

News

Here is what is happening since the Reno National happened at the end of May. The Bay National happened at Hollister Hills GP track. Be sure to check out the write up on the next page. Reno OTHG teamed up with Winnemucca MX Club to host round 8 of the BBMx series. Thank you to Layne, Tony, Amy, Tyler and Tim for everything they did to help to get the race to happen and to help during the weekend. There were about 331 race entries for the weekend. There were supposedly some complaints about the race 2 weeks prior to this one, but this race seemed to be a lot better. They had got some rain during the week which helped keep moisture in the dirt. It was a fun and flowing track.

A bit of sad news: Matt Airoidi, who had cooked our National dinner and has been a part of the Reno OTHG family for many years lost his battle with cancer. Please keep his family in your prayers.



Valley National preregistration is now open. Be sure to sign up early. Sierra OTHG has their Cancer Relay race next weekend too.

October's meeting is next week, and we will be holding nominations for the 2023 executive board. If you are interested, please be sure to show up to the meeting.

Monthly Meeting

Our OTHG monthly meetings 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.



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2022 BOARD

President: Danny Martin
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Co Race Dir.: Tyler Pizorno
Blair Richardson
Statistician: Aaron Bissell
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2022 OTHG National Schedule

~~RD. 1-South National~~
~~March 25-26, 2021~~
~~LACR~~

~~RD. 2-Sierra National~~
~~April 22-24, 2021~~
~~Prairie City OHV~~

~~RD. 3-Reno National~~
~~May 27-29, 2021~~
~~Riverfront MX~~

~~RD. 4-Bay National~~
~~September 2-4, 2021~~
~~Hollister MX~~

~~RD. 5-Valley National~~
~~October 21-23, 2021~~
~~DT-1~~



Bay OTHG National was held at Hollister Hills GP Track for the first time since 2018. It was defiantly a hot weekend with the temperatures in the triple digits for most of the weekend. Track was fun in the mornings for the first motos but with the heat and lack of water made the track hard and dry later in the day. Eight Reno members made the trek to the historic track.

30+ Intermediate Tyler Pizorno took home a 3rd place for the weekend going 4-2-1-3. Newly promoted Jason Rubero, 38+ Intermediate rode well in his first Intermediate race finishing 9-7-6-5 for 8th overall. For the weekend. 45+ Intermediate George Forbes went 1-1-2-2 for second OA. 45+ Expert Aaron Bissell finished 5th OA for the two day with 5-5-5-4 scores. Blair Richardson in the 45+ Novice got stronger throughout the weekend and finished with 7-7-7-7 scores for a 7th overall. Ken Gourly (65+ Novice) riding a new bike for the weekend scored 6-2-1-1 for 2nd OA. Keven Lindsey (58+ Novice) after getting injured in the first moto. Ernie Gonzales, 52+ beginner went x-x-3-4 for 4th OA.



BBMX Rd 8

Round 8 of the BBMX series was a joint venture between Reno OTHG and Winnemucca MX Club. This from Reno OTHG V.P. Layne Kolbet:

What a great weekend in Winnemucca! Hanging out with great people and riding my dirt cycle. The adventures Tori and I have are too much fun, filled with lots of laughs. They are filled with a lifetime of memories. This trip was no different. Friday, we made the trek, practice started early. Unsure if I was a fan of the split practice schedule or not, but honestly it worked out well up there. Got some seat time in which left the rest of the day to relax.

Saturday the track was deluxe! The track was prepped well with a fun and challenging layout. The dirt up there is something special. You can carve a line anywhere. The track was long and fast, while I was enjoying it, it took a bit to get comfortable with the track. Coming off the REP night series where the track is smaller, tighter, and rutted, Winnemucca was not any of those.

Disclaimer... I am not a fan of man-made lines in a turn, especially narrowing a section and eliminating good lines from developing. The art of line picking is eliminated (just my opinion).

Funny thing as you get older some of the easiest jumps become the hardest to overcome. You slow up and wonder WTF! Completely over thinking and doubting yourself. It is always a bonus that they are built for racers of all abilities and the Mucca has that. With age sometimes it takes a bit more



BBMX Rd 8 cont.

to do those obstacles, but I wish I was riding there today not sitting at my desk writing this.

After practice, we grabbed some pizza at Winnemucca Pizzeria, which is always tasty, then headed to the pool and enjoyed some quality hag time. Always a good time hanging with fellow moto families and getting to know them outside the track.

Sunday... the excitement was a bit over the top. Practice was crazy early especially after not sleeping very well. Got dressed and fueled up the bike and headed out for some practice laps. For some reason, my bike felt boggy and slow, which made practice a little difficult. Thought it might have just been me at first but was still pretty darn excited. The track wasn't groomed near as good and had quite a few bumps in it from Saturday's practice. It is fine as it leads rougher motos. Everyone has to race the same track.

First moto, I was second called in for the gate pick. I was feeling solid and comfortable. The gate dropped and my bike bogged hard off the gate, and I was left in the dust. I struggled... in my last motto of the day I got a good start, but my bike just didn't pull. It was weird. I came around and was feeling alright and when I came to the step down/ski jump and my bike just stumbled and fell on its face. It was a true challenge to ride, but I had fun every minute of it. Heck if nothing else my machine looked good.

Being in Winnemucca brought back lots of good memories. From racing to family time to seeing so many familiar faces, WOW! It is hard to believe how long many of us have known each other.

Back to the bike issue. I was given some race gas to do some testing



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with. I may have not been paying enough attention and grabbed a can that was not to spec for what my bike is mapped for. Without even thinking I just kept riding it. I could have adjusted my ECU for it but did not. (Sigh)...live and learn. And I should not assume, I should have verified what fuel to use.

Lastly, it was quite the change for the last time I had raced there. The Reno OTHG club moto use to be two gates of members. This time there was only four members and a guest. It was a sad change. For those who didn't race missed out on a good day of racing. Hopefully we can get back to the level and get more of us racing on a consistent bases.



2022 Race Schedule



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2022 BMX Race Schedule

Rd.	Date	Club	Location
1	3/12-13	WMX	Winnemucca
2	4/2-3	OTHG	Riverfront
3	4/16-17	GRMX	Carlin
4	5/21-22	OTMX	95A
5	6/11-12	REP	E-Street
6	7/16	REP	Riverfront
7	9/3-4	WMX	Winnemucca
8	9/17-18	OTHG	Winnemucca
9	10/8-9	OTMX	95A
10	10/22-23	REP	Prairie City
11	11/5-6	OTMX	95A

2022 Bay/Sierra Race Schedule

Date	Club	Track
1/29-30	Sierra	PC
2/12-13	Bay	Oatfield
3/5-6	Bay	Argyll
3/25-27	South*	LACR
4/9-10	Sierra	PC
4/22-24	Sierra*	PC
5/6-7	Sierra	E-Street
5/27-29	Reno*	Riverfront
7/23-24	Bay	Club Moto
8/6-7	Sierra	MMX
8/20-21	Bay	Hollister
9/2-4	Bay*	Hollister
9/17-18	Sierra	Riverfront
10/1-2	Sierra	PC
Cancer Relay		
10/8-9	Bay	Argyll
10/21-23	Valley*	DT1
11/12-13	Sierra	Oatfield

***Bold-National Race**

2022 REP Races

RD	Date	Series	Track
1	5/14	Sat. Night	Riverfront
2	6/11	Sat. Night	Riverfront
3	7/9	Sat. Night	Riverfront
4	7/23	Sat. Night	Riverfront
5	8/6	Sat. Night	Riverfront
6	8/20	Sat. Night	Riverfront



The constant battle of time... how long is too long. What is too many classes or motos? Is there some magic to make all happy?

The fact is no... but the real battle is with time.

Time The old saying "time is money."

Much like with anything it can be applied to motocross racing. As a promoter of events, we must capitalize on our racers by offering classes so racers can do more than one race per event if they feel inclined too. It helps ensure the event is profitable. That is how Saturday practices came to be a part of it all, profitability. (Without Saturday practices we could have paid the bills.) Now racing two classes is a huge thing within the younger racers. Mini, super mini, mini open etc... A few things come into play with all that. It becomes a scheduling nightmare! Nobody wants back-to-back motos, or close to it. Next is that race against the clock. Time is everything and there is no way to gain any of it back when it is lost. Starting late, having too long of break, scoring, or dealing with an injured rider... you can't get that time back. IMO somethings are acceptable others are not! Being late is not one of them... it's a constant battle across the board.

We as racers in Northern Nevada are behind the times when it comes to using transponders. We use them at all our OTHG nationals, all other tracks in Northern California use them. Not to mention every professional supercross or motocross uses them. In my time we wasted more money or efforts to try to not use Mylaps transponders than I care to think of, its pretty scary. I remember when the price of racing went up five dollars to help with the cost of getting a water truck repaired. After the truck was repaired, we didn't lower the price... it became the new normal to many of us. Much like with having to buy a transponder or rent one. It'd be like if you race any OTHG nationals or anything over the hill you are accustomed to using one...But here is the catch the amount of up-front money to buy the system and another a group to be in responsible for it. Unfortunately, our dynamic is odd due to so many that need use the system for it to work.

