



TRCR

Three Rivers Competition Riders



"Western Pennsylvania's Premier Off-Road Club"

www.trcr.org



Member PA Off-Highway
Vehicle Association

<http://www.paohv.org>

MAY 2007 NEWSLETTER

THREE RIVERS COMPETITION RIDERS

President - *Steve Stiller* stevestiller@comcast.net

Vice President - *Jason Sharrer* sharrerfamily@zoominternet.net

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Secretary - *Fred Goldsmith* fbg@golawllc.com

Legislative Affairs/USFS Liaison - *Mike Babusci* babusci@pbworld.com

Webmaster – Officially: *Jeff Peterson* jpeterson@agrintl.com; Un-officially: *Fred*

EVENT CALENDAR

Visit www.district5ama.org for updated HS, MX, GNCC & AWRCS race schedules

- June 4** Monthly Meeting: 8:00 p.m., Stiller Motorsports, LLC, 13488 US Route 422 Suite 3 (Trader Horn Plaza), Kittanning, PA 16201, (724) 545-1070
<http://www.stillermotorsports.com>
- June 16** Club Ride at Coal Hollow Park. This is the same location where the AWRCS race occurs a couple times a year. Directions: Rt. 7 towards Wellsville, OH, turn onto Rt. 45 north 1.7 miles, left onto Crawford Road, approx 2 miles. Contact Club VP Jason Sharrer for more info: (724) 355-3333. Admission for the day is \$15, camping is allowed for an additional \$5. Photo ID + sign release form to ride. Under 18 y.o. need parental permission.
- July 2** Monthly Meeting. Stiller's Bruin location. Free ride then the meeting. Steve has just added an 8 mile "Mom/Kid" course/loop. Gates open at 3:30 p.m. Contact Club

President Steve Stiller for more details. Shop: (724) 545-1070; Cell: (412) 607-0960.

July 20-22 The QuadFest 2007, Mountain Ridge Trails Resort, near Somerset, PA. Club volunteers are needed to help run the event, man the registration table, etc. Event website: <http://www.thequadfest2007.com/index.html> Directions page (90 miles from Pittsburgh): http://www.thequadfest2007.com/contact_us.html Contact Club President Steve Stiller for more details. Shop: (724) 545-1070; Cell: (412) 607-0960.

July 22 July Club Ride at Stiller's Bruin location. Steve has just added an 8 mile "Mom/Kid" course/loop. Admission \$10. Contact Club VP Jason Sharrer for more info: (724) 355-3333.

August 24-27 Steel City/Delmont MX National; event website: <http://www.racerproductions.com>

Greetings from the Bottom of the Puddle: Conquering My Nemesis

By Fred Goldsmith

The dictionary defines "nemesis" as (1) something that a person cannot conquer, achieve, etc.; (2) an opponent or rival whom a person cannot best or overcome; or (3) (initial capital letter) Classical Mythology. the goddess of divine retribution.

This past Sunday I conquered my dirt bike riding nemesis.

Yes, it was a hot, humid, Saturday afternoon, July 15, 2006, and my riding buddy Dan and I were riding in the woods near his house. The only way into these woods is down a long, steep hill, and the only way out is up a long, off-camber, hill. The trail is literally single-track—just wide enough for your tires. And there are a few roots and rocks on the way up which would love to throw you and your bike off the trail and down the side of the hill. To your right as you ascend is more uphill and trees. To your left is downhill, fairly steep, and tree and forest junk-ridden. Keep in mind I've only been riding for about three years.

Back on that fateful day last summer, my key tool in getting up hills was momentum: just go fast and don't stop or slow down. This simplistic technique works fine if the hill is just straight up. But if there are ruts, roots, turns, or ledges, powering up the hill isn't enough. You need, I have come to learn the hard way, more tools in your hill-climbing toolbox, such as feeling comfortable enough in your ability to control your bike's direction, momentum, speed, gears, and RPMs, that you can slow down when necessary, and then pick up speed again.

Last July, I had few of those extra skills. Half way up the hill I was flying. Then I hit the root or log, I'll never know what it was. My front wheel flipped violently straight up above me and to the right. I couldn't recover. I tried to hang on, but was either not strong enough or was just exhausted from the heat and humidity, and thus went down onto the trail, hands first, under my bike and to the right of it. Then my bike fell on top of me, glancing off my left shoulder, and acting like a pile-driver, driving my left wrist into the dirt, breaking the ends off both the radius and the ulna—the two bones in your arm that lead into the perfect assemblage of puzzle-like bones forming your wrist.

My wrist deformed immediately, likely from the displacement of bone, and the tearing of blood vessels. I

knew it was broken. Fortunately, our bodies protect us from intense pain, and I felt more numbness than sharp pain. Dan looked down the hill and saw my bike on its side then heard me shout up to him that I thought I'd broken my wrist. He walked down the hill, saw the growing, abnormal lumpy curve in my wrist, and we both knew I was not riding out of those woods that day. So Dan rode my bike out and handed me the keys to his truck (I handed him my cheap riding watch which was tightening around my swelling wrist), which I retrieved from his house and then drove back (using only my right hand on the wheel) to pick up Dan in the parking lot near the edge of the woods. We rode back to his house, where I got out of my riding pads and clothes, changed into casual clothes, and Dan helped me lace up my hiking shoes (try lacing up your shoes with one hand—not easy).

Then Dan followed me in his truck as I drove mine half an hour away to the ER. I insisted on going to UPMC Presbyterian, as that's where I go for all my and my family's traumas. It's where I was a candy stripper one summer when I was twelve or thirteen, and was so entranced by the new ambulance service, run by Freedom House (they've recently made a documentary about Freedom House: <http://newpittsburghcourieronline.com/articlelive/articles/37179/1/Freedom-House-movie-tells-of-nations-first-paramedic-service/Page1.html>), the VHF radio chatter between the ambulances and the ER staff, the drama of families waiting on loved ones while doctors and nurses stopped the bleeding, sutured wounds, and generally tried to keep people alive. After a long wait (while my injury was important to me, in the scheme of things, there were many other, far sicker patients, who properly came first), I was x-rayed. The doc showed me the films on the computer screen and told me corrective surgery was likely ahead. But first, the hand surgery resident came down to the ER and shot my wrist full of Novocain (or whatever it was in that little bottle that stung like hell when it filled my wrist), then tried to perform what physicians call a "closed reduction," essentially trying to squeeze and twist the broken bones back where they should be. Then came more x-rays. The conclusion: surgery would still be necessary.

The next Thursday I underwent day surgery at UPMC South Side by hand surgeon, Ronit Wollstein. This time it was called "ORIF," short for Open Reduction Internal Fixation. This means they cut you open and install a plate and screws to keep all the pieces of shattered bone together, so the bones heal properly and in the right spatial distance from one another, giving me the best chance to fully use my wrist again. I left the hospital wearing a cast and a huge piece of protective foam rubber, with Swiss cheese type big round holes in it. What a conversation piece that was: "Wait a minute, I've got to get my cheese!"

About six weeks later, as Dr. W promised, I was back in action. I told her how I'd broken my wrist riding a dirt bike, and what that entailed, and what I intended to do when she told me I could take the final stepped-down half-pipe style plastic brace off my wrist: ride my dirt bike. It told her about the forces that would be exerted on my wrist just by riding, and the additional forces my wrist could be subjected to when (not if) I fell again. She was nonchalant. "That's fine." "What about physical therapy," I asked. Dr. W's response, "Just use it, that's the best physical therapy." So I did, and began riding within seven weeks of the initial break.

But I had been reluctant to return to the hill in the woods near Dan's house, until this past Sunday. I told Dan to let me know when we got near it, to forewarn me, so that I could be properly prepared and psyched up. When we first entered the woods, we rode down the hill, so I could see its contours, feel where the bumps were, determine how much speed I'd need to get up it. Then, after we rode around a bit in the woods, Dan led me to the base of "the hill." He went up it. Then I followed, building into the approach a long wind-up so that I had plenty of time to develop speed and momentum. But this time, as compared to last July, I didn't gas-it all that much, just enough to keep good headway. This time I was more focused on control and out-thinking the hill, versus overpowering it. I kept it in second, kept the speed on and RPMs

up (this time I was also on my CRF250X, which, although heavier than my KTM 2-stroke, has great lugging ability), but most importantly I stayed in control. I made sure I focused my eyes on what was ahead, knowing that my bike will naturally go where I'm looking. If I saw a root or rock, I would be able to anticipate it, steer around it or wheelie over it, or at least gas-it to lighten the front wheel.

As the hill steepened, and as I hit the feared root which wanted to throw me off the trail, I let off the gas for a moment and stepped down into first—having learned since last year that under these circumstances pulling the clutch in is an unnecessary waste of time and RPMs. The bike seamlessly accepted the lower gear and continued its climb. I kept my weight forward, up by the tank, squeezed with my legs, and also pulled myself toward the front tire with my arms, making sure my weight would be up front, and that there would not be another endo.

Moments later, I was cresting the top of my nemesis. It was almost easy this time, but only because I had ridden regularly since, constantly challenging myself, riding with others who had challenged my abilities and graciously shared their techniques with me. I had also in the intervening ten months ridden trails that were hard, perhaps above my abilities. I'd ridden in snow and ice, with winter studs. And I'd learned how important it is to have good, sharp-edged, fresh knobbies on your wheels.

So after ten months, I'd conquered the hill on which I'd suffered my first and hopefully my last significant dirt biking injury. Immediately after I broke my wrist and was standing on the trail, cradling my limp left wrist in my right hand, I thought to myself, "This sport is stupid for you. Give it up. This isn't worth it." But that sentiment lasted fifteen minutes. I knew as I drove to the hospital that afternoon that I'd be back on the bike. It was too much fun. It was too great an escape from work. It was such a great way to be outdoors, and to hang out with new friends.

So, I'm back riding, and I'm no longer scared of the hill on which I broke my wrist—having climbed it fairly effortlessly three times last Sunday. It makes me wonder what other things or people I've built-up in my mind as a nemesis—"unconquerable" obstacles that would probably also fall away with practice and perseverance.

May 7, 2007, Membership Meeting Minutes

We had no significant items on the agenda and thus the minutes of the meeting at CrossRoads Motorsports are sparse. There were no motions. There were no votes. Fred Goldsmith asked for feedback on Nick Reckner's column in the newsletter (see below). The immediate and hearty response was that everyone loves the column. And so far, you all are apparently putting up with my editorship of the newsletter. Again, please send me (fbg@golawllc.com) your feedback, articles, ride and equipment/bike reports, maintenance and riding tips, places to ride, etc.

Our thanks go out to Bill Krebs and CrossRoads Motorsports for hosting the meeting. Your dirt and road bike, parts, and accessories inventory is vast and impressive! And club members, please return the favor these bike shops do for us by hosting our meetings, by patronizing them. In other words, buy stuff from them! ☺

Correction Regarding Hatfield-McCoy Trails Spring Trip—April 19-22, 2007

Your club secretary and newsletter editor inadvertently misspelled BJ from Northgate's last name as "Prettel" in last month's newsletter, when it should have read "Trettel." Again, my apologies, BJ.

And while on the subject of BJ, I've posted, with an assist from Mike Villalpando, on the club's website a clip from the single track at Hatfield-McCoy Trails' Bear Wallow area. You can get there via this link:

<http://www.trcr.org/Photo%20Album/Hatfield%20McCoy%204-21-07/motocross.mov>

Hot Tip from Nick: Jumping Techniques

By Nick "007" Reckner



Editor's Note: Warning: Nick Reckner as well as TRCR, its officers, directors, members, and newsletter editor, expressly disclaim any responsibility for any injuries, death, or property damage to yourself or others if you read this column and decide to attempt motorcycle jumping. Off-road motorcycling is already a dangerous sport, and jumping is perhaps the most hazardous and dangerous thing one can do on a dirt bike. It should only be attempted under appropriate supervision—whether you are a minor or an adult, with appropriate training, under controlled and safe circumstances, and by those who have the appropriate skills. If you have any doubts, do not attempt jumping.

If you ride a dirt bike, sooner or later you're going to want to hit a jump. If you ride regularly you may hit a jump whether you wanted to or not! So here are a few pointers that may help prevent damaged equipment, severe personal injury and even worse public ridicule and embarrassment in front of your buddies!

Commit, commit, commit. If you fail to do this when approaching a jump because you have a fear of

crashing or landing improperly, chances are great that your fears will become reality. Start with the small jumps before attempting doubles or triples.

When approaching a jump, you need to stand up and place your body in a slightly crouched position and grip the bike with your legs. This is the point when you can enhance your suspension by using your own body.

Has anyone ever done an endo? That's when your body turns over the bars when the front tire lands before the rear! To help prevent this, when you sense the front wheel is diving simply hit the throttle with the clutch out and while you're still in the air. The centrifugal force of your rear wheel spinning will cause the front tire to rise up.

Has your bike ever stood straight up in the air on take off, causing you to bust a rear fender, silencer or worse yet your butt upon landing? To help prevent this, when you sense the front wheel is headed for the heavens above simply tap the rear brake.

Have you ever bunny hopped? No, I don't mean with Peggy Sue! While riding on a flat surface try and bounce your butt down on the seat while pulling down on the handlebars. Doing so will compress the suspension and when it rebounds your bike will actually hop straight up! Why would anyone ever want to do this? How about when you're leaving a corner and you see a jump ahead and you know you're not carrying enough speed to clear it? As soon as you reach the base of the jump do as I mentioned above to preload the suspension while hitting the throttle a bit and you will find yourself gaining much needed height, speed and distance over the jump.

Remember, there is zero traction in the air. If you're riding competitively and want to lower your lap speed, keep the bike low to the ground when jumping so you will land quicker thus regaining the much needed traction. I call this style of jumping the "Bubba Scrub" after James (Bubba) Stewart. Watch him race sometime and you will know what I am talking about. When approaching the jump your body needs to be in the position I mentioned above. Your head needs to be out over your crossbar pad, elbows out and up. When you get to the top of the jump, turn the bike slightly and lay it flat as possible by pulling up on one side of the handlebar while pushing down on the opposite sides foot peg. By doing this, your rate of ascent will be slowed considerably while having little effect on your forward motion. With practice you will see that you can cut your lap times considerably by performing this maneuver.

I don't want to sound like a commercial but I will say this: If you don't have your suspension set properly and professionally you risk serious injury and possibly death not only to yourself but also to those riding near you. If you want a professionally set-up suspension from a world renowned company you're in luck. One of my sponsors, Pro Action Suspension www.pro-action.com, is located near all of us, in Beaver Falls, Pennsylvania. Their phone is (724) 845-9055. They work on suspensions and engines for professional racers and amateur riders, and they have facilities around the world. It gets better. Pro Action even has technicians who offer trackside support at many races in our area. The technician in our area is Alan Beach. Look him up and he'll hook you up!



Next month's tip: Getting the perfect holeshot!

TRCR T-Shirts and Front License Plates Still Available

The club still has plenty of t-shirts (\$10-\$14 depending on size) and front license plates (\$5) for sale. Please contact club VP, Jason Sharrer, to place your order: (724) 355-3333 or sharrerfamily@zoominternet.net.

E-Mailing of Newsletter

To save the club hundreds of dollars/year in postage costs, we have voted to switch to posting the newsletter on the club website (www.trcr.org) and e-mailing it to members who have provided their e-mail addresses to club Secretary, Fred Goldsmith. So, even if you think the club has your e-mail address, please take a moment and send to Fred (fbg@golawllc.com) a short e-mail to ensure that he has your name, e-mail address, and phone number. Thanks!

Revised New and Renewing Member Form and Release Agreement: Please Sign and Send In Even if You Have Already Renewed

Even if you have already renewed your membership for 2007, please take a moment to fill-out and sign the two-page revised release form which is attached to this newsletter, and then hand it to any club officer at the next meeting, or mail or fax it to club Secretary, Fred Goldsmith, c/o Goldsmith & Ogradowski, LLC, Attorneys at Law, 247 Fort Pitt Boulevard, 4th Floor, Pittsburgh, PA 15222 or via fax (412) 281-4347.

Club Brochure

At the January meeting we discussed putting together a club brochure, which we could distribute to prospective members. If you have any ideas for the design or distribution of the brochure, or updating of our website, please let any officer know.

CLASSIFIED - (ad will run for 3 months only, unless renewed)

'02 Suzuki RM250, new brakes, bearings, seals and tires all around. V-Force reed, Tag triples and bars. Super clean and really well maintained. Must see to appreciate. Asking \$2400. Vinny, 724-353-1009

1987 Honda Hurricane CBR600F. 8,500 original miles. Well maintained. Runs and stops great. Lots of fun to ride. Brakes are good, tires fair (like your hot-rod Lincoln). Extra front pads, shop and owner's manual included. First \$1,500. Len: 412-372-5215.

1996 KTM 550 MXC, last of the big bikes, good condition, mostly original \$1,800 OBO, call Jason 724-355-3333

1997 Polaris Xplorer 400, 4WD atv, racks, dual range, new ITP tires, 2400 miles, very good shape, \$1800, call Jason 724-355-3333

1994 GMC Suburban SLT 1500 custom conversion, 109k miles, loaded, 7-layer custom paint job, remote start, tow package, running lights, custom interior w/leather, wood and accent lights, custom hitch carrier, all service/repair records. \$6,200, Nicholas, 412-916-8090 or milanba@juno.com

Dune Buggy with all the goodies. \$5000. Steve 412-607-0960

Uzi in case, as new condition, with extra clips and 1000 rounds \$1800. Steve 412-607-0960

MOTORCYCLE REPAIR – Expert dual sport conversions and general motorcycle and ATV repairs. KTM's are my specialty! Don Adams, 724-744-2377

TRCR's DISCOUNT DEALERS Please be sure to visit these dealers, accessory shops, and other service providers. By showing your TRCR membership card you receive a discount from the bike and accessory shops. Most give 10%.

ANDREWS CYCLE 13134 State Route 62 Salem, OH 330-332-8534 or 800-596-6199

<http://www.andrewscycles.com>

BENTLEY'S Yam-Suz-Pol-KTM (20% discount) 4451 Rt 22 Murrysville, PA 724-325-2344; sales: sales@bentleymotorcycles.com; parts: yspkparts@hotmail.com;

<http://www.bentleymotorcycles.com>

BENTLEY'S Yam-Suz-Kaw-Polaris 589 W. Pike St Canonsburg 724-746-7100

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<http://www.worldofcycles.com>

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CROSSROADS MOTORSPORTS, 5375 William Flynn Hwy, Gibsonia, PA 724-444-6555

<http://www.xroadsmotorsports.com>

DARLINGTON CYCLE Rt. 51 at Rt. 168, Darlington, PA 724-847-4011

<http://www.darlingtoncycle.com>

DAVIS CYCLE, Kaw-Suz-SeaDoo, 701 New Castle Road, Butler, PA, 724-287-3052

DIRTY HARRY'S BICYCLES, Main Street, Verona, PA, 412-828-2667, <http://dirtyharrys.net>

DUTCHMAN RACING, 412-781-5551 or www.dutchmanracing.com

GEITHER'S AUTOBODY & WELDING, Inc., 201 Hansen Ave., Butler 724-283-6610

GOLDSMITH & OGRODOWSKI, LLC, Attorneys at Law, 247 Fort Pitt Boulevard, 4th Floor, Pittsburgh, PA 15222 (Fred Goldsmith) 412-281-4340, www.golawllc.com

iMX Internet Motorsport Xessories, 146 Chestnut Street Zelienople, PA 16063, 724-452-6952
<http://www.imxracing.com>

INSTIGATOR RACING- ATV Tires, Wheels, Bumpers, skid plates & accessories, Freeport PA, Mike Fajbik 724-295-3707 www.instigatorracing.com

MACE'S MOTORCYCLE SERVICE, ATK Rt. 982 So., Mt. Pleasant, PA 724-547-5355
<http://www.macesmotorcycle.com>

MATTHEWS WALL ANCHOR SERVICE piercing, waterproofing service Inc., 7250 Big Beaver Blvd., Beaver Falls, PA 800-284-7471 Bud Norton Sr. 724-462-0082, Bud Norton Jr. 724-462-0091
www.wallanchor.com

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NORTHGATE CYCLE – 20634 Rt 19 Cranberry Twp., PA 724-776-4283
<http://www.northgatemotorcycles.com>

PERFORMANCE TECHNOLOGIES, East Pgh., PA 412-823-7338, 20% off parts, 10% off engine/susp

PRO-ACTION SUSPENSION, 3611 8th Ave, Beaver Falls, PA 724-846-9055
<http://www.pro-action.com>

SCHULZ CYCLE & ATV, 234 Millers Run Rd., Morgan, PA Parts & access. 15% off, ATK, Husqvarna, Gas Gas, Kasea parts/service 412-257-3188 <http://www.4schulzcycle.com>

STILLER MOTORSPORTS LLC, 13488 U.S. Route 422, Trader Horn Plaza, Kittanning, PA (Steve Stiller,) KTM bikes, Kawasaki bikes and quads, Can Am quads 724-545-1070
www.StillerMotorsports.com

STORMIN NORMAN'S RACING, Billet clutch baskets \$125-\$135, Basket wear inserts \$90 kit, includes machining (select models) call Norm at 724-722-3630

STREET TRACK 'n TRAIL 13723 Conneaut Lake Road, Conneaut Lake, PA 16316
Phone: (814) 382 – 4821 or 877-786-8937 <http://www.streettrackntrailinc.com>

TEN GRAPHIX, Signs & Vehicle Markings, Thomas E. Nebel, 1800 Sheridan St., North Braddock, PA 412-824-8889 www.tengraphix.com

TOM CLARK MOTORSPORTS Honda, Suzuki, 4588 Rt. 51 South, Belle Vernon, PA 877-929-7333 <http://www.tomclarksuzuki.com>

VEHICLE MAINTENANCE CENTER (TRCR member Dan Martin), 68 Camp Horne Road (near Ohio River Blvd.), Emsworth, PA 412-761-1666. Auto and cycle repairs and inspections

WEST HILLS HONDA 209 Moon-Clinton Road, Moon Twp., PA 412-262-2200
<http://www.westhills-honda.com>



TRCR MEMBERSHIP APPLICATION & DUES RENEWAL FORM
and
ASSUMPTION of RISK, RELEASE, WAIVER of LIABILITY,
and INDEMNITY AGREEMENT

PLEASE PRINT NEATLY AND READ CAREFULLY!!!

Name: _____

Address: _____

Phone: _____ Email address: _____

Date of Birth: _____ AMA No.: _____

(check one) NEW MEMBER _____ RENEWAL _____ ADDRESS CHANGE _____
New members only – membership is \$3.00 per month for each month remaining in year

Single Membership _____ \$34.00 annual (Anyone age 18 or over)

Family Membership _____ \$35.00 annual (A family includes parents or guardians w/children under age 18)

Please make check payable to “TRCR” and either bring to next meeting OR mail to:

Mr. Nick Milan, TRCR Treasurer
c/o Milan Business Associates LLC
827 Butler Street
Pittsburgh, PA 15223-1341

ASSUMPTION of RISK, RELEASE, WAIVER of LIABILITY,
and INDEMNITY AGREEMENT

Please carefully read the following. It is a serious and binding legal contract.

I, on behalf of myself, my heirs, executors, successors, administrators, assigns, personal representatives, next of kin, and estate, and, if applicable, as parent or guardian of a member or other minor participant under the age of 18, and their heirs, executors, successors, administrators, assigns, personal representatives, next of kin, and estate, AGREE AS FOLLOWS:

1. I acknowledge, understand, and appreciate that off-road motorcycle and ATV riding is a hazardous and very dangerous activity with inherent and other risks of serious personal injury, death, and property damage. I voluntarily and knowingly assume full responsibility

for all these risks and dangers arising from or related to participation in any Three Rivers Competition Riders (hereinafter "TRCR") sponsored, coordinated, or organized event, activity, meeting, or party, including the negligence of others and negligent rescue operations.

2. I release, discharge, agree to hold harmless, covenant not to sue or file a lawsuit against, and waive any claim or cause of action against TRCR, its officers, directors, trail leaders and members, and their heirs, executors, successors, administrators, assigns, personal representatives, next of kin, and estates, from and for any and all losses, injuries, claims, costs, attorney's fees, expert's fees, court costs, causes of action, liabilities, judgments, or damages of any type or kind, even if any of the above persons or entities are or are alleged to be negligent or otherwise at fault in any way, on account of any personal injury, death, or property damage which may result, directly or indirectly, from my participation in any TRCR sponsored, coordinated, or organized event, activity, meeting, or party.
3. I agree to FULLY DEFEND AND INDEMNIFY TRCR, its officers, directors, trail leaders and members, and their heirs, executors, successors, administrators, assigns, personal representatives, next of kin, and estates, from and against any and all losses, injuries, claims, costs, attorney's fees, expert's fees, court costs, causes of action, liabilities, judgments, or damages of any type or kind, even if any of the above persons or entities are or are alleged to be negligent or otherwise at fault in any way, on account of any personal injury, death, or property damage which may result, directly or indirectly, from my participation in any TRCR sponsored, coordinated, or organized event, activity, meeting, or party.
4. I agree to follow sensible trail riding principles and ride carefully to ensure my own safety as well as the safety of those with whom I share the trail.
5. I hereby consent to and permit first aid and emergency medical treatment if I am injured.
6. I hereby acknowledge that TRCR is an off-road vehicle club which is dedicated to the furtherance and preservation of the sport. I therefore agree to follow general rules of good conduct and sensible behavior at all club functions and wherever TRCR appears in public in any way.
7. Photocopies, fax copies, or electronic/pdf copies of this signed document are just as enforceable as the original.

I CERTIFY THAT I HAVE READ, UNDERSTAND, AND AGREE TO BE LEGALLY BOUND BY THE ABOVE TERMS IN THEIR ENTIRETY. I READ AND SIGNED THIS DOCUMENT WHILE NOT UNDER THE INFLUENCE OF ANY DRUGS OR ALCOHOL. I SIGNED THIS DOCUMENT KNOWINGLY, VOLUNTARILY, AND WITHOUT ANYONE'S PERSUASION, INFLUENCE OR COERCION.

Signed: _____ Date: _____

Printed Name: _____

Witness Signature: _____ Witness Printed Name: _____