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See Page 12 for Tribute to Karen Weinstein.

“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.

www.aimvancouver.com



The Helping Rider

#113~ Spring~ 2013

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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

CHAPTERS

Vancouver Island, BC

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I would like to say a BIG Thanks to 3S Printers. Because
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PLEASE RIDE SAFELY!!!

Motorcycle Accidents and Head Injuries

<http://www.motorcycleaccident.org/motorcycle-accidents-and-head-injuries/>

According to the National Highway Traffic Safety Administration, head injuries are the main cause of fatalities in motorcycle accidents. Over three thousand individuals die each year as a result of motorcycle accidents, and an additional 50,000 suffer injuries.

The majority of head and brain injuries happen to motorcyclists who do not wearing helmets while operating a motorcycle. However, head injuries can also happen to motorcyclists wearing helmets. There are several different kinds of head injuries, and the type of injury will depend upon the severity of the accident, and the circumstances surrounding the accident:

Traumatic Brain Injury: Known as TBI, traumatic brain injury can show up in many ways. For example, headaches, loss of balance, coordination difficulty, epilepsy, dizziness, and having a hard time swallowing are all symptoms of TBI. In addition, those suffering from TBI may have cognitive issues, such as forgetfulness, poor concentration, and difficulty in processing languages and information. Furthermore, mental health can be affected, and individuals with TBI can suffer from excessive anger, irritability, depression, and mood swings.

Spinal Cord Injuries: A spinal cord injury usually causes damage to brain communication. This happens because the fibers that send signals from the spinal cord to the brain are afflicted. This can cause a plethora of problems, such as osteoporosis, quadriplegia, bowel movement problems, sexual dysfunction, and more.


Skull Fractures: A fractured skull usually doesn't require extensive medical treatment, but in some instances, it may cause brain damage. Skull fractures that damage the brain will typically make brain damage more serious, which can lead to damaged arteries and veins.

The brain is an organ that cannot heal on its own like many of the body's other organs are able to do. In consequence, those who suffer from head and brain injuries will more than likely spend a lot of time in medical facilities and possibly spend an extraordinary amount of money for treatment and therapy. Motorcycle accident victims do not have to go through this alone, however. An experienced motorcycle accident lawyer may be able to help you recover the damages incurred as a result of the accident.

If you've experienced head injuries or any physical injuries as the result of a motorcycle accident, it's imperative to retain the services of an experienced motorcycle accident lawyer.

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Motorcyclists and Visibility

A very recent British Columbia Supreme Court case grappled with the issue of visibility of motorcyclists on our roads and the consequences in terms of fault when a motorist simply fails to see a motorcyclist when they are there to be seen, creating an urgent if not emergency situation that the motorcyclist is forced to respond to. ICBC defended the case on behalf of the motorist, seeking to cast at least partial blame on the motorcyclist for the manner in which he responded to the situation created by the negligent motorist.

The accident occurred when the motorist merged onto a road. Prior to the motorist merging, the motorcyclist had been travelling in the right most lane, or the lane that the motorist intended to merge into. The motorist apparently did not observe the motorcyclist at all prior to attempting to merge, creating an urgent or emergency situation for the rider. The motorcyclist moved into the left hand lane quickly and unfortunately the cars travelling in that lane came to a sudden stop. The motorcyclist did not have time to avoid the resulting collision and suffered serious personal injuries as a result.

In addressing liability and rejecting the suggestion by ICBC that the motorcyclist (Metzler) was at least in part at fault for the motor vehicle accident, Mr. Justice Blok stated as follows:

I accept the evidence of Mr. Metzler that he assumed the Sidwell vehicle would not merge into his lane until he had safely passed. Two vehicles had already merged in front of him, the second aggressively so, and I conclude his assumption was a reasonable one in all the circumstances. He took evasive action by changing lanes. As I have said earlier, the evidence is unclear as to how established Mr. Metzler was in the left-hand lane immediately prior to his emergency braking. On the state of the evidence I am unable to conclude that he had sufficient time in the left-hand lane to establish a safe distance between his motorcycle and the car ahead. It follows that ICBC has not discharged the burden upon it to show that Mr. Metzler had sufficient opportunity to avoid the accident. It also follows that the other parties to the two actions who allege negligence on the part of Mr. Metzler have similarly failed to meet their burden.

McStravick v. Metzler 2012 BCSC 1685

Although the decision was a great result for the motorcyclist and a vindication in some regards, it also highlights the grave danger that motorcyclists face on our roads. Motorcyclist visibility is a significant safety issue for riders and is thought to contribute to at least 50% of the crashes involving bikes. From 2008 – 2010 a “Go High-Viz” Rider Conspicuity Campaign was produced by the Minnesota Motorcycle Safety Centre with assistance from a citizens’ advisory group, conspicuity product retailers and volunteer motorcyclists. The resulting top ten tips for increase riding conspicuity are:

- Wear a fluorescent/reflective safety vest;
- Wear a white helmet;
- Wear a brightly colored jacket;
- Use strategic lane positioning;
- Use a headlight modulator;
- Flash your taillight;
- Wear reflective materials;

- Use movement;
- Use auxiliary driving lights;
- Use hand signals.

The Minnesota Department of Public Safety has published five key points to safe riding on their web site. Those tips are as follows:

Assume you are invisible to other drivers. Don’t ever assume another driver knows you’re there. Adhere to the attitude that no one else on the road is concerned with your personal safety. Learn to use a riding strategy like SEE (search, evaluate, execute) to manage the roadway and traffic. You can learn SEE in a basic or advanced training course.

Look where you want to go. It’s called visual directional control. Keep your head and eyes oriented 3 – 4 seconds ahead of you when cornering. You can get instruction and practice in this technique in a basic or advanced training course. In an emergency, do not stare at the guardrail, the gravel shoulder or the oncoming car – chances are you’ll hit whatever you’re trying to avoid. (The term for this is target fixation).

Countersteer. Use precise inputs to the handgrips, not body lean, to lean the motorcycle. When you countersteer, you initially turn the handlebars in the opposite direction you think you should. Press forward on the right handgrip, the bike leans right. Press forward on the left handgrip, the bike leans left. (Note: countersteering is not how you turn a motorcycle; it’s how you lean a motorcycle.) You can learn to use this technique in a controlled setting by taking a basic or advanced training course.

Use both brakes. Your front brake provides 70 percent more of your stopping power in an emergency. Squeeze, do not grab, the front brake, and keep squeezing, increasing the squeezing pressure until you’ve slowed sufficiently or stopped. Untrained riders are often afraid to use the front brake, for fear of flipping over. Trained riders know better. You can learn how to use your front brake for maximum braking in a basic or advanced training course.

Never stop riding the bike. Don’t ever give up control of your motorcycle. “Laying it down” is not a strategy. The person with the most control of any situation is you. Look where you want to go, countersteer or use maximum braking to avoid a crash. You can get instruction and practice in all these techniques by taking a basic or advanced training course.

In addition to all of the above tips, make sure to stay out of the blind spot of motorists and give yourself enough room and time to react if you need to. Not always an easy thing to do but being extra cautious and taking these extra steps could prevent serious injury or death. The reality is that when a motorcyclist is out on the road, regardless of whether an accident is the rider’s fault or not, the consequences will be most significant for the rider. Do absolutely everything you can to guard against the negligence and errors of motorists on the road. Stay safe.

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January 11, 2013

The Editor, Canadian Biker

Box 4122, Victoria, BC V8X 3X4

Dear Sir:

Periodically, I see Letters to the Editor regarding the acceptance of motorcycles on the HOV lanes. Two recent letters in your magazine stem from Nancy Irwin's editorial column "As the Wheel Turns" (October/November 2012). Ms. Irwin notes that Ontario allows motorcycles on the HOV lanes but only with two riders. On questioning Bob Nichols from Ontario's Ministry of Transportation, communications branch, she was advised: "The primary purpose of our provincial HOV lanes is to make more efficient use of highway space by moving more people in fewer vehicles. A single rider on a motorcycle does not support this objective..." Ms. Irwin questions how to protest this, how to make the change; and she concludes by asking for ideas and challenges the readers to surprise her.

Certainly, everyone enjoys being able to get from point A to point B faster by accessing HOV lanes, but that is not the basis on which motorcycles were allowed in British Columbia. Here, motorcyclists are allowed to use the HOV lanes with only one rider up. We have had this privilege for a number of years. How did we do this?

We are very fortunate to have an organization called the British Columbia Coalition of Motorcyclists (BCCOM) (www.bccom-bc.com). With a provincial membership base in excess of 6,000, BCCOM is a lobby group advocating for the rights of motorcyclists and has gained impressive concessions and rights over the years. These include priority boarding/exiting on the BC Ferries system, designated motorcycle parking in various municipalities, implementation of "collectors" plates for motorcycles (\$100 - \$200 per year), motorcycles exempt from emissions testing, fought and won against "No Go" zones for motorcyclists in Vancouver, and successfully lobbied against "no fault" insurance.

BCCOM also achieved insurance rollbacks for two consecutive years, helped establish guidelines and regulations regarding handlebar height and modified motorcycles, helped establish and maintain off-road riding areas, established a road hazard reporting/follow-up system for BC Roads, designated May as Motorcycle Awareness Month, holds an annual MLA ride in the Provincial Capitol in May, and obtained acceptance of motorcycles in the HOV lanes.

How did we achieve these accomplishments? By taking a positive approach. We don't protest; we don't threaten to jump off a bridge and tie up traffic; we don't openly criticize government officials. Instead, we are proactive and take positive steps such as taking our Members of the Legislative Assembly (MLAs) for a ride on our motorcycles on a designated day in May which we have proclaimed Motorcycle Awareness Month. During the ride we discuss our issues to make the MLAs aware of our needs. We even appoint one of the MLAs as a "Minister of Motorcycling". It is this positive approach that has led to our many successes.

With regard to the HOV lanes, over the years I have enjoyed motorcycling in northern Washington State, especially in the Seattle area. I frequently used the "Motorcycles OK" HOV lanes and often wondered why we didn't have them in B.C. One day I contacted the AMA (American Motorcycle Association) and was advised that years ago they had successfully lobbied the federal government to allow motorcycles on HOV lanes.

Although the United States federal government funds ongoing maintenance and expansion of the Interstate Highway system, they let the individual States look after it. The funding is provided to each State with caveats that must be fulfilled otherwise there is no funding. The AMA lobbied successfully to have a caveat included allowing motorcycles on HOV lanes.

The State of Virginia vehemently protested but was forced to allow it or their funding would be withdrawn. They stated that it would be hazardous to allow motorcycles on the HOV lanes with a resulting increase in collisions involving motorcycles. They advised that they would conduct a study over the next two years to prove it and then the caveat could be removed.

Well guess what, folks: the study showed exactly the opposite. Collisions and fatalities involving motorcycles in the HOV lanes were significantly reduced. Virginia threw in the towel.

I obtained a copy of the Virginia study from the Washington State Department of Transportation in Tacoma and provided it to BCCOM. A BCCOM member named Tom Kozar was our Provincial Government Liaison at that time. A copy of the Virginia Study was provided to the BC Ministry of Transport (MOT). Tom and the BCCOM executive argued that safety was the reason for allowing motorcycles on the HOV lanes. After considerable negotiating the BC MOT eventually agreed and motorcycle access to HOV lanes in British Columbia was obtained.

To answer Ms. Irwin's question, the way to get motorcycles (including single riders only) allowed on the HOV lanes is on the basis of safety. Riders in other provinces take note. It is an argument that can appeal to legislators. The Virginia study is proof of reduced collisions and fatalities involving motorcycles if accepted in HOV lanes.

I don't know if this will surprise Ms. Irwin, but it opens another avenue of pursuit. I wish her luck in her quest.

Gary Richardson

member of BCCOM and

Visitation Director, Asso-

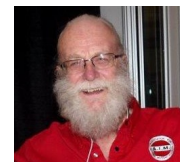


ciation for Injured Motorcyclists

Visitation Report -

May 31, 2013

With the good weather, accidents are ramping up and we are seeing more downed riders. So far this year we have performed 56 Visitations, helped 12 Downed Riders, and are currently Visiting 4. We have published the Second Edition of our Recovery Journal as well as a Training Manual for Visitation Volunteers. We will be having a training seminar soon. Anyone wishing to be certified, phone 604-580-0112. We will be providing a training seminar for the Interior and Kootenay Chapters as well. We are always looking for more Visitation Volunteers, so if you are interested, give us a call: 604-580-0112.



<http://www.bbc.co.uk/science/0/22488580>

Reference the above web site regarding motorcycle racers heart rates while racing on the Isle of Mann. Amazingly, they are achieving speeds up to 200 mph, on wet pavement in places ! Incredible footage. Even with their training and experience, I think these riders carry horseshoes.

This is a phenomenal article demonstrating the heart's reaction to high stress. Basic information about heart function is also provided. Be sure and read the entire article before you view the video. It mentions things to watch for.

Continued Pg. 7.....



When watching the video, note the following:

1. How far these race riders lean their bikes: @ 35-50 seconds, and again at 3:00 minutes.
2. High speed wobble: @ 50 seconds.
3. @ 2:52 minutes: a rear wheel slide out and recovery.
4. 3:00 to 4:00 minutes discusses differences in heart rate between novices and experienced racers.
5. 6:00 to 6:30 minutes shows a rider going down on a curve at 80 mph.
6. 6:50 minutes: see a dog out on the track.

Wow! Cheers Gary

Motorcycle safety recalls for 2012 and 2013

by [Ted Laturnus](#) on Jun 11, 2013 at 3:02 pm

Time once again to check safety recalls for motorcycles during the last 12 months. Both Transport Canada and the U.S. National Highway and Traffic Safety Administration (NHTSA) have ongoing investigations for motorcycle safety/reliability, but not to the same extent as automobiles. In the case of the latter organization, many updates/bulletins take the form of complaints from owners. For example, the NHTSA has no formal recalls on file for the Honda CBR250, but there are at least five official complaints from owners.

Anyway, without fear or favour, here's a list of recalls from these two government organizations.

Ducati

All kinds of problems and issues here. In 2012, for example, the NHTSA recorded some 11 recalls for the Italian manufacturer, with another two for 2013 so far. They range from rear brakes that may come apart on models such as the Streetfighter, Hypermotard, Multistrada, and Monster, to potentially flawed swing-arm shafts on the Panigale, to glitchy steering head screws, to a side stand on the Diavel that could break (thought they fixed that one), to issues with the front brake master cylinder hose on the '13 Panigale. And this isn't even counting the various complaints from owners. In other words, Ducati may build some of the most exciting motorcycles in the world, but their quality control sucks.

Harley-Davidson

The Milwaukee company has 24 recalls on file for 2012 and one more, so far, for 2013—for the V-Rod license plate bracket, which could come loose and fall off. Other issues for H-D products include a widespread recall for a rear brake light switch that could stop working because of heat from the exhaust pipe. This last one affects a wide range of H-D models, but is easily rectified.

Honda

As mentioned, there are five complaints from CBR250 owners, ranging from the engine shutting itself off during downshifting to starting problems. The NHTSA also has a couple of recalls on file for the 2012 Goldwing; these concern possibly flawed aftermarket floorboards manufactured by Kuryakyn and a problem with the rear brake "dragging" and wearing out prematurely. There is also an issue with the NC700 series, involving a possibly faulty chain, which could break. Honda dealers will replace the chain here, gratis.

Kawasaki

No official recalls just yet for 2013, but there are more than a few complaints regarding the Ninja 300. Random stalling and a wonky clutch lever seem to be the culprits and as one rider noted, "this is a hazard to me and other drivers around me." Other contretemps involve a possibly jammed rear brake pedal on the 2012 Concours 14, a possibly flawed regulator/rectifier for the Ninja 6R and 10R, and footpegs that could come apart on the Versys and Ninja 250 and 650. This makes some 13 recalls in total for Kawasaki in 2012/2013.

KTM

The favourite manufacturer of long-distance off-roaders has two recalls for '12 and two more for '13—and they concern the same two models: the 350EXC-F and 500 EXC. In both cases, it's a matter of a fuel line, which is located between the fuel tank and throttle body fuel rail, possibly cracking, due to "manufacturing inconsistencies", and leaking onto the rear tire, with predictably dire results—especially considering the way these bikes are usually ridden.

Piaggio

Three recalls for 2012 are on file for the Italian scooter maker. They all have to do with a potentially flawed ignition control unit on the 50-cc Piaggio Fly and Vespa LX50 and S50.

Suzuki

Gone but not forgotten in North America, Suzuki leaves behind three recalls for its '12 models. These all involve brake light issues with the AN400 and AN650 Scooters—otherwise known as the Burgman—and DL650/V-Strom. Here's the thing with the affected Burgman models: the faulty brake light switch could prevent you from starting the bike in the first place. Good luck getting this sorted out.

Triumph

There are 16 recalls on file for 2012 and 2013 Triumph models and they cover a lot of ground. For example, the front and rear turn signals on the '13 Daytona 675, Street Triple, Speed Triple, and Tiger 800 could fall apart and stop working; the wheels on the same models for the 2012 models could have faulty bearings; the Thunderbird/Thunderbird Storm could have the same wheel bearing issues; and the Tiger 800 could have "engine management" issues. Lots to think about here.

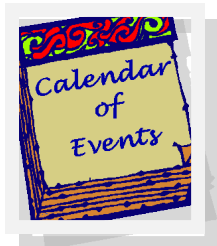
Victory

This Polaris-owned company has 10 recalls on file for 2012, and 10 more for 2013. They all have to do with possibly incorrectly torqued throttle cables that could come loose. There is also a bulletin for the pillion backrest on the Kingpin model that could literally come off the bike on its own and potentially cause the passenger to fall off the bike.

Yamaha

Two recalls for 2012 on file here. Both involves a fuel pump that could leak on the Super Tenere and V-Star tourers. Apparently, the culprit is an ill-fitting "O" ring and/or a faulty fuel line. Either way, it's a potential fire hazard.

Source URL: <http://www.straight.com/life/390366/motorcycle-safety-recalls-2012-and-2013>



July 6, 2013 - 3rd Annual Nanaimo Toy Run - Saturday. 2388 Cedar Road, Nanaimo, BC. The ride will start at the Cedar Community Hall. Riders are reminded to bring a new unwrapped toy for the ride. 250-668-8294 Website: <http://www.nanaimotoyrun.org>

July 6, 2013 - Branch 10 Legions Charity Poker Run - Saturday @ Branch 10 Legion in NanaimoInfo @: hailey.rm@hotmail.com.

July 6, 2013 to July 7, 2013 - O'Keefe Ranch Vintage Motorcycle Rally / Show - Saturday - Sunday. 9380 Highway 97 North, Vernon, BC. Bike show, flat track racing, Flaming Board Wall Crash, memorial ride, free tractor rides for entire family, family rates available. Info: contact Art Gavel at 250-545-0163 or for general information please call O'Keefe Ranch 250-542-7868 or visit okeeferranch.ca.

July 6, 2013 - Sparky Simpson Memorial Ride & Roast - Saturday @ Turf Lounge, 12411 King George Blvd, Surrey, BC. Live Band, Beer Gardens, Bike Parking. For details contact Stacy Stone 778-828-2554

Show & Shine - @ Shipbuilder's Square, 15 Wallace Mews near the Lonsdale Quay, North Vancouver, BC. Info @ Sylvia Braddick 604-987-1814 or sbraddick@shaw.ca

July 11, 2013 to July 16, 2013 - **Rocky Mountain Road Trip - by: Harley-Davidson Baggers & Hawgs Den** -]. <http://www.hawgsden.com/>

July 12, 2013 to July 14, 2013 - **30th Anniversary Riondel Campout** - Friday to Sunday.

July 18, 2013 to July 21, 2013 - **24th Annual Summer Stomp & Burn-out Charity Party** - Sicamous, BC. Poker Run, Bike Games, Stomp Merchandise, Wet T-Shirt Contest, Live Music: Head Pins & Pat (Doc) Savage. Camping available.. Info: <http://www.summerstomp.ca/> or 250-517-8090.

July 18, 2013 - **Aim Monthly Meeting** - Every third Thursday @ 7:00 pm at the ABC Restaurant, 101 - 15373 Fraser Highway, Surrey, BC. 604-580-0112; info@aimvancouver.com; <http://www.aimvancouver.com/>

July 20, 2013 to July 21, 2013 - **59th Annual GVMC Routledge Run Road Ride** - 8am.. wes@wesjamison.com, or, vincepeter-son@hotmail.com. www.gvmc.ca.

July 20, 2013 to July 21, 2013 - **CMDRA 2013 Grand National DRAGRACING Schedule** - Ashcroft, BC. Hi Desert Nitro Nationals. <http://www.cmdra.com/2013-national-series-schedule>

July 20, 2013 to July 21, 2013 - **Super Stars Trial - Canadian Pacific Trials Association** - IOCO.. www.trialsclub.org

July 26, 2013 to July 28, 2013 - **Ride Into History for Gateway of Hope Motorcycle Rally** - Sponsor: Salvation Army. Fort Langley, BC. Community Event with motorcycle rally, Show & Shine, music (live concerts) & events, pancake breakfast, prizes, historic village. 3-hour scenic ride, dinner banquet. <http://www.rideintohistory.ca>

July 27, 2013 - **Andy's 3rd Annual Classic & Vintage Motorcycle Show & Swapmeet** - Saturday, 10am - 3pm @ Western Speedway, 2207 Millstream Rd, Victoria, BC. All makes and models PRE-1985. Admission by donation - swap meet tables \$20. Email: redno-va396@gmail.com.

July 28, 2013 - **Chuwells Challenge Cross Country** - Greater Kam-

loops M/C Ass'n -

August 2, 2013 to August 5, 2013 - **BOOGIE BASH - AIM INTERIOR CHAPTER** - Friday - Monday. Annual Motorcycle Party @ Rock Creek Fairgrounds. Rides, Show n' Shine, Bike Games, Bands, Dancing. Camping on lawns, bleachers, paved road, wade in the river, showers on site. No minors - no dogs - no ATVs. \$60 Weekenders! Info: contact Dave "Newfie" Stuckless, President at: dalnewfie@hotmail.com or Coralee Vaness, Secretary 250-306-4561 or aimsec@shaw.ca. Want Your Weekend Pass for FREE? Become a Volunteer to help out with this event, and have your weekend bracelet cost taken care of by AIM. (\$60.00 value)

August 3, 2013 to August 4, 2013 - **CMDRA 2013 Grand National DRAGRACING Schedule** - Medicine Hat, Alta. Badland Nationals. <http://www.cmdra.com/2013-national-series-schedule>

August 4, 2013 - **FAMILY FUN RUN** - Hope @ Nickeline Road. info: <http://www.fvdra.com>

August 5, 2013 to August 11, 2013 - **73rd Annual Sturgis Motorcycle Rally**

Check out their web site: <http://www.sturgismotorcyclerrally.com/info-guide/welcome.php>

August 5, 2013 to August 7, 2013 - **AMCA Evergreen Chapter's National Road Run** - Monday - Wednesday. Mt. Ranier & Mt. St. Helen's, Washington. <http://www.evergreenamca.org/>

August 10, 2013 to August 11, 2013 - **5th Annual Cumberland Motorcycle Roundup** - Saturday Night Dance, CRI Hall (\$10). Show n' Shine Saturday. Tattoo contest, awards, draws, great prizes, Bike Games. Poker Run on Sunday. Live entertainment. Camping available, beer gardens, Spectators FREE. www.cumberlandmotorcyclerroundup.com or Jean 250-336-8746 or camerons_salon@hotmail.com

August 10, 2013 - **Jamie Patrick Kehoe Memorial 2nd Annual Show n Shine** - Saturday @ the Turf Lounge, 12411 King George Blvd, Surrey, BC. For details contact Stacy Stone 778-828-2554

August 11, 2013 - **ANNUAL A.I.M. - GF STRONG SHOW N' SHINE** - Sunday - 9am - 2pm @ GF Strong Rehabilitation Centre, 4255 Laurel St., Vancouver, BC V5Z 2G9. Modified bikes. Burgers, dogs, pop, coffee. Live music. Paint-on tattoos. Meet interesting people. Support downed riders and residents at GF Strong. 604-580-0112, or, info@aimvancouver.com, or, <http://www.aimvancouver.com>.

August 11, 2013 to August 9, 2013 - **Qualicum Bay Classic Bike Rally** - Friday - Sunday @ Qualicum Bay, Vancouver Island, BC. Colin @ 250-703-2509.

August 15, 2013 - **Aim Monthly Meeting** - Every third Thursday @ 7:00 pm at the ABC Restaurant, 101 - 15373 Fraser Highway, Surrey, BC. 604-580-0112; info@aimvancouver.com; <http://www.aimvancouver.com>

August 15, 2013 to August 18, 2013 - **Women Riders Conference** - Stoney Nakoda Casino & Resort, on the TransCanada Hwy, 45 minutes west of Calgary. . www.motorcycling.ca or www.witwalbertarally.webs.com.

August 17, 2013 to August 18, 2013 - **83rd Annual GVMC Caribou Trails Run** - 6:30 am @ GVMC Clubhouse, #307 - 9785 - 192nd Street, Surrey B.C. jebrooke@telus.net, or, www.gvmc.ca

August 17, 2013 to August 18, 2013 - **CMDRA 2013 Grand National DRAGRACING Schedule** - Fort St. John, BC. Summer Nationals. <http://www.cmdra.com/2013-national-series-schedule>

August 18, 2013 - **2nd Annual Vintage In The Valley Motorcycle Show** - 10 - 4 @ Chilliwack Heritage Park, 44140 Luckakuck Way, Chilliwack, BC. Hundreds of vintage bikes, vendors, Show n' Shine, vintage bike parts for sale. ALL MAKES. Accessory and Motorcycle year end clearance from many dealers. Admission \$ 10, under 16 & ladies free. Info: Tony @ 778-908-1941 or Wally @ 778-242-7104 or tonyvinvalley@hotmail.ca or <http://www.vintagemotorcycleshows.com/>

August 22, 2013 to August 25, 2013 - **3rd Annual Sturgis North Motorcycle Jamboree & Music Festival** - Thursday - Sunday @ Merritt, BC. All makes welcome. Vendors, bands, camping, rides, Show n Shine, etc. For info: <http://2013.sturgisnorth.com/>.

August 23, 2013 to August 25, 2013 - **Saltspring Island Toy Run & Show & Shine** - Friday - Sunday. Grounds admission Free. Dinner and Dance tickets: \$ 30. On site camping: \$ 10. Shuttle bus available. No vehicles leave grounds after 11:00 pm. Interested vendors contact: ssitoyrun@gmail.com. <http://www.saltspringtoyrun.com/>

August 24, 2013 - **Duke's Pub Show n Shine** - Saturday. Show n Shine, food, live music, 50/50. Connie: 604-798-1280

August 24, 2013 to August 26, 2013 - **Le May vintage Motorcycle Festival** - Saturday to Sunday

<https://www.lemaymuseum.org/festivaltickets/>

August 25, 2013 - **2nd Annual GVMC Chipmunk Creek Trail Ride** - 8am @ Chipmunk Creek/Foley Lake Area. chris-carey@shaw.ca, or, ray@westcoastweld.com, or www.gvmc.ca

September 7, 2013 - **8th Annual Vancouver Fire Fighters Bikers For Burns Ride** - Registration 9am-11am @ Trev Deeley's, 1875 Boundary Road, Vancouver BC. Destination: Harrison Hot Springs. \$25 fee (minimum contribution) with all proceeds going to the BC Firefighters Burn Fund to help support programs like Kids Summer Camp, Adult Survivors, and the new Burn Survivors' Housing project. Door prizes, refreshments, live music, barbeque. Registration details: www.iaff18.org or at www.vrombc.com.

September 7, 2013 to September 8, 2013 - **CMDRA 2013 Grand National DRAGRACING Schedule** - Edmonton, Alta. Series Finals. <http://www.cmdra.com/2013-national-series-schedule>

September 7, 2013 - **Vancouver Poker Run** - 11am - 1pm, HAMA Vancouver @ 1041 Brunette Ave., Coquitlam, BC. Welcome all makes and modes of motorcycles & Hot Rods too! Run shirts, door prizes, free BBQ, fun for all.

September 8, 2013 - **Trials School - Canadian Pacific Trials Association** - IOCO. Mailing address: P.O. Box 31008, #8-2929 Johns St., Port Moody, BC Canada, V3H 4T4. www.trialsclub.org

September 14, 2013 to September 15, 2013 - **29th Annual Port Alberni BIGGEST LITTLE Toy Run** - Saturday - Sunday. "The Biggest Little Toy Run On The West Coast". Bike Games, Beer Garden, Show & Shine, Pig Roast, Vendors and a dance on Saturday followed by pancake breakfast and poker run on Sunday. Info @ 250 731-4728 or E-Mail: patoyrun@gmail.com

September 15, 2013 - **2nd Annual Salmon Run Motorcycle Rally** - 9am - breakfast @ Trev Deeley Motorcycles; 11am - ride starts. Ride from Vancouver to Squamish on the beautiful Sea to Sky Highway.

. bcsalmonrun@gmail.com or <https://sites.google.com/site/bcsalmonrun/>

September 15, 2013 - **Trial - Canadian Pacific Trials Association** - Blue Mountain. Mailing address: P.O. Box 31008, #8-2929 Johns St., Port Moody, BC Canada, V3H 4T4. www.trialsclub.org

September 15, 2013 - **Zofka Ridge Hare Scramble** - 11am @ Zofka Ridge, Nickelmine Rd./ Tailings Pond, Hope, BC. <http://www.dirtbiker.ca/racing/race/zofka-ridge-hare-scramble>

September 19, 2013 - **Aim Monthly Meeting** - Every 3rd Thursday @ 7:00 pm at the ABC Restaurant, 101 - 15373 Fraser Highway, Surrey, BC. 604-580-0112; info@aimvancouver.com; <http://www.aimvancouver.com>

September 22, 2013 - **32nd Annual Oyster Run - Anacortes, Washington** - Anacortes. "Largest Motorcycle Run in the Pacific Northwest". Free event. Pick your own route. Maps available. Live music, drill teams, vendors, etc., and of course, the oysters. info@oysterrun.org or <http://www.oysterrun.org/>

September 22, 2013 - **The Charlie Horse Hare Scramble** - 11am @ Nanaimo Motocross Track, Weigles Road, Nanaimo, BC. <http://www.dirtbiker.ca/racing/race/charlie-horse-hare-scramble-o>

September 25, 2013 to September 29, 2013 - **19th Annual Street Vibrations Fall Rally: Reno, Nevada** - Hog Heavens. http://www.road-shows.com/street_vibrations.php

September 29, 2013 - **10th Annual GVMC Pioneer Run** - 9am @ GVMC Clubhouse, #307 - 9785 - 192nd Street, Surrey B.C. mbvickers@bc-alter.net, or, <http://www.gvmc.ca>

Sites to check out!

<http://www.whistlerforthedisabled.com/>

<http://www.fvbia.org/>

<http://www.bcwheelchairsports.com/index.htm>

<http://www.disabilityfoundation.org/>

<http://sci-bc.ca/>

<http://www.bcbraininjuryassociation.com/>

<http://www.aimvancouver.com/>

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idents is particularly difficult as few motorists are aware of the vulnerabilities of motorcyclists in traffic situations. It is also extremely important to have immediate investigation of the motor vehicle scene for physical evidence which official investigations will commonly overlook as a result of lack of experience and resources.

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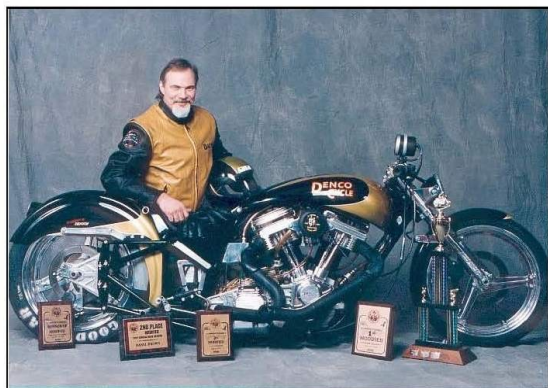
Lorne Winder C.P.(C). F.C.B.C.
CERTIFIED PROSTHETIST

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

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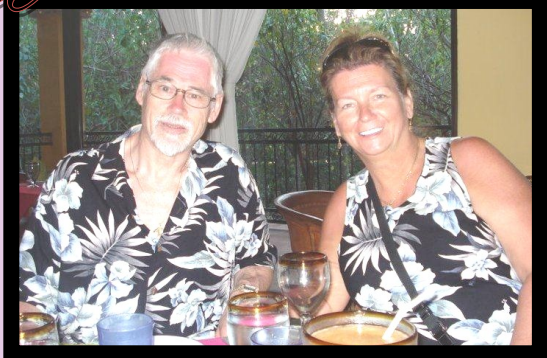
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Rest in Peace

Karen's husband Rocky, her children and the rest of the families would like to "Thank" everyone for their thoughts and prayers in the loss of Karen.

Your generosity to AIM in Memory of Karen will be used for the things that were close to Karen's heart.



*Ride With
The Angels
Karen!*

