes following injury," says study author Mark Gestrung, MD, director of the trauma program at the University of Rochester Medical Center in New York. "As people start to dust off their motorcycles this spring, older riders should take an extra measure of caution; if an accident happens they'll often pay a higher price than younger riders."

THE DETAILS: Researchers used crash and injury data from the National Trauma Databank that spanned 1996 to 2005, combing through records of more than 61,000 motorcyclists between the ages of 17 and 89. They found that the average age of motorcycle riders involved in crashes was about 35 years old. However, when looking at crashes involving riders 40 and older, the risk of injury nearly doubled. Of all the injured riders investigated in the study, the 50- to 59-year-old group represented the fastest-growing group of injured motorcyclists, while the 20- to 29-year-old group saw the most rapid decline in injuries.

When compared to riders younger than 40, motorcyclists 40 and older saw an increase in the severity of injuries, length of stay in the hospital (including the intensive care unit), and even deaths. The risk of dying was one and a half to two times more likely in riders over 40; older riders were also more likely to die from less-severe injuries, partially because complications like heart attacks and infections were more likely, as well.

WHAT IT MEANS: Motorcycles have many appealing qualities. Most boast impressive gas mileage, which saves riders money and reduces the amount of climate-baking and lung-irritating pollutants in the air. Plus, riding allows motorcyclists to fully focus on the moment and experience the joys of a commute that most drivers miss out on—the salty smell of the ocean, and the fresh scent of trees and grass. That whole wind-in-your-face thing can feel really liberating, too. And although the study suggests there are more risks involved in driving when older, a motorcycle-safety expert stresses that just because you're aging doesn't mean you have to park your ride permanently. The research is a wake-up call for older riders to pay extra attention to the safe riding practices that everyone should be following.

Here's how motorcyclists of all ages stay safe on the road:

- **Be a lifelong learner.** Researchers say as the body ages, it may not be able to bounce back from injury as quickly as it used to, citing age-related changes in bone strength, vision, brain size, balance, and reaction time. Older riders were also more likely to sustain traumatic head and chest injuries when compared to younger riders. But according to Robert Gladden, executive director of the Motorcycle Safety Foundation, one of the best ways to compensate for any age-related driving problems is to become a lifelong learner. "Old dogs can learn new tricks," he says. Take a class, and a Motorcycle Safety Foundation rider coach can help you spot and correct riding problems that may have cropped up over the years. "It's like tennis lessons. You don't realize you're dropping your elbow. But you can fix it and it will totally change your game," says Gladden. "The same thing is true with motorcycling."
- **Wear your gear.** Always wear not only a helmet, but also other protective gear, such as riding gloves, jackets, and protective pants. And never drive under the influence of alcohol or other substances—even certain medicines that interfere with functioning, such as cold medicines. Talk to your doctor if you ride to make sure your meds won't mess up your reaction time.

Here's how car, truck, and SUV drivers can make the roads safer for motorcyclists:

- **Focus on driving.** "There's no such thing as a fender bender when a motorcycle's involved," says Gladden. "It's a person, and they are not wrapped up in a steel cage." Every time you get behind the wheel, make sure you are consciously looking for motorcyclists because they are harder to spot on the road. Hang up your cellphone and put down the burger and iPod, and always turn your head and use your mirrors before changing lanes or turning. Gladden says about half of motorcycle-involved accidents involve right-of-way violations.
- **Use your signals.** A motorcyclist isn't a mind reader, but if you use your turn signals when driving your vehicle, motorcycle riders can better react to your driving mistakes—for instance, when you change lanes without checking your blind spot.



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"Where There's A Will, There's A Way"

Ain't it great when everything goes right? That's how it was at our 12th Annual GF Strong Show n Shine on Sunday, August 12. First, there was the weather -- a nice sunny day; couldn't have been better! Next, there was the food -- really good! Then there were the residents who turned out in droves, examined all the bikes, partook of the hot dogs and hamburgers and our 12th Anniversary Cake, and wheeled through the Poker Run. And there was the 12th Anniversary Cake -- oh yeah, I already mentioned that. The Band was fabulous, singing and playing songs from different eras.

The bikes: this was, in my opinion, the best part of the event. We spaced the parking of the bikes so that anyone using a wheelchair could get in between them and have a close look at them. While we had the usual number of entries, we saw some different adaptations that we haven't seen before and it was heart warming to see these injured riders using their ingenuity to adapt their bike to their impairment. One fellow had a trike with a swinging arm at the back. He would transfer to his bike saddle, then swing the arm from the rear to the side and hook his wheelchair into it, raising it off the ground. He would then swing it back and secure it into a framework, all while sitting in the saddle. And he was away to the races!

Another was in the process of completing a sidecar style platform attached to the side of his bike with the steering controls relocated in front of the platform. He could ride his wheelchair up onto the platform, secure it, and operate the bike using the remote controls. This idea, too, gives complete freedom to the rider. Other bikes were equally ingenious with their solutions.

Last, but not least, was Mark Houlden, Recreational Therapist, who literally worked his b___ off making sure everything worked

well, and that we had what we needed to ensure success. We give special thanks to Mark. It looked like he was enjoying himself and we even have a picture of him singing back-up with the band!

A big thank you to all you others who volunteered your time and helped make this event the success that it was. Gospel Riders for manning the food, barbequeing up some mean burgers and dogs; the staff assisting Mark, all of the A.I.M. volunteers who helped out, and any others not mentioned here. You all made it happen.

The variations and adaptations to the different bikes are, in this author's opinion, what made this the best one we have ever had. Not the most bikes, not the most people, but the show of "rider spirit" that won't stop them from getting back on two wheels, with clever modifications to their bikes. Am looking forward to next year. See you there!

Gary Richardson, Visitation Director



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Watch Out For Black Ice !

“Black ice is a deposit of ice which forms in a way which causes it to be transparent. Because the ice is totally clear, it is often invisible, which makes it very dangerous.” (Wise Geek)



I always get a kick out of someone warning me of this when I head out on the bike on a frosty morning. No, I am not referring to the album “Black Ice” by the Australian rock band AC/DC. I am talking about that thin sheet of ice which you can’t see that forms on the road at freezing temperatures. Why I laugh is because, how can you watch out for something that you can’t see?

“Black ice, sometimes called glare ice or clear ice, refers to a thin coating of glazed ice on a surface. While not truly black, it is virtually transparent, allowing black asphalt/ macadam roadways to be seen through it, hence the term “black ice”. The typically low levels of noticeable ice pellets, snow, or sleet surrounding black ice means that areas of the ice are often practically invisible to drivers.” (Wikipedia).

Now that many of you will be putting your bikes back on the road, there still are occasional nights of freezing and black ice is a definite hazard. If you can’t see it, then how do you prepare for it and avoid it? Short of putting bulldozer tracks with grousers on your wheels, you will be vulnerable.

“Because it represents only a thin accumulation, black ice is highly transparent and thus difficult to see as compared with snow, frozen slush, or thicker ice layers. In addition, it often is interleaved with wet road, which is nearly identical in appearance. For this reason it is especially hazardous when driving or walking on affected surfaces.” (Wikipedia).

1. Awareness: This is the most important tool in your toolkit. Check the weather report before you leave and be aware if the temperature is below ten degrees above freezing. Ice can form in above freezing temperatures. Even the computerized ice warnings on your car dashboard readout indicate the possibility of ice when the outside temperature is a few degrees above freezing. By being aware of the danger, you will establish a proper “mind set” and be more cautious in your riding and watchful for black ice situations.

“Black ice may form even when the ambient temperature is several degrees above the freezing point of water 0 °C (32 °F) if the air warms suddenly after a prolonged cold spell that leaves the surface of the roadway well below the freezing point temperature. Salt’s ineffectiveness at melting ice at these temperatures compounds the problem.” (Wikipedia)

2. Testing: Nail a small piece of metal (stainless steel or tin – something that won’t rust) on the outside of your shed or garage. When you bring your bike out and have it sitting while warming up, check the piece of metal to see if there is frost on it (Don’t test it with your tongue – but then you’re Canadian so I don’t have to tell you this). Metal attracts

moisture in the air sooner than other surfaces and tends to cool the moisture more and will show frost before other surfaces such as asphalt. Thus, you will set up your “mind set” that the road is frosty and that you need to ride very carefully. This will give you a margin of safety.

“Bridges and overpasses can be especially dangerous. Black ice forms first on bridges and overpasses because air can circulate both above and below the surface of the elevated roadway, causing the bridge pavement temperature to drop more rapidly.” (Wikipedia).

3. Wariness: Be wary of bridges and overpasses. Moisture from a body of water will collect on a bridge above and seek the opportunity to form black ice to put you down. Overpasses collect the moisture from vehicle exhausts travelling underneath, and again will form black ice.

“At low temperatures (below -18 °C), black ice can form on roadways when the moisture from automobile exhaust condenses on the road surface.” (Wikipedia)

4. Beware: Beware the Ides of – no, no, I mean, beware shaded sections of roadway (especially curves). You can be riding on dry pavement, exposed to the early morning sun, and suddenly be on black ice on a shaded section of highway. This is common on shaded curves and you can easily find yourself heading into oncoming traffic.

“The formation of black ice begins when rain, fog, or mist deposits ice on pavement in cold weather. The latent heat of the pavement slows the freezing rate, so these droplets of water run together before they freeze. As a result, the air bubbles in the water are forced out, and the frozen sheet of ice which forms is almost completely clear. Black ice often blends in with deposits of rain on a road, and it can also form with a matte appearance which makes the road surface look clear and dry.” (Wise Geek)

The Warning: Actually, I don’t mind if someone warns me to watch out for black ice because it means they care, and the warning does serve to promote the right “mind set” for my ride. To all you early morning riders, have a good ride, and as Sgt. Phil Esterhaus of Hill Street Blues used to say: “Be careful out there.”

I don’t want to visit you in the hospital; I would rather see you at our monthly meetings.

Gary Richardson,
Visitation Director



Symptoms of a Brain Trauma Injury After an Accident

By Leah Zerbe

Topics: travel tips and safety

<http://www.rodale.com/motorcycle-safety>

Brain trauma injury is commonly caused by car accidents where seat belts were not properly worn. Other causes of head injuries include motorcycle and bike wrecks, children falling out of a window, or the elderly slipping and falling around the home. Minor injuries will usually not generate serious and lasting complications but severe brain injuries can cause extremely life-changing effects such as coma and even death.

Symptoms of Brain Trauma Injury

A brain trauma injury is medically referred to as TBI or Traumatic Brain Injury or ABI (Acquired Brain Injury). A brain trauma can be caused directly or indirectly. For instance, a driver may slam his head onto the steering wheel in front of him or, if he wasn't wearing a seatbelt, could hit his head on the windshield. Even safety features such as airbags can cause head injuries to unbelted drivers and passengers. Passengers may also incur brain injuries, especially if the car rolls over and the roof crushes. As such, if you have been in a car accident, you need to understand the symptoms of a brain trauma injury so you can be vigilant in watching for signs:

The initial physical effects of a head injury is bruising and swelling. After an injury, brain tissues will swell up, creating pressure. As the tissues expand and push against the skull, the pressure increases thus causing additional damage.

For mild traumatic brain injuries, symptoms include loss of consciousness for less than half an hour, temporary loss of memory, confusion, and blurred vision. The symptoms of a mild brain injury may not manifest immediately since the swelling that occurs may be gradual, taking days or even weeks before the symptoms become apparent.

Symptoms of brain trauma in children include persistent crying and refusal to eat.

For moderate to severe traumatic brain injuries, the symptoms include nausea, vomiting, headaches, seizures/convulsions, slurred speech, confusion, agitation, inability to wake up from sleep, dilation of eyes, weakness in the extremities, numbness, loss of coordination, difficulty in interpreting movement, touch, and temperature.

Generally, your senses will be weakened after a moderate to severe brain trauma. There will be partial or total loss of the sense of sight, partial or total loss of hearing, including ringing in the ears, and loss or diminished sense of taste and smell.

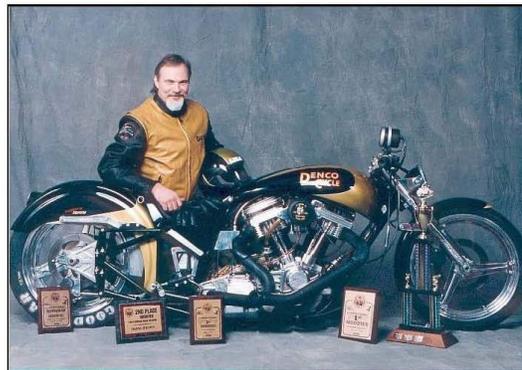
Social and emotional effects include aggression, irritability, depression, denial, and lack of motivation.

Getting Help

The best course of action after someone manifests such signs and symptoms is to contact a doctor immediately. It is not advisable to wait for symptoms to show. You might not see any cuts, bruises, or bumps in the head but this does not mean that damage has not taken place. In addition, it is important to get a qualified accident attorney involved as soon as you can so your lawyer can help you gather the evidence you need to prove the extent of your damage. That way, if you decide to try to recover from the person who caused your injury, you will have a strong case and be able to receive fair compensation for your serious injuries.

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Phone 604-660-4524 Lower Mainland

1-877-388-4440 Outside Lower Mainland

Persons unable to use public transportation due to a disability are eligible for a rebate of tax paid on the purchases of fuel used to operate a motor vehicle. To be eligible for this rebate, the applicant must own or lease a car, which must be registered under the name of the person with the disability, whether he/she drives it himself/herself, or someone else drives for him. Under this program, the full amount of provincial gas tax paid on purchases of fuel is eligible for rebate.

Applicants are required to return with their application forms, a doctor's verification of the disability, a photocopy of vehicle registration and a letter from MSS or WCB confirming receipt of the BC Disability Benefits program. Submit a completed claim form together with matching fuel invoices or receipts as evidence of purchase to the above address. Retain invoices until a refundable amount of \$10 or more has accumulated. Claims for refunds of tax paid must be made within 6 years from the date of purchase and must be signed by the claimant.

A letter will be issued to eligible applicants which may be taken to an ICBC insurance agent to obtain the 25% discount on your vehicle premium. For more information, contact your nearest Consumer Taxation Branch office listed in your phone book.

PARKING PERMITS FOR PEOPLE WITH DISABILITIES
SPARC (Social Planning and Research Council of BC)
106A-2182 West 12th Avenue, Vancouver BC V6K 2N4
Phone 736-4367 Fax 736-8697

Enforceable, plastic placards with permit number and international symbol of access are distributed to people with disabilities, and agencies transporting people with disabilities, so that they may park in designated spaces. Individuals must complete an application form and have it signed by a doctor.

*Application forms are also available through the BC Coalition of People with Disabilities, the BC Paraplegic Association, and the Multiple Sclerosis Society. **

BC FERRIES DISCOUNT CARD

*Bill Buchard, Marketing & Public Relations
BC Ferry Corporation Tsawwassen Terminal, Delta
BC V4K 3N2
Phone 943-9331 Fax 943-3028*

Upon presentation of a BC Ferry Corporation identification card or acceptable proof of disability, a person with a permanent disability will travel for one half of the regular passenger fare. Attendants required by persons with a disability for the purpose of travel will also pay one-half of the regular passenger fare. This special rate is applicable 7 days a week, year round, to passengers only. Regular fare must be paid for vehicles.

Identification of status of disability can be obtained by making an application, accompanied by a written confirmation of the permanent disability and necessity for assistance in order to travel, from a doctor or suitable authority.

Specially designed and equipped washrooms for persons with a disability are available on all major vessels. If traveling by car and requiring the use on an elevator, inform the ticket agent, who will advise the loading crew to give you special boarding instructions so that your vehicle can be parked close to an elevator.

Organized groups of individuals with a disability traveling with escorts can obtain the special reduction by presenting a letter of confirmation on the organization letterhead, from the Director or whoever is in charge of the organization. The letter should include date of travel and number of people involved. This form of identification is presented to the ticket agent at the time of travel. The letter should be retained for the return trip.

PACIFIC COACH LINES

Phone 662-8074 (Vancouver) or 385-4411 (Victoria) for bookings and/or further information.

The Office for Disability Issues (ODI) has been working closely with Pacific Coach Lines (PCL) to develop an accessible service for passengers with disabilities (who use wheelchairs or scooters) who are traveling between Victoria and Vancouver. Up until now, those passengers have been unable to utilize the present service unless they were able to transfer onto a regular coach. PCL is aiming towards providing modified accessible coaches in the future but for now, as of January 1998, are providing an accessible taxi service to supplement its current coach service. The cost of this service is identical to the coach service.

AIR CANADA

Reservation and Information Office 688-5515

CANADIAN AIRLINES INTERNATIONAL

Reservation and Information Office 279-6611

Both Air Canada and Canadian Airlines International offer similar services. For passengers requiring an attendant to travel with them, the attendant is eligible for a 50% discount on all regular North American (Canada & transborder U.S.) flights on Air Canada, and flights within Canada on Canadian Airlines International. An attendant has to meet required qualifications determined by the airline, and must accompany the passenger with a disability on all flight legs.

Transport Canada has requested the Airlines to permit the attendant to travel free of charge. This has not been implemented to this date.

**CANADIAN REHABILITATION COUNCIL FOR DISABLED
(CRCD) BUS & RAIL PASS**

801-45 Sheppard Avenue East, Toronto ON M2N 5W9

Allows a person with a permanent disability to be accompanied by an adult attendant for a single fare on any of the participating Canadian motor coach operators, Canadian Pacific and Canadian National Railways. Certificate of Eligibility forms may be obtained from the BC Lions Society for Children with Disabilities, Kinsmen Rehabilitation Foundation or Cerebral Palsy Association of BC. Applications, completed by your attending doctor, should be mailed to the issuing office. Upon approval of the Certificate of Eligibility by CRCD or one of its designated affiliates, a Person with a disability Identification Card will be issued authorizing the Reduced

Fare Party Ticket to eligible applicants. For more information, contact the above address, Kinsmen Rehabilitation Foundation at 736-8841 or the Cerebral Palsy Association of BC at 205-9455.

GREYHOUND BUS LINES OF CANADA

1150 Station Street, Vancouver BC V6A 2X7

Phone 683-8133 Fax 683-0144

Greyhound allows people with disabilities and their attendant to ride together for the price of one ticket. This applies only on regular fares, not specials. Most depots have accessible washroom facilities and attendants to assist people in wheelchairs. Greyhound suggests you call their information line to check. Drivers will assist people in wheelchairs to get on and off the buses, and with loading/unloading of luggage.

VIA RAIL

Phone 1-800-561-8630 TTY 1-800-268-9503

The traveling companion of a person with a disability can travel free. A medical certificate is required, and advance reservations are necessary. The companion is responsible for the care and personal needs of the person with a disability while en route. When reserving tickets, passengers should make clear what services will be needed; e.g., manual lifting on and off the train, pre-boarding, etc.

All Via Rail trains, except the Victoria-Courtenay line, are fully wheelchair accessible.

Stretchers can be accommodated if advance notice is provided.

TRAVEL ASSISTANCE PROGRAM

Ministry of Health

Phone 387-8277 (Victoria) 1-800-661-2668



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#13-12332, Pattullo PL. Surrey, B.C. V3V 8C3

Designed to reduce the costs of long-distance travel for British Columbians who must leave home for non-emergency medical services. When such travel is necessary, your physician should contact MSP to find out the nearest treatment centre and verify your eligibility for TAP. He or she should then provide you with a completed Travel Assistance form. It is your responsibility to make your own travel and accommodation arrangements



Canadian Motorcycle Drag Racing Association

info@cmdra.com
www.cmdra.com

10757-180 Street
Edmonton, Alberta
T5S 1G6
Phone 877-580-9008 Fax 780-452-6808

**British Columbia
BCCOM
Coalition of Motorcyclists**

Tel: (604) 580-0111 • Fax: (604) 580-0114 • Toll Free: 1-877-580-0111
Website: www.bccom-bc.com • Email: shannon@bccom-bc.com
Unit No. 37 - 13320 - 116th Avenue, Surrey, B.C. V3R 0R8

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BARBER

PROSTHETICS CLINIC

Lorne Winder C.P.(C). F.C.B.C
CERTIFIED PROTHETIST

Dave Moe C.P.(C).
CERTIFIED PROTHETIST

540 SE Marine Drive
Vancouver BC V5X 2T4

P 604-321-1115
F 604-321-7681

lorne@barberprosthetics.com
dave@barberprosthetics.com

PLEASE Ride SAFELY!!!



2012 Visitation Report

Visitations 119
Riders Helped 42
Family Members Helped 5

We will be holding Visitation Volunteer training sessions this Spring and will offer them to the Northern Chapter (Prince George) and the Interior/Okanogan as well.

Gary Richardson, Visitation Director

Currently visiting 3 downed riders: 2 in hospital and 1 at home.

Visitations were down this year, mostly due to the weather. With such a wet Spring, a lot of riders did not insure their bikes until June or July.

We assisted three riders from Vancouver Island and one from Alberta. Also, one gentleman phoned looking for financial assistance for his son who was injured on a motorcycle in Thailand -- he had no insurance. We were unable to help him.

As the years go by, people are being discharged from hospital earlier and earlier during their treatment and they benefit even more from our Home Visitations.

We gave four Christmas Hampers to downed riders this year. One was for a father of two teenagers whose ICBC funds had been discontinued after over a year of recovery but he is still not able to go back to work.

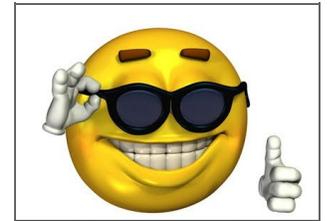
The "Visitation Guidelines" training manual is complete. Thanks to Jim McNeney for sponsoring it. The Second Edition of the "Recovery Journal" should be finished by the end of January. It is paid for by the ads that were sold.



OK Folks, for those of you that haven't renewed your membership or for those that want to become members.....here is your reminder.

You can also renew at the Bike Show at the Tradex. AIM volunteers will be there to help you out with that. Hope to see you all there!

It won't be long before the spring is here and we are all out there riding again. You will never regret having AIM on your side so sign up now!



Association for Injured Motorcyclists

#37— 13320 116th 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, 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



January 1, 2013 - GVMC New Year's Day Run - Tuesday. Starts @ GVMC Clubhouse, #307 - 9785 - 192nd St., SURREY, BC. (Road Ride) Contact Wes Jamison 604-857-4880 or www.gvmc.ca. SEE POSTER

January 10, 2013 - Aim Monthly Meeting - 7:00 pm at the ABC Restaurant, 101 - 15373 Fraser Highway, Surrey, BC. Note: this is on the second Thursday in order to occur before the Vancouver Motorcycle Show @ Tradex in Abbotsford.

January 17, 2013 to January 20, 2013 - The Motorcycle Show, Vancouver - Thur-Sun @ Tradex, Abbotsford. Motorcycles, Manufacturers, Dealers, Clubs, Non-Profits, After-Market Vendors, Related Vendors. 403-245-9008 (tollfree: 866-704-4412) or <http://vancouvermotorcycleshow.com/?id=1>.

January 17, 2013 to January 20, 2013 - The Motorcycle Show, Vancouver - Thur-Sun @ Tradex, Abbotsford. Motorcycles, Manufacturers, Dealers, Clubs, Non-Profits, After-Market Vendors, Related Vendors. 403-245-9008 (tollfree: 866-704-4412) or <http://vancouvermotorcycleshow.com/?id=1>.

February 2013

February 21, 2013 - AIM Monthly Meeting - Every third Thursday @ 7:00 pm at the ABC Restaurant, 101 - 15373 Fraser Highway, Surrey, BC.

March 2013

March 3, 2013 - 5th Annual Victoria M/C Swap Meet - Sunday @ Luxton hall, 1040 Marwood Ave., Langford, BC. 250-743-6611 or poor-boy@shaw.ca.

March 17, 2013 - 34th ANNUAL MOTORCYCLE SWAP MEET - Sunday, 10 - 4. PNE Agrodome. Bikes, all makes bike parts, leather gear, clothing and miscellaneous items. Fashion Show. To book a table, phone John @ 604-367-1409.

March 21, 2013 - AIM Monthly Meeting - Every third Thursday @ 7:00 pm at the ABC Restaurant, 101 - 15373 Fraser Highway, Surrey, BC.

March 24, 2013 - Abate of Washington Monroe Swap Meet - Sunday @ Evergreen Fairgrounds, Monroe, Wash, USA. 253-924-1981

April 2013

April 18, 2013 - Aim Monthly Meeting - Every third Thursday @ 7:00 pm at the ABC Restaurant, 101 - 15373 Fraser Highway, Surrey, BC.

April 20, 2013 - AMCA's WVM Swap Meet - Saturday @ Skagit County Fairgrounds, Mt. Vernon, Washington. Washington Vintage Motorcycle Swapmeet & Show n' Shine - all Marques welcome. Free entry for vintage motorcycles. Mark Cattarin at 360-223-3190 for information. E-mail: marcuscc@comcast.net.

April 28, 2013 - 28th ANNUAL CLASSIC & VINTAGE M/C SWAP MEET - Sunday @ South Delta Recreation Centre, 1720, 56th Street, TSAWNASSEN, BC. Opens @ 10:00 am. Swap Meet, Show n' Shine, Vendors, Non-Profits. 604-299-0020 or

info@classicbikeswapmeet.com or <http://www.classicbikeswapmeet.com/index.html>,

May 2013

May 16, 2013 - AIM Monthly Meeting - Every third Thursday @ 7:00 pm at the ABC Restaurant, 101 - 15373 Fraser Highway, Surrey, BC.

May 24, 2013 to May 25, 2013 - 44th Annual Coastal Car Swap Meet - Fri-Sat @ Tradex in Abbotsford. Sponsored by 3 clubs: VCCC - Vintage Car Club of Canada - Van. Chapter, PISRA - Pacific International Street Rod Association, Totem A & T Ford Club. 900 booths with vendors from Alberta, Saskatchewan, Washington, Vancouver Island, and all over British Columbia. Bill Trant: 604-540-6141 or info@coastalswapmeet.com



Doug Nicholson
Always there to help.
We will miss you very much.
Rest in Peace our dear friend!

