



July 2019 Newsletter

2019

The second half of the racing season is upon us. The second half of the BMX series is listed below. It will kick off in Winnemucca. Just a reminder that all the OTHG Club races will only run 1 moto at other venues other than Fernley where there will be the traditional 2 moto format.

Unfortunately there are is not a local race prior to Bay National on Labor Day weekend, but keep in mind they will have a warm up race at Argyll on August 10th & 11th. It is a 2 hr. 46 min. drive over the hill.

If you are looking to ride a groomed track, you can always go over the hill. Maryville has 3 tracks to choose from.

Our OTHG monthly meeting are held on the first Tuesday of every month at Pizza Plus located at Prater and McCarren. Pizza is served at 6:30pm and the meeting starts at 7:00pm. See you then.

2019 BMX Series-Part 2

RD. 7 WMX @ Winnemucca

Sept. 14th & 15th

RD. 8 GRMX @ Carlin

Sept. 28th & 29th

RD. 9 OTHG @ Fernley

October 12th & 13th

RD. 10 OTMX @ Fernley

October 19th & 20th

RD. 11 WMX @ Winnemucca

November 2nd & 3rd

RD. 12 OTHG @ Fernley

November 9th & 10th



2019 Board

President: Sedanna Losey

V.P.: Kevin Hargett

Treasurer: Claire Petrie

Secretary: Aaron Bissell

Race Dir.: Danny Martin

Co Race Dir.: Matt Wilkins

Tate Morehead

Statistician: Shonda Rivera

Web Mast.: Blair Richardson

2019 National Schedule

RD. 1-South National

March 29-31, 2019

Milestone MX Park

RD. 2-Sierra National

April 26-28, 2019

Oatfield MX Park

RD. 3-Reno National

May 24-26, 2019

Fernley MX

RD. 4-Bay National

August 30-Sept. 1, 2019

Argyll MX

RD. 5-Valley National

October 25-27, 2019

DT1 MX Park



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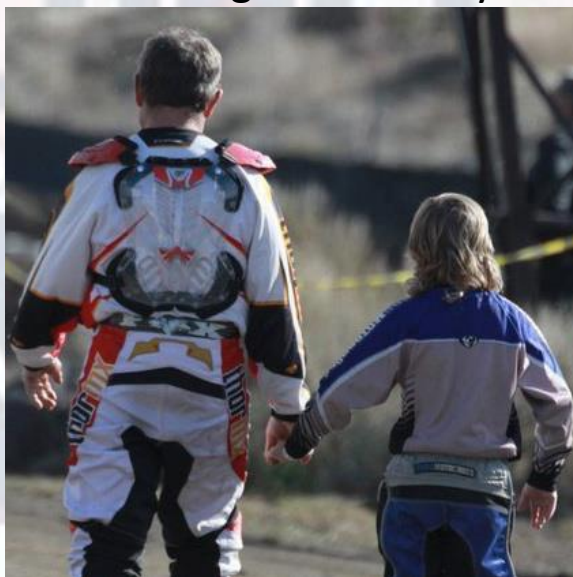


Harry "Butch" Trainor

Many of the current OTHG Reno member have never met Harry Trainer, me being one of them. All that I know about him was that the Reno Chapter retired his number, 39R (which is the only number the Reno Chapter has retired) and that we have an award named after him that is awarded to the member who goes above and beyond that of a racer and to do what is needed to be done. I was lucky enough to receive this award in 2017. But to go more in depth of-Who is Harry Trainor? I asked long time OTHG member and former Reno Chapter President Layne Kolbet to write a little piece about Harry Trainor and the award honoring his memory:

"I met Harry back in 1990. I sold him his first CR250 and he began racing shortly after buying it. (Crazy the time that passed. It seems like only yesterday). He slowly became a fixture at every race. He raced, because he loved racing and being a part of it all. Neither weather nor track ever stopped him.

As time passed, he became a member of both clubs, the OTHG and the OTMX. No matter the



race he was often found watering, driving the water truck, helping at the starting gate, or walking around with a flag between his motos. When asked he'd do anything, and often never needed to be asked. He stepped up and handled whatever task was raised. He wasn't just a member but a valuable asset.



Continued on next page



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Harry Continued...

Harry was taken from us far too soon. He battled cancer much like he raced, head on! He continued to race while battling the disease. He went from learning how to walk again to earning the number one plate and finished out his last season running it. His family all grew up being at the races and racing. They have a strong work ethic much like Harry did. Their involvement was a key to helping both clubs have successful events.

He was a friend to all and a fierce competitor on two wheels. In that we came up with the Trainor Award - an award that honors those who race, work and stand above the crowd of their peers. The award is decided and given by the board each year, to honor that special member.

Lastly, we retired his number the year after his passing 39R. I don't believe there to be a higher honor to any racer than having their number retired."

Harry Daniel Trainor
8/15/1963-12/5/2012



It was a great honor for me in receiving this award for the 2017 season. Here are the past recipients of the award:

2018-Ed Brink
2017-Aaron Bissell
2016-Jeromie Sorhouet
2015-Allen & Nolan Rudd
2014-Chris Gaarnstoom
2013-Jason Spicier
2012-Marcus Gentry

Do you have what it takes to receive the highest honor that the Reno OTHG has to offer?



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Reno OTHG @ Mammoth

Several Reno OTHG members competed at this years Mammoth Amateur race. Some competing in one class as a couple members raced in multiple classes on multiple days. For member Pat Holland and Tom Mollory, this was there opportunity to NOT drive 4 plus hours just to race as this was in there backyard.

For Sedanna Losey and Allen Blanco, they raced multiple classes. Sedanna, who raced multiple classes on different weekends, 40B and Women's. Allen, who raced both the 40C and 50C classes on the same days. Looking at the results, all the Reno OTHG members did well. Here is what Sedanna had to say: "Well it has been 42 years in the making, but I got my first bear at [#mammothmotocross](#) this weekend. Raced against a full gate of some fast girls including my sister @slpotratz_123 and my niece @hopeonaropec_120. Shami brought home a 6th and I got an 8th after blowing up a brake caliper in Moto 1, yikes! What a great way to spend time with friends and family. Thanks Rich @moto_source for the loaner parts. Also thanks for the support @one11concepts @xbrandgoggles @odigrips @no_toil @acerbisusa@ridedunlop [#loseyfamily](#) [#eksbrand](#) [#clearvision](#) [#notoil](#) [#TeamDunlop](#) [#acerbisat](#) [hlete](#) [#odi](#) @ Mammoth Motocross".

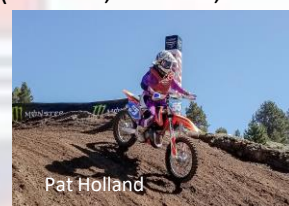
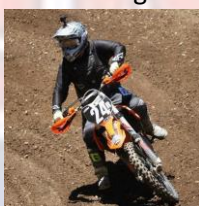
From the reports that came in Sedanna had her hands full with someone she knows very well, Shami Potratz. This is what Shami had to say about her weekend, "What an awesome week we had, racing, site seeing, hanging with family, relaxing and more racing! And heck I got my best finish ever at Mammoth so far, 6th place! 🐻 it was really cool to get to race with my sister and niece, they both rode awesome too. Lining up with 40 moto chicks is no joke!". Younger sister got the better of her older sister this year and will have the bragging rights until next year.

Congratulations to everyone who raced Mammoth this year. Reno OTHG had a strong presents at the event.

Here is how all the Reno OTHG members did this year:

Saturday-6/22/2019

30 C- Scott Polan (H1-1st, Main-2nd OA)
40 C-Allen Blanco (H1-14th, Main-13th OA)
40 C-Jason Rubero (H-8th, Main-17th OA)
30 Pro-Jordon Hatchett (M1-17th, M2-18th, OA 17th)
40 B-Anthony Fagundes (M1-9th, M2-4th, OA-4th)
40 B-Kevin Hargett (M1-7th, M2-10th, OA-7th)
40 B-George Forbes (M1-23rd, M2-19th, OA-22nd)



40 B-Sedanna Losey (M1-24th, M2-21st, OA 23rd)
40 A-Scott Stillmock (M1-15th, M2-18th, OA 17th)
50 C-Allen Blanco (M1-2nd, M2-2nd, OA 2nd)
50 C-Bob Heeb (M1-24th, M2-28th, OA 27th)
50 B-Allen Rudd (M1-28th, M2-25th, OA 27th)
60 Open-Tom Molloy (M1-20th, M2-19th, OA 19th)
60 Open-Patrica Holland (M1-21st, M2-18th, OA 18th)



Sunday-6/22/2019

30 C- Scott Polan (H1-1st, Main-DNS)
40 C-Allen Blanco (H3-1st, Main 3rd OA) *Sandy Bagger®*
40 C-Jason Rubero (H1-17th, S1-2nd, Main-17th OA)
30 Pro-Jordon Hatchett (M1-21th, M2-DNS, OA 21th)
40 B-Anthony Fagundes (M1-4th, M2-3rd, OA-4th)
40 B-Kevin Hargett (M1-11th, M2-15th, OA-12th)
40 B-George Forbes (M1-19rd, M2-16th, OA-19nd)
40 B-Sedanna Losey (M1-17th, M2-17st, OA 18rd)
40 A-Scott Stillmock (M1-15th, M2-13th, OA 16th)
50 C-Allen Blanco (M1-1st, M2- 1st, 1st OA)
50 C-Bob Heeb (M1-13st, M2-26th, OA 18th)
50 B-Allen Rudd (M1-21th, M2-23rd, OA 21th)
60 Open-Tom Molloy (M1-17th, M2-16th, OA 16th)
60 Open-Patrica Holland (M1-19th, M2-17th, OA 17th)

Sunday-6/27/2019

Women-Shami Potratz (M1-8th, M2-7th, OA 6th)
Women-Sedanna Losey (M1-11th, M2-6th, OA 8th)





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The SANDBOX

From the Editor,

2-Stroke vs. 4-stroke-Part 2

So, let's weigh the pro's and cons of each. Let's start with money. Four-strokes have become so advanced the price of a new bike these days is upwards of \$10,000. They've even driven up the price of most 2-strokes which haven't seen much development for years.

Remember when a full-size bike hovered around five grand? I realize this is partially due to inflation but advancing 4-strokes aren't helping the cause. If you can afford a 4-stroke, the cost of parts will leave you spending more time at work than at the track. You really want to pay over a thousand dollars for an exhaust? You can outfit a 2-stroke with the same mod for under \$400. Increasing the cost of riding is not conducive to growing the sport.



Two strokes are also safer. Being a lighter bike with less mind of its own, riders remain more in control. When I haven't ridden for a while, my 2 stroke was the first bike I choose. A little swap or headshake? I don't think so. Even with my arms pumped up more than my tires, I can control that bike with my pinky finger. Get on a two stroke, learn some technique and then roll the throttle.

A 2-stroke is lighter, has fewer moving parts, and is easier to work on. While some of those claims are true the modern 4-stroke has come a long way to squash many of these arguments.

The 2-stroke is now a novelty meant for straight rhythms, dream races, and vintage rides on the weekends. The 4-stroke has come a long way from its air-cooled clunky trail beginnings and has taken the industry by storm.

The benefits of the modern 4 stroke include:

- No mixing gas. Pop the top, fill at the pump, oil is for the engine case.
- Easier to ride: Power is much more manageable because the combustions happens every other piston stroke.
- More fuel efficiency and less pollution.
- More torque (who doesn't like more torque?).
- Longer durability: 2-strokes might be easier to do a top-end rebuild but you don't have to change a top-end on a 4 stroke nearly as often.
- Consumes less oil and doesn't foul plugs to even as close as much as a 2-stroke.



While I love my old school 2-stroke and the riding skills needed behind it, my opinion is the masses need fuel injected 4-strokes. If you are on the fence and want something with manageable power that you can fill up at any gas station and go hit the trails for a few hours than a 4-stroke is for you.

While being more complex in design they are simple in functionality: change the oil, air, and oil filter, add gas, and go have fun. No need to break out the science beakers to make sure you have the proper fuel to oil ratio.

All in all, I love both types of motors, they both have their pros and cons, it all comes down to personal preference and deciding which bike fits your style. A good rider can go fast on either. Aaron Bissell/124R