

OCTOBER 2015

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FAME CLASS OF 2015

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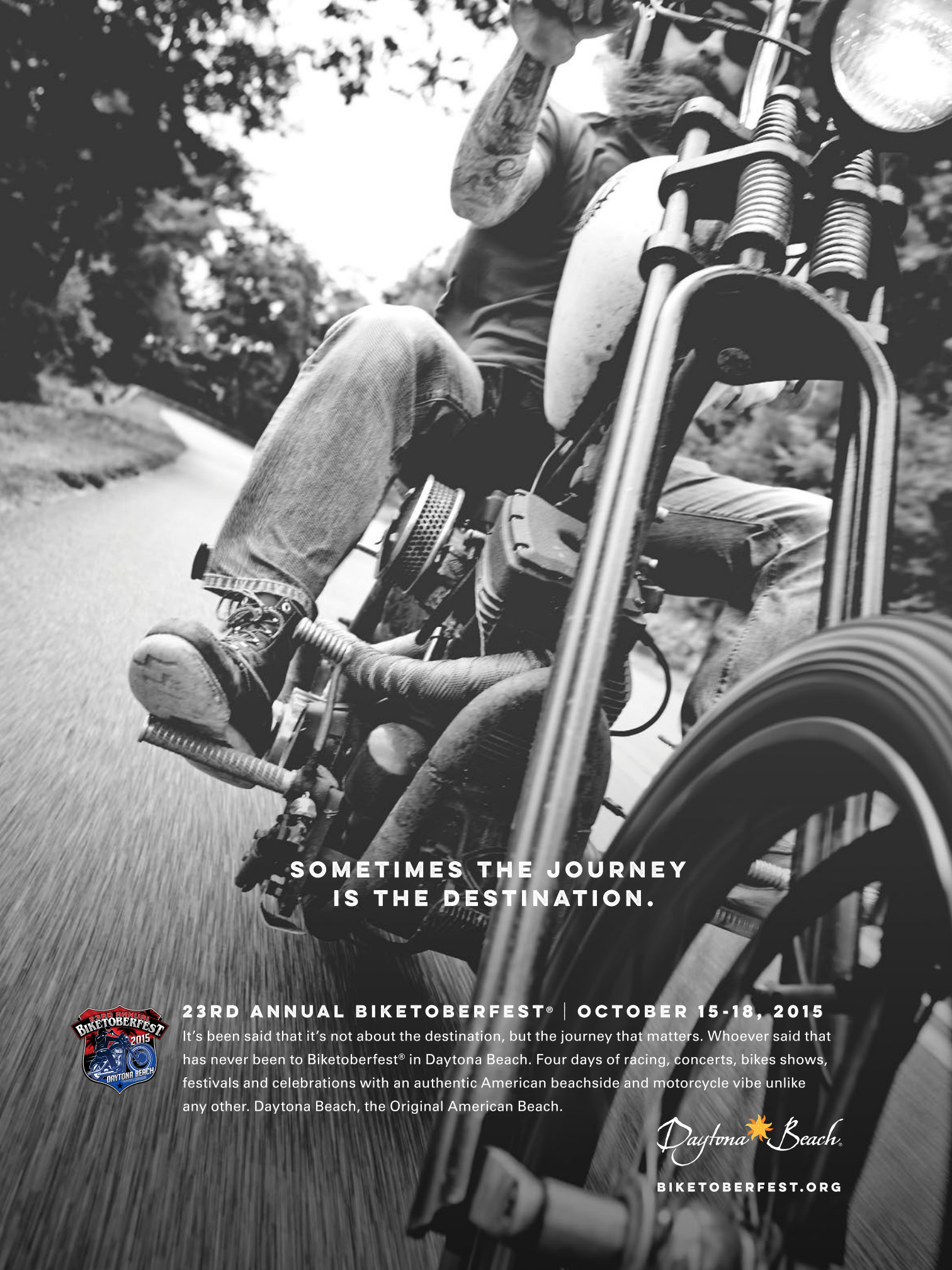


THE CLASS OF 2015

Alex Jorgensen, John Kocinski, Keith McCarty, John Parham, Rodney Smith, Richard Teerlink

2015 HALL OF FAME LEGEND

Wayne Rainey



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Motorcycle fans of all ages will head to Orlando Oct. 15-18 for the American International Motorcycle Expo, where they can pose on cool bikes like these and catch the AMA Motorcycle Hall of Fame Induction Ceremony on Oct. 17.

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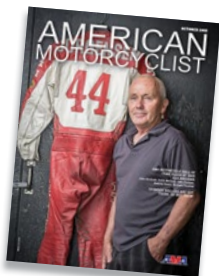
STREET COVER

After making J&P Cycles an international success, John Parham became one of motorcycle history's most generous patrons. Now he is going into the Hall of Fame. Read more on page 34.



DIRT COVER

Alex Jorgensen is one of dirt-track racing's most versatile racers. Meet him and other members of the Hall of Fame Class of 2015 starting on page 34.



American Motorcyclist magazine (ISSN 0277-9358) is published monthly by the American Motorcyclist Association, 13515 Yarmouth Dr., Pickerington, OH 43147. Copyright by the American Motorcyclist Association/American Motorcyclist 2015. Printed in USA. Subscription rate: Magazine subscription fee of \$19.95 covered in membership dues.

Postmaster: Mail form 3579 to 13515 Yarmouth Dr., Pickerington, OH 43147. Periodical postage paid at Pickerington, Ohio, and at additional mailing offices.

October 2015
 Volume 69, Number 10
 Published by the
 American Motorcyclist Association
 13515 Yarmouth Dr.
 Pickerington, OH 43147
 (800) AMA-JOIN (262-5646)
www.americanmotorcyclist.com



PAGE 26. A great road tour involves amazing roads and awesome scenery. Here's one that has both in spades.

Street Edition Only!



PAGE 23. Supersport champ J.D. Beach wants you to read the latest race recaps.

Dirt/Competition Edition Only!

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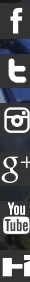
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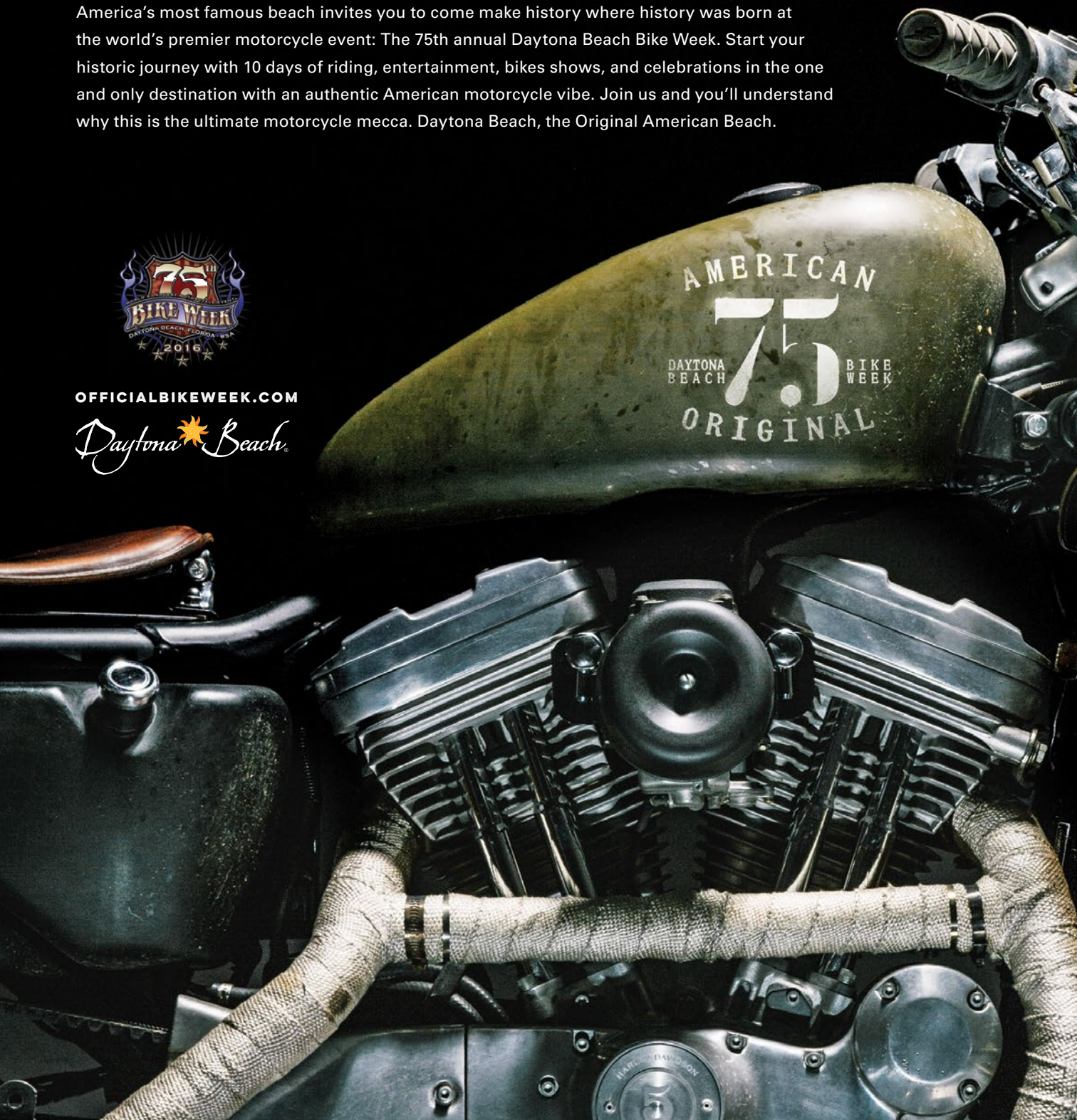
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Letter of the Month

ADVENTURE RIDING

I wanted to share this picture of my bike taken at Atigun Pass on the Dalton Highway. My buddy Joe Crook and I took a little run to Alaska this summer. The round trip from Iowa tallied 8,500 miles. We completed the trip in about 12 days. The Alaskan Highway and the run up to Prudhoe Bay on the Dalton are some of the most memorable roads I've ever ridden. It was an experience of a lifetime.

Victory makes a heck of a bagger, but it can be tricked into thinking it's an oversized dirt bike if the rider is lacking in common sense. That picture taken with the other motorcycles is at Coldfoot. Slimy mud is a good bit of work on street tread.

Aaron Kelly
Moravia, Iowa



THE RIGHT SIZE

I just read the article in the September 2015 issue of *American Motorcyclist* about getting women riding (page 28 of the recreational riding version of the magazine).

As the husband and father of women motorcyclists, I would have to say that fit was probably one of the biggest problems my wife and daughter [encountered] finding the right motorcycle. They both started on Kawasaki 250 Ninjas, but where were they to go once they decided they needed something more? Kawasaki's new 650 Vulcan, with its adjustable ergonomics, is a step in the right direction. The Honda CTX 700 with hardbags and a fairing is also nice. But these options were not available to them when they started riding.

Women shouldn't be forced to ride a cruiser, or something similar, simply because they feel that a sportbike is too tall for them. If a lowering kit were available for more new bikes and there were more knowledgeable women salespersons to sell them, you might find more women walking into motorcycle dealerships to buy a bike.

Just think of the explosion of women

riders that could be possible when these new, more ergonomically friendly bikes hit the used market where a young mother or high school/college student could more easily afford them.

John Weber
Festus, Mo.

WHAT'S IN THAT PHOTO?

The guest column in the September issue ["My Commute"] was a great story, but readers might not understand the photo. The background is a front-end shot of the latest in commercial gas turbines, a GENx engine used on the new Boeing 787 (some 787s are ordered with RR Trents). What is shown are its 18 carbon fiber fan blades that produce most of the engine's approximately 75,000 pounds of thrust via this massive



multi-blade cool-air bypass fan. The fan diameter is about 9 feet, 4 inches.

Besides testing about 1,600 engines annually, the Peebles Test Operation assembles about 500 new engines. So Sam Phillips not only has a fabulous commute and ride, it looks like an exciting place

to work. A good life made better by motorcycles.

Larry Weitzman
Placerville, Calif.

TO SPLIT OR NOT TO SPLIT

Regarding your lane splitting article ["Lane-Splitting: Slow But Forward," September issue], and the proposed laws to allow it in several states, I would support lane splitting, and it has been talked about here in Illinois, too. But, I would never do it myself outside of California.

I believe all the statistics cited as to the good safety record in California, but that is because that state has grown up with lane splitting for more than 60 years. California drivers are familiar with it and are used to seeing it done all the time.

My fear is that when it becomes practiced in a new state, with drivers unaccustomed to it, it will mean carnage on those highways for years. Drivers don't see motorcycles already, and expecting them to suddenly become aware of them when sitting in heavy traffic, where darting back and forth between lanes is common practice, it can only lead to trouble.

Ken "Hawkeye" Glassman
Arlington Heights, Ill.

Thanks Ken, we agree that lane splitting is not for every rider but we also support riders and clubs that want to make it legal in their states. Where allowed, lane splitting should always be a choice. The full AMA position statement on lane splitting is on our website at www.americanmotorcyclist.com.

LEGAL MATTERS

While I applaud the AMA's support of this practice throughout the United States, your commentary prompts me to pick what may seem like a nit. About the legality of lane-splitting in California, you say that California is "a state where the practice already is tacitly legal, but unregulated. In other words, there is no law against it."

This and similar statements are constantly being asserted in articles about California lane-splitting, and they are

wrong-headed. Under our Constitution and legal system, any behavior is legal unless it is prohibited. Such behavior is not merely "tacitly legal." Behavior does not need to be specifically approved of or legislated into legality; if it is not prohibited, it is fully, unadulteratedly, unambiguously, legal. This principle is the basis of all our freedoms.

For example, no jurisdiction in the United States declares that walking down the sidewalk is legal. That does not mean that, in the absence of a law specifically approving it, walking down the sidewalk is merely "tacitly legal." It is, simply, legal. Similarly, in the absence of a specific, carefully, narrowly drawn prohibition, lane-splitting in California is not merely "tacitly legal." It is, simply, fully, legal.

This may seem like a small point, but it causes concern because it implies and legitimizes a major gap in people's understanding of the way our Constitution and legal system was intended to work by the brilliant architects of our freedoms.

If we as motorcyclists, and as citizens, want to protect our freedoms, we need to have a clear and articulate understanding of how America is supposed to work.

Gary Karasik
Los Angeles, Calif.

Sound Off!

A roundup of recent comments on Facebook (www.facebook.com/americanmotorcyclist), Instagram and Twitter (@AMA_Racing, @AMA_Riding).



In response to The Muskegon Motorcycle Club visiting the #AMAHoF on their way home from the AMA Hillclimb Grand Championship...



Jeremy Allen Vanwyk: Thank you for your hospitality! We had a wonderful time visiting.

Responding to the "Ask the MSF" column from the September issue of #AmericanMotorcyclist...



George Hellinger: Never stop building your skills. Practice as if your life depends on it. It does.

In response to the 1986 Honda CR250R being raffled off as a fundraiser for the AMA Motorcycle Hall of Fame...



Lee Phillippi: I had an '87 for about 10 years. Great bike.



In response to a throwback photo of a vintage hillclimb and a wish of good luck for the amateur hillclimb nationals...

@david_chapman55: I was at the grand championships this weekend with my cousin Adam Holmes and I had a blast!

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ORLANDO IS CALLING

Something For Everyone

Last month in this space, I wrote about AMA Vintage Motorcycle Days, how great the event was this summer, and how it is the most significant fundraiser each year for the AMA Motorcycle Hall of Fame and museum. There is an equally significant event on the calendar each year: the AMA Motorcycle Hall of Fame Induction Ceremony.

The annual Hall of Fame induction ceremony is a very special occasion. I have experienced nothing like it in motorcycling. The event stirs rare and deep emotions for the hundreds of attendees and there is rarely a dry eye in the house at the conclusion of the ceremony.

The individuals who are honored with the distinction of being inducted into the Hall of Fame are truly the best of the best. They are motorcycling's icons who are revered for their skill and admired for their exploits. They are heroes of competition, visionaries who have turned their dreams into realities, advocates for our lifestyle, and captains of the motorcycle industry.

The AMA Motorcycle Hall of Fame Induction Ceremony is accessible to everyone and provides a great opportunity to see the heroes of your youth—not just on stage but also at autograph sessions. Not only can you see and meet members of the current class of inductees, but there are many other Hall of Famers who attend the event as well.

For a number of years, the Hall of Fame induction ceremony was held at a Las Vegas casino. It was a wonderful affair, complete with an elaborate sit-down dinner and an impressive ceremony, emceed by actor and AMA and American Motorcycle Heritage Foundation board member Perry King.

It was also costly, both in terms of ticket price and overall cost to the AMA. Because so much of the motorcycle industry is located in Southern California, the proximity of Las Vegas to Southern California made the annual event a major draw for those who work in motorcycling. These factors created a perception that the induction ceremony was an exclusive gathering that was only open to those who worked in the motorcycle industry and not open to the general public. This was an unfortunate perception because the induction ceremony has always been open to the public.

In an effort to make the induction ceremony more accessible to the public and, in particular, to AMA members, last year the event was moved to Orlando, Fla., to be held in conjunction with the American International Motorcycle Expo. AIMExpo is a motorcycle trade show for motorcycle dealers and consumers that got its start in October 2013. There is no longer a dinner as part of the induction ceremony, but the show's high production values remain—now staged in a true theater—and Perry King continues to do a terrific job as the event emcee.

The 2015 AMA Motorcycle Hall of Fame Induction Ceremony,



By Rob Dingman



Digital Imaging Direct

once again part of the AIMExpo, will be held on Saturday, Oct. 17, at the Chapin Theater at the Orange County Convention Center. The ceremony itself will be at 8:30 p.m. Reserved seating tickets are available for just \$25. In addition, there will be a VIP reception before the ceremony from 6-8 p.m. Tickets to the reception are \$90 and include reserved seating in the induction ceremony as well as one-day admission to Saturday or Sunday at AIMExpo. To purchase tickets, visit www.MotorcycleMuseum.org/HOF2015 or call (614) 856-1900.

Those who will be inducted as part of this year's class include road racing champion John Kocinski, former Harley-Davidson CEO Richard Teerlink, off-road racing champion Rodney Smith, entrepreneur and industry patron John Parham, dirt tracker Alex Jorgensen and longtime Yamaha Motor Corp. U.S.A. race team manager Keith McCarty.

In addition to the 2015 induction class, three-time world champion road racer Wayne Rainey will be honored as an AMA Motorcycle Hall of Fame Legend. Hall of Fame Legends are selected from existing Hall of Famers to have their lifetime accomplishments showcased as part of the annual induction ceremony of a new class.

Throughout the year, the motorcycling community has a number of amazing events. They are as diverse as the riders they attract—from the camaraderie of Americade to the passion of AMA amateur national championships to the good times at Sturgis to the thrills of the MotoAmerica road racing championship to the nostalgia of AMA Vintage Motorcycle Days. While all of these events have something for everyone, few are as universally appealing as the AMA Motorcycle Hall of Fame Induction Ceremony and AIMExpo.

So, whatever and however you ride, make plans to come to Florida this October. Between the 2015 AMA Motorcycle Hall of Fame Induction Ceremony and AIMExpo, Oct. 15-18 is shaping up to be a fantastic week in Orlando. I hope to see you there!

Rob Dingman is the president and CEO of the AMA.

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SENATE PASSES HIGHWAY BILL

MAP-21 Extended Through Oct. 29

The U.S. Senate passed its version of the bill to fund the nation's highway and transportation programs and included several provisions affecting motorcyclists and all-terrain-vehicle riders. The House version of the bill has yet to be introduced.

Congress passed a three-month extension of the existing law—called MAP-21—to keep things rolling through

October.

Among the provisions in the Senate bill—named the DRIVE Act for Developing a Reliable and Innovative Vision for the Economy—are graduated licensing, defunding motorcycle-only checkpoints, more flexibility for states in setting tolls, funding for the Recreational Trails Program and increases in funding for highway safety programs.



Advocate Larry Walker (left) visits Nick Haris (middle) and Sean Hutson at the AMA booth.

AMA ATTENDS LEGISLATIVE SUMMIT

State Officials Hear Motorcyclists' Concerns

The AMA was represented at the National Conference of State Legislatures 2015 Legislative Summit, which took place Aug. 3-6 in Seattle.

Western States Representative Nick Haris and Government Relations Manager Sean Hutson manned the AMA booth and spent time at the conference talking with state legislators and their staff members about issues of

importance to motorcyclists.

Of high interest this year were E15 fuel, distracted driving, motorcycle-only checkpoints, access to public lands and lane splitting.

The AMA booth also featured a Harley-Davidson Softail Slim on loan from Seattle's Eastside Harley-Davidson, which helped draw visitors to the booth.

THIRD RATTLESNAKE BAY LOOP REOPENS

New Trails Complete Riding Circuit That Was Closed For Years

The U.S. Forest Service has reopened Phase II of the Rattlesnake Bay OHV Trail in the DeSoto National Forest in Mississippi. The August announcement officially completes the reopening of the trail system that was closed by the Forest Service in 2003.

The first phase of the reopening—including a 7.6-mile loop and a 1.9-mile loop—occurred on Sept. 20, 2014, following years of effort by local riders.

The new loop adds 28 miles of trails.

"Rattle Snake Bay is officially completed! All three loops are now active," says Dale Tallman Jr., an AMA member who was one of the leaders of the effort. "The Phase II Loop will require some riding action to get it worn back in, but that should take care of itself this fall once it cools down a bit and more people feel like riding."

The reopening of the trails was made possible by the approval of a recreational fee structure adopted by the U.S. Forest Service Southern Region Recreation Resource Advisory Committee and cooperation between the USFS and the off-highway-vehicle group Friends of Rattlesnake Bay.

"Rattlesnake Bay's reopening would never have been possible if there hadn't been an ongoing interest and effort among the local riders," says Steve Salisbury, AMA off-highway government relations manager.

Salisbury and Jack Terrell, senior project manager for the National Off-Highway Vehicle Conservation Council, assisted Tallman and advocates Fred Pittman, Robert Rockco and others in forming the Friends of Rattlesnake Bay to present a unified voice.

Salisbury says that the effort will be featured as part of a presentation at the 2015 Annual NOHVC and International Off-Highway Vehicle Administrators Association Joint Conference.



WILDERNESS ACT PASSES AFFECTING WHITE CLOUDS, BOULDER

Provision Allows Continued Motorized Recreation

The Sawtooth National Recreation Area and Jerry Peak Wilderness Additions Act – H.R. 1138 – passed the U.S. Senate and went to the president for his signature in August.

The act, sponsored by U.S. Rep. Mike Simpson (R-Idaho) includes the designation of 88,079 acres as the Boulder Wilderness and 90,841 acres as the White Clouds Wilderness among new wilderness areas.

The bill contains a provision preserving existing motorized recreation. The bill also releases several wilderness study areas.



U.S. Rep. Mike Simpson (R-Idaho)

PRESIDENT DESIGNATES THREE NEW MONUMENTS

Protected Areas Include Nevada, Northern California, Texas

President Barack Obama designated three areas as national monuments in July, including the Berryessa Snow Mountain in Northern California.

Other areas were the Basin and Range in Nevada and the Waco Mammoth in Texas. In all, the three designations encompass more than 1 million acres.

Berryessa stretches nearly 100 miles, including elevations from nearly sea level to about 7,000 feet.

The BlueRibbon Coalition supported creation of the Berryessa monument, with assurances that the off-highway-vehicle community's access and interests would be protected.



Berryessa Snow Mountain

Doug Printz



RAFFLE BIKE



1986 HONDA CR250R

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EPA GETS AN EARFUL FROM MOTORCYCLISTS ABOUT ETHANOL

Nearly 30,000 Sign Petition Calling For Rollback Of Mandate

The AMA delivered 29,379 signatures to the U.S. Environmental Protection Agency in July, along with a forceful message in opposition to the agency's proposal to increase the amount of ethanol in the nation's fuel.

"The Renewable Fuel Standard proposal announced on May 29 by the EPA would increase the risk of inadvertent misfueling for motorcyclists and all-terrain-vehicle owners by forcing the widespread availability of higher-ethanol fuel blends, such as E15," says Wayne Allard, AMA vice president for government relations.

The signatures were gathered in an online AMA petition during the EPA's official comment period regarding the proposed Renewable Fuel Standard for 2014, 2015 and 2016. The AMA is urging the agency to reduce the amount of ethanol required to be blended into the

AMA POLL SHOWS VOTERS WANT RFS CHANGE

Members Of Both Major Parties Favor Reform

Seventy-eight percent of likely 2016 voters said they have "very serious concerns" about using E15 after learning about its potential harm to fuels systems and engines, according to a poll sponsored by the AMA and conducted by Lake Research Partners and Bellwether Research & Consulting.

The poll of 1,000 respondents also found that 45 percent oppose federal mandates that require increasing amounts of corn ethanol in our nation's fuel supply. Just 31 percent favored the mandate.

The poll also showed that 67 percent of likely voters favor the U.S. Environmental Protection Agency setting ethanol volumes below what is currently required by law, with 68 percent of Democrats and 71 percent of Republicans supporting volumes lower than the statutory requirement.

The poll was conducted via phone with professional interviewers using both landline and cell phones from July 6-10. Interviewers reached 1000 likely national 2016 voters who self-identified as follows: 400 Democrats, 340 Republicans and 226 Independents.

nation's fuel supply.

"By forcing higher-ethanol fuel blends into the marketplace, the E10 most Americans currently rely on for their vehicles could become less available and gasoline with no ethanol may become virtually unavailable," Allard says.

The EPA proposed setting the Renewable Fuel Standard for 2014 at the

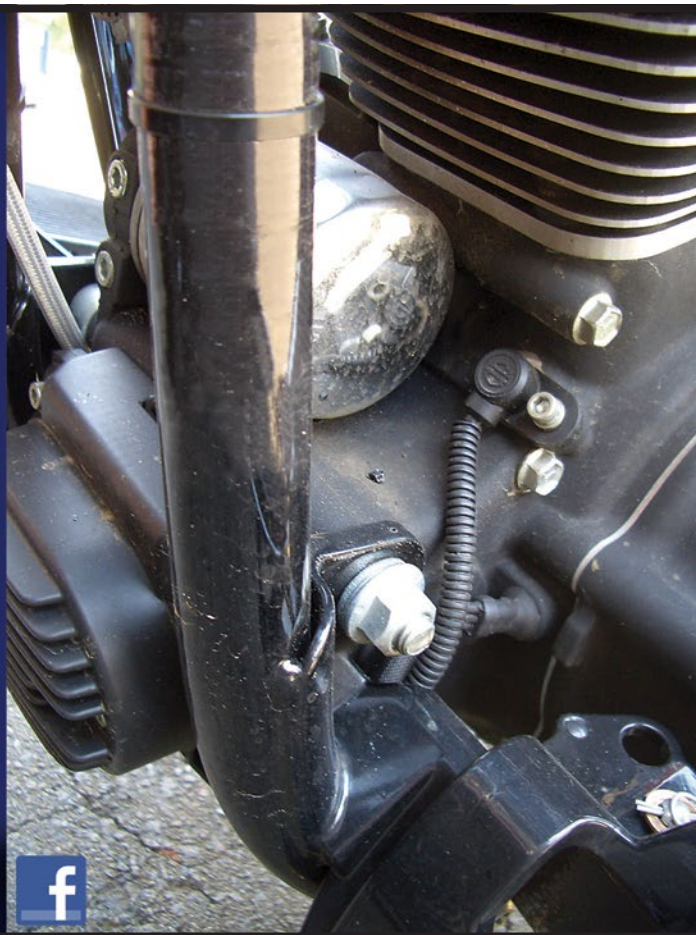
levels that were actually produced and used, which totaled 15.93 billion gallons. But for 2015, the standard rises to 16.3 billion gallons. And for 2016, the total increases again, to 17.4 billion gallons.

The EPA's comment period on the proposed rule ended July 27. The agency intends to take final action on this proposal by Nov. 30.

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AMA PARTNERS WITH FIREFIGHTERS

National Volunteer Fire Council Supports New Jersey Enduro Riders

Working with the East Coast Enduro Association to improve access to trails on state land in New Jersey, the AMA enlisted the help of the National Volunteer Fire Council, whose members receive proceeds from ECEA events.

Wayne Allard, AMA vice president for government relations, wrote to New Jersey Gov. Chris Christie highlighting the economic impact of enduro events

and pointing out that the firefighters, the Boy Scouts of America troops, Girl Scouts of America troops, and other organizations receive donations from the ECEA and count on that continued revenue source.

The letter was co-signed by the ECEA, the president of the New Jersey State Volunteer Firemen's Association and the chairman of the NVFC.

AMA SUPPORTS PERMANENT OHV SITES IN CALIFORNIA

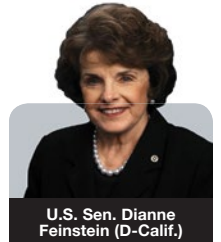
U.S. Senate Bill Would Benefit Motorized Recreation

The California Desert Conservation and Recreation Act of 2015 (S. 414) would administratively designate a number of existing, managed off-highway-vehicle recreation sites as permanent official OHV recreation areas.

The areas are Dumont Dunes, El Mirage, Rasor, Spangler Hills and Stoddard Valley.

The AMA supports the bill, sponsored by U.S. Sen. Dianne Feinstein (D-Calif.), on the condition that its protections for responsible off-road access are unchanged in the legislative process.

The AMA also is seeking acre-for-acre mitigation should any OHV land be lost in the future to energy-related development, says AMA Western States Representative Nick Haris.



U.S. Sen. Dianne Feinstein (D-Calif.)

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WAYNE NATIONAL FOREST BYPASS OPENS

Trail Tunnel Passes Under Highway

The southern section of the Dorr Run Loop in the Wayne National Forest in Ohio is now open to off-highway-vehicle riders.

The 4-mile section had been closed during construction of a bypass along U.S. 33, which severed

sections of the OHV trail. The reconnection tunnel was funded by a \$170,000 grant from the 2013 Recreational Trails Program.

The Wayne National Forest has more than 100 miles of designated motorized trails, the largest such system in Ohio.



Nate Hudson meets with a local officer at the Mississippi State Capitol in Jackson, Miss.

ALLSTATE INSURANCE CO. SPONSORS SAFETY RIDE

Cross-Country Trip Promotes Motorcycle Questions On Driver Tests

A 17,000-mile, cross-country motorcycle ride sponsored by Allstate Insurance Co. is intended to convince state governments to add questions about motorcycle awareness

and safety to their driver license tests.

Nate Hudson, of Long Beach, Calif., made the 111-day trip on his 2015 Indian Roadmaster.

STATEWATCH

ALABAMA

With the adoption of H.B. 212, Alabama became the last state to require motorcycle operators to take a rider safety course or written test to obtain a Class M endorsement. State Rep. Phillip Pettus' bill grandfathers in all Alabama riders who already have a Class M endorsement. The law, signed by Gov. Robert Bentley, takes effect Jan. 1.

HAWAII

Gov. David Ige signed a law repealing the state's requirement that gasoline offered for sale in the state contain ethanol. The wording of the law includes acknowledgement that blending ethanol into gasoline does not produce any economic benefit, and the importing of ethanol creates an economic burden for residents.

ILLINOIS

S.R. 607, adopted in May, directs the Illinois Department of Transportation to conduct a study on the feasibility of a mileage-based user fee program for the state for all vehicles.

MISSOURI

H.B. 650, sponsored by state Rep. Robert Cornejo (R-St. Peters) would permit auxiliary lighting on motorcycles. The bill would allow amber and white lights, LED pods and strips that do not blink, flash or oscillate and that are directed toward the engine and drivetrain. H.B. 650 was unanimously approved by the legislature and sent to Gov. Jay Nixon for his signature.

OHIO

H.B. 154, the state's "dead red" bill, has been reported out of the House Armed Services, Veterans Affairs and Public Safety Committee. The bill would permit motorcyclists to proceed through a malfunctioning red light to treat it as a stop sign, proceeding through the intersection after stopping and checking for approaching traffic.

PENNSYLVANIA

Gov. Tom Wolf signed S.B. 284 into law in July, creating a specialty motorcycle license plate honoring military veterans. There is a \$35 fee in addition to the state registration fee. The Veterans' Trust Fund receives \$15 of the fee paid by the applicant for the plate.

TENNESSEE

Motorcyclists participating in funeral processions, memorial rides with police escorts or body escort details may now remove their helmets while riding. As passed and signed into law, H.B. 395/S.B. 469 states that riders must be 21 years or older, and the procession may not be traveling at more than 30 mph. The bill sponsors say it allows riders to show respect and represents a step toward a full repeal of the state's mandatory helmet law.

TEXAS

S.B. 754, signed by Gov. Greg Abbott, expands the use of money in the state's motorcycle education fund to be used for conducting motorcycle safety and "share-the-road" campaigns. Previously, the fund could be used only to pay for motorcycle operator training courses.

WASHINGTON

H.B. 1738, passed by the legislature and signed by Gov. Jay Inslee, restores the state fuel tax refund paid into the off-road-vehicle fund to the full amount eligible. The current 1-percent refund continues through June 30, 2031. After that date, the off-road-vehicle fund will receive the state's motor vehicle fuel tax rate in existence at the time of the fuel purchase.

WISCONSIN

Gov. Scott Walker signed legislation that allows motorcycle owners to mount colored lights on their bikes. The bill allows owners to use colors other than red, blue or amber as long as the lights are directed downward and do not flash or rotate.



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Lessons Learned

FINDING COMMON GROUND

Randy Banis Tackles Land-Use Issues

When California's Randy Banis learned that some backcountry roads were being closed by solar and wind energy facilities for their associated mitigation projects, his first move was to reach out to the AMA and other off-highway-vehicle groups to get their backing.

Next, he parlayed those affiliations into a seat on the Desert Renewable Energy Conservation Plan stakeholder committee.

"This allowed me to speak with a unified voice on behalf of those who operate motorcycles, 4x4s and other vehicles in the desert," he says.

Once he was on the committee, Banis worked with moderate members of the conservation community that agreed on areas that should be excluded from renewable energy development and protected for recreation.

"Lastly, I painted OHV users with the broadest brush possible to include those who camp, hunt, rock hound, take photos and visit historical sites—basically, all those who depend on the roads and trails in the pursuit of their recreational activities," Banis says. "Much of what

attracts all of us to the desert are the unspoiled views and unique natural resources that are easily impacted by, or altogether lost to renewable energy development."

Through his work and the cooperation of others, Banis succeeded in protecting access for responsible OHV recreation in the state's desert areas, even as major renewable energy projects continue development.

"The Desert Renewable Energy Conservation Plan seeks to identify the best areas to develop for wind and solar energy production while protecting other lands for conservation and other competing uses such as recreation," Banis says. "For the current version of the plan, OHV recreation areas are protected from renewable energy development, all backcountry OHV roads and trails remain open in the proposed conservation areas, and OHV opportunities lost to solar and wind projects must be mitigated."

Banis is not new to political activism. In addition to membership on the DRECP committee, he represents the public-

at-large on the U.S. Bureau of Land Management's California Desert District Advisory Council, serving three terms as chairman.

He also is the founder and owner of the oldest and largest digital services firm in Northern Los Angeles County and is the editor of DeathValley.com, a popular online resource for backcountry travel in Death Valley and the Mojave Desert.

Recently he led a successful effort to designate the 28-mile Nadeau Trail near Death Valley, as an official National Recreation Trail.

Banis is an AMA member, a life member of the Death Valley 49ers, the Death Valley Natural History Association and the California Off-Road Vehicle Association. He is a past-president and member of the Southern California Land Rover Club, and a member of the Friends of Jawbone, Leona Valley Improvement Association and Historical Society of the Upper Mojave Desert.

Banis agreed to share some of his insights about effective advocacy.

AMERICAN MOTORCYCLIST: What prompted you to become involved in the Desert Renewable Energy Conservation Plan?

RANDY BANIS: When the DRECP began, OHV leaders were already fully engaged in

countering a proposed military expansion into the largest OHV recreation area in the California desert. Rather than being yet one more cook in that busy kitchen, I felt that I could do more good by tackling another big issue that was receiving less attention, and that was the DRECP.

AMA: What tactic did you find most effective?

RB: I think the most effective tactic was depicting OHVs as a diverse group of recreation enthusiasts who enjoy the desert for its wide open spaces. Some motorcyclists prefer to explore the desert's vastness on dual sport motorcycles, while others seek to harness its rugged terrain for racing and jumping dirt bikes. Our activities may differ, but our reasons for enjoying the desert are much the same: love of outdoors, love of adventure, and love of family and friends.

AMA: Talk about the importance of grassroots activism in protecting the rights of motorcyclists.

RB: Motorcyclists are fortunate to have AMA's experts and offices hard at work in the many places where decisions are made on our issues. However, the issues on which they focus, and the positions they take on these issues, depend entirely on the grassroots efforts of AMA members. When members organize and become active on the grassroots level, they help set the agenda for AMA's leadership and provide a foundation for their success.

AMA: What advice would you offer AMA members who want to become involved in an issue?

RB: Land management issues, such as opening and closing trails, are usually decided by agency administrators and not our elected politicians. Such decisions are reached through open public processes in which ordinary people can participate. Attend the public meetings for these decision making processes. Listen and learn all that you can. And second, introduce yourself and network with the other attendees, so you are not working alone. You'll gain strength through knowledge and numbers.

AMA: Is there anything else you would like to add?

RB: Activism benefits from patience. Some issues take several months to several years to resolve, and like climbing a hill, it is usually the steepest near the top. Don't be discouraged by the inevitable and occasional setbacks, and be prepared to change course as the conditions evolve.



Bungee Brent Photography

BIKER BROTHERHOOD

Oakland Riders Contribute \$10,000 To Rebuild Frisco Clubhouse

Flooding in December has forced the San Francisco Motorcycle Club out of the Folsom Street clubhouse it has used since 1949 while crews work to complete an extensive rebuilding project that likely will cost more than \$100,000.

During the repair process, club members have been meeting at the Bay View Boat Club, sometimes at the DNA Lounge nightclub and, occasionally, at the Oakland Motorcycle Club.

"We've also had generous offers from many of our brother and sister clubs within AMA District 36 to use their facilities where the need arises," says Brian Holm, the SFMC's historian. "It's times like these when you're reminded of who your friends are."

In addition to its hospitality to fellow motorcyclists, the Oakland club also demonstrated its friendship by donating \$10,000 to help with the repair costs.

"We are very lucky, because we own our property and have income to the club, and all our events do very well," says Bungee Brent Borgstede, Oakland club president. "This is almost a sister club to us. They are all great people. And we were happy to be able to do this for them."

Both clubs are AMA-chartered.

The San Francisco Motorcycle Club started in 1904 and has been chartered with the AMA since the association's founding in 1924. Earlier, it was chartered with AMA's predecessors,

including the Federation of American Motorcyclists and the Motorcycle & Allied Trades Association, Holm says.

The Oakland Motorcycle Club celebrated 100 years of continuous operation in 2007.

"We are the fourth-oldest such club in the nation," Borgstede says. "We hold AMA charter No. 72."

Even with a long history of camaraderie, Holm says, the SFMC members were surprised by the check.

"Here words fall short, but the entire membership of the San Francisco Motorcycle Club is overwhelmed by the generosity of our brothers and sisters in orange and black," Holm says.

SFMC members also have raised money through a series of fundraisers among members and by staging community events, he says.

The San Francisco clubhouse sits in what once was a creek and, in the 19th Century, a small lake, Holm says. The location is susceptible to flooding.

Required repairs included the installation of 12-foot pilings to support the foundation and the installation of all-new floor joists, subfloors and flooring.

"It'll be about two more months before we're back into the clubhouse," Holm said in August.

But Borgstede believes Holm may be overly optimistic.

"We have a pool going on it," he says. "But we hope they are back in it by the end of the year."



Ask the MSF

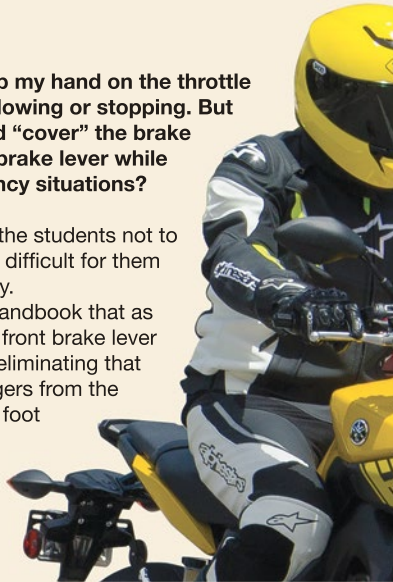
COVERING THE BRAKE

Q: When I learned to ride, I was taught to keep my hand on the throttle and leave the brake lever free, except when slowing or stopping. But lately, I have heard and read that riders should “cover” the brake at all times. Should I keep two fingers on the brake lever while riding to reduce the response time in emergency situations?

A: In our Basic RiderCourse for novices, we ask the students not to cover the front brake lever because it can be too difficult for them to modulate the brake and throttle simultaneously.

However, we also mention in the BRC Rider Handbook that as riders gain confidence, they can try covering the front brake lever and rear brake pedal to reduce reaction time by eliminating that fraction of a second it takes to reposition the fingers from the throttle grip to the brake lever and reposition the foot directly over the brake pedal.

Riders need not cover the brakes at all times, but should consider covering the lever and pedal when key risk situations are identified.



AMA MEMBER MEETING

Set For Oct. 18 In Orlando, Fla.

On Sunday, Oct. 18, at the Orange County Convention Center in Orlando, Fla., the AMA will hold a member meeting to vote for Jerry Abboud and Tony Moseley to serve on the AMA Board of Directors.

Full AMA members in good standing may attend the meeting, which will begin at 8 a.m.

For more information, members may contact AMA Chief Operations Officer Jeff Massey at (614) 856-1900, ext. 1357.

AMA ANNUAL AWARDS PROGRAM

Nominations Being Accepted

The AMA Awards Program is looking for deserving individuals and organizations to be recognized in 2016. They include:

- **AMA Dud Perkins Lifetime Achievement Award:** Acknowledges the highest level of service to the AMA. It was first presented in 1970.
- **AMA Hazel Kolb Brighter Image Award:** Recognizes activities that generate good publicity for motorcycling.
- **AMA Outstanding Road Rider Award:** Recognizes someone who has contributed to protecting on-highway motorcycling rights.
- **AMA Outstanding Off-Road Rider Award:** Recognizes someone who has contributed to protecting off-highway motorcycling rights.
- **AMA Bessie Stringfield Award:** Honors someone who has been instrumental in introducing motorcycling to emerging markets.
- **Friend of the AMA Award:** Presented to someone who has supported the AMA mission to promote the motorcycle lifestyle and protect the future of motorcycling.

Submissions should include the individual's or organization's name, contact information, and a summary of his or her accomplishments in 300 words or less. Send to submissions@ama-cycle.org. Mail: AMA Awards Program, American Motorcyclist Association, 13515 Yarmouth Drive, Pickerington, OH 43147.

Deadline: Monday, Dec. 7, 2015.

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Tips & Tricks

FUEL RANGE, AIR PRESSURE AND JUMP STARTS

By Tom Mehren

The Shortest Range Wins

Sure, you've got the biggest tank in the group and that auxiliary unit on the back of your bike means you can go a lot more than several hundred miles before needing to refuel. Regardless, you'll need to plan fuel stops for the day around the person with the shortest range; otherwise, you'll be reaching for the siphon tube...



By Tom Mehren

Keep 'Em Pumped

If you haven't been on your bike for a while, always be sure to check the tire air pressure before you ride. Running on the highway with 16 lbs. of pressure, when the manufacturer calls for 38, just isn't a good idea. When you're traveling, daily



checks include inspecting tread wear and looking for any changes in the tire, such as cracking. Take this time to inspect your drivetrain for wear or damage, as well.

Jump It 21st Century Style

Jumper cables are so yesterday. Lithium-ion technology allows you to jump start your bike with a battery the size of a large cell phone. Most also allow you to charge personal electronics, and can be recharged from your bike while riding.

Polarized Lenses

While polarized lenses may be great for reducing glare when you're out on a boat ride, they are not a motorcyclist's friend. Not only do they cause plastic dash panels to appear obscured, they mask the glare from fuel spills on the road.

Member Tip: Slip Into Rain Gear

From AMA member Lenny Doman: When packing your rain pants, turn the lower half of the legs inside out. When it's time to put them on, you can slide them up over your thigh like a pair of shorts and save the hassle of getting your boot through the lower half. Once on, simply extend the lower legs and secure.

Tom Mehren is a long-time promoter of AMA-sanctioned events who rides 20,000 miles a year. Have a tip to share? Email tmehren@soundrider.com. If we use it, you'll receive a copy of Tom's book, Packing Light/Packing Right.

FORMER AMA BOARD MEMBER PASSES

John Hoover Was A Lifelong Rider

Former AMA board member John Hoover, who served on the association's board for 11 years, has passed away.

Mr. Hoover turned his motorcycling passion into a decades-long career with Kawasaki Motors Corp. U.S.A. It was during his tenure with Kawasaki that Mr. Hoover was elected to the AMA Board of Directors, where he helped guide AMA policy in a number of areas, particularly membership relations and marketing.

Following his service on the board, Mr. Hoover came to work for the AMA as chief operating officer, taking a more active role in the association's membership service and marketing efforts.

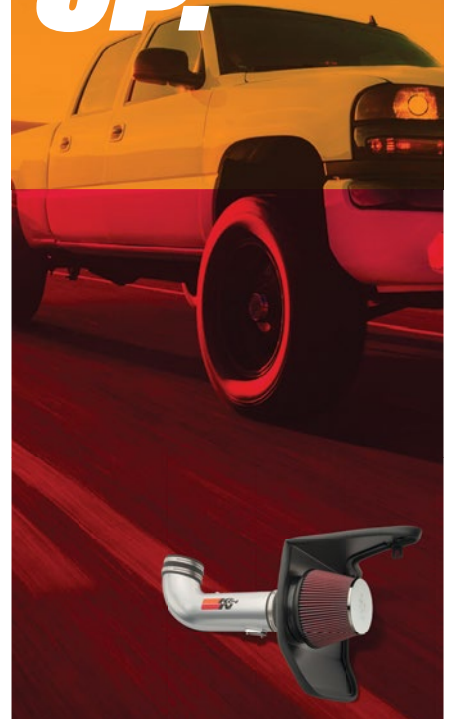
"John had a lifelong enthusiasm for motorcycling and contributed a wealth



of knowledge to the AMA on multiple levels," says AMA President and CEO Rob Dingman. "The motorcycling community mourns his loss."

Mr. Hoover was 67 and living in Loudon, Tenn., at the time of his passing.

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Member Tested

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Info: www.flyracing.com/street
MSRP: Jacket, \$149.95; pants, \$139.95; gloves, \$29.95

Riding as a passenger doesn't mean safety takes a back seat. I always opt for full protective gear, such as Fly Racing's Georgia II jacket, Coolpro pants and Coolpro gloves.

My favorite piece is the jacket. Fit is spot on. It's packed with convenience, such as an inside pocket that can comfortably hold a phone and small wallet. It's fully armored, and numerous mesh vents can be opened for airflow on warm days, and a zippered liner can be added for extra warmth on cooler days.

The lightweight and water resistant Coolpro pants go well with the jacket and fit according to size. There is armor in both the knees and hip. Reflective piping increases visibility. I would have preferred a slimmer fit in the legs, but that is just personal preference.

The Coolpro ladies' gloves are a bit snug, but not necessarily too tight. The mesh lining is comfortable against the skin. There are two color choices in ladies'



sizes: white/silver or white/pink.

The Fly Racing Street Gear is a reasonably priced combo that protects well and looks great. —*Kaitlyn Sesco*

Member Tested

BAJA NO PINCH TIRE TOOL

Info: www.bajanopinch.com
MSRP: \$99.95-\$149.95

Want to ride an emotional roller coaster? Struggle spooning some heavy-duty rubber over an 18-inch rim for 20 minutes. Then, as you're pumping up the tube, visualizing your next ride, find yourself morally deflated by the sound of compressed air escaping through a centimeter-long slit. That's the dismal sound of a pinched tube.

Thankfully, there's an answer to this anguish: the Baja No Pinch Tire Tool.

Instead of using a tire iron to lever the last few inches of tire bead into the rim, you use this tool to *push* the bead over the rim. If used correctly, the tool never comes in contact with the tube.

The tool includes a shaft that extends through the axle channel, a rod that presses against the tire bead, and a lever used to extend the rod. When you get to the point where you think the tube is at risk, put down the tire irons, anchor the Baja No Pinch Tire Tool in the hub, position the end of the rod against the tire

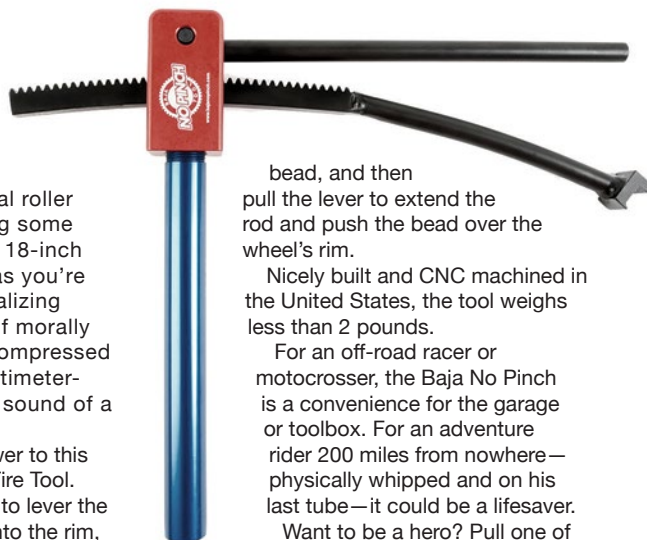
bead, and then pull the lever to extend the rod and push the bead over the wheel's rim.

Nicely built and CNC machined in the United States, the tool weighs less than 2 pounds.

For an off-road racer or motocrosser, the Baja No Pinch is a convenience for the garage or toolbox. For an adventure rider 200 miles from nowhere—physically whipped and on his last tube—it could be a lifesaver.

Want to be a hero? Pull one of these out of your backpack when a buddy's tire goes limp halfway to the summit of Colorado's American Flag Mountain.

The Baja No Pinch Tire Tool is available with a variety of aluminum sleeves for various axle sizes, as well as a kit designed specifically for mini-bikes. It's not necessarily cheap, but neither is a pickup truck ride down American Flag Mountain. —*James Holter*





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Riding In The Line Of Fire

A Pacific Northwest Tour Through Volcano Country

By Christopher Phillips

Your mission — should you choose to accept it — is to visit five volcanoes in five days. Your journey will slice between sleeping cones of magma, snake through beautiful back roads with motorcycle and rider returning safely. This message will self-destruct in 5 seconds...

I wish the idea for this article began as dramatically as an episode of “Mission Impossible,” but its true beginnings were far more mundane. This spring, I was contemplating how it had been nearly six years since my two-wheeled journeys had taken me to the picturesque Pacific Northwest, and I began combing over maps of the region.

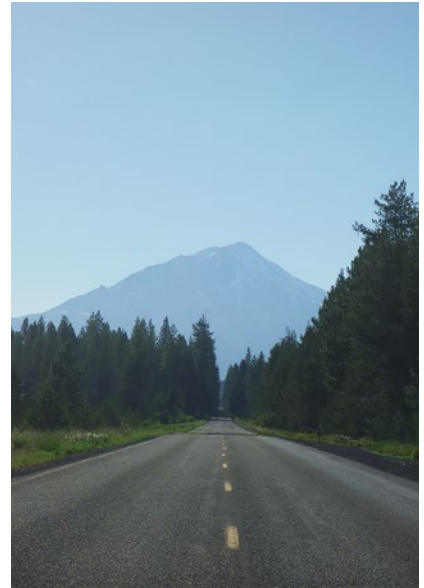
Staring intently, like early man gazing at the heavens, my asphalt constellation came into focus: a serpentine journey that would connect five major volcanoes in three states. Voila! A few hours of routing, one (not terribly) persuasive phone call to my longtime riding partner Patrick, and we were ready.

Mission accepted.

Living in Los Angeles means the nearest volcanoes are hundreds of miles north. A long drone on Interstate 5 can get us to our first destination quickly; however, “quick” is not our paramount priority. Instead we veer off east, into the Sierra Nevada foothills, and enjoy the rollicking Highway 49, aptly named for the gold country it courses through. Though not technically volcanic, it was the crushing force of the colliding Pacific and North American tectonic plates that gave rise to both the majestically craggy Sierra Nevada and violently volcanic Cascade ranges. We end the first day in historic Auburn, Calif., on the southern cusp of the Cascades.

Patrick gazes at the many cold creeks that form from snow-pack melt.





Mount Shasta's enormity is second only to its relative remoteness. Taking a short detour off of Highway 89, we marvel at how such an imposing mountain, with such explosive potential, can lie so placidly dormant. Though last active in 1786, we realize that 229 years is but a blink in geological time.

Crossing the Oregon border, we roll into bucolic Klamath Falls as the sun slides below the horizon. With minutes to spare, we head to a favorite barbeque joint, Wubba's BBQ Shack. Recognizing ravenous road warriors when they see them, they allow us to sit down and enjoy

Early the next morning, our bikes dewy and ourselves coffee imbibed, we continue on Highway 49 but notice an immediate change as the rolling brown hills of live oak give way to immense old growth forest—pines crowding out the sky, keeping temperatures cooler than expected. At Highway 70, we swing west toward Highway 36, which takes us from mountain-comfortable to alpine-cool.

Lassen Volcanic National Park is the southernmost active Cascades volcano. Immediately upon entering the park, we encounter the tectonic forces' geo-thermal effects. Boiling, bubbling mud pots, flame-hot fumaroles and super-heated water vents erupt from the earth's crust. The crisp, high-altitude air mixes intoxicatingly with the smell of sulfur and steam. Patrick and I joke about the prospect of surviving a lifetime of dangerous mountain passes, only to be overcome by sulfur fumes and plunge our motorcycles into a caustic mud pit! Thankfully, we avoid this fate.

As we weave higher, fresh air returns, and the 10,457-foot peak of Mount Lassen comes into view. While not as visually impactful as some other volcanoes, its rugged, snow-covered cap reminds us that we are mere visitors to this pristine peak.

As the afternoon's slanted solar rays greet us, we begin the short jaunt northwest toward our second destination: mighty Mount Shasta. This volcano is renowned for its prominence—how pronounced it appears in relation to its surroundings. Not part of any defined series of peaks, Shasta sits silently, the sun glowing on its unique double peak. At 14,179 feet, it's the second tallest volcano on our mission, and only a few hundred feet shy of Mount Whitney, the tallest peak in the lower 48 states.



- 1 Clouds cling to Mount Rainier like cotton to Velcro.
- 2 An inspiring backdrop.
- 3 Mount Shasta is visible from more than 50 miles on a clear day. This is about 15 miles out.
- 4 Even from afar, Mount St. Helens is stunning.

Riding In The Line Of Fire

the molasses-sweet, yet piquantly spicy sauce that makes for deep sleep, and suspension readjustments in the morning.

Hitting the super-slab of Highway 97 the next morning ensures an afternoon rendezvous with a truly iconic volcano: Mount Hood. Segueing onto Highway 26 again takes us into thick forested timberland. Connecting to Highway 35 brings us to the southern slope of this hooked-peak mountain, perpetually covered in snow. We explore the many rivulets of melting glacial ice as it courses through narrow, vein-like channels.

Though feeling very remote on this weekday, this ticking time bomb sits a mere 50 miles from Portland, the largest urban center in the state of Oregon. Easily visible from the city on a clear day, Mount Hood is an austere reminder of both the beauty and destruction that lies within its dormant core. In its shadow is the visually stunning Columbia River Gorge and the town of Hood River. We check into a riverfront hotel, and enjoy fresh fish and the local microbrew's best lager as the sun sets at a languid 9:30 p.m. As we stare across the silvery smooth river, we anticipate our next stop.

An early start reveals an orange glowing Mount Hood. Is this slumbering leviathan

about to erupt? Thankfully, my sleep-riddled brain realizes it's merely being tricked by the early morning sun gleaming off the mountain's glacial frosted slopes.

Following a rat's nest of small roads north, we close in on our next destination—Mount St. Helens. Pulling over slightly northeast of the mountain at Windy Ridge Observatory, I'm struck by how much destruction from the 1980 eruption has seemingly been erased. I visited in 1985, shortly after the eruption, and fine, gray pumice-rich ash coated our car, inside and out, for weeks. The surreal ghostly moonscape has been replaced by verdant forests sprouting anew. Though this would seem to be a miracle, we are reminded of the whimsical nature of volcanoes. This snoozing giant's last eruption, albeit far less consequential, culminated in 2008, and it could once again erupt at any time. The fragile balance between destruction and creation is constantly in flux here.

Our last stop is the jewel in the crown of our adventure. A scant few hours northeast of Mount St. Helens lies the awesome Mount Rainier. While not as shapely as Shasta, nor as iconic as Hood, Rainier is majestic. The tallest of the bunch, its massive size, heavily



snow-capped slopes, and easy access make it the most impressive volcano to experience. Cottony clouds stick to its peak like Velcro, and an azure sky frames it like a deep sea.

Though tourist-free that day, the mountain's proximity to urban areas (100 miles from Portland and 50 miles from Seattle) make it a magnet for sightseers—as well it should. For once, the omnipresent summer construction is welcomed, as we are slowed and forced to soak in its essence.

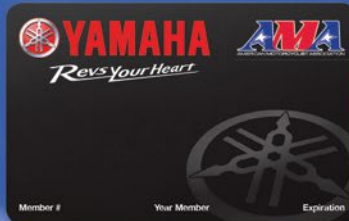
On the long ride home to Southern California, Patrick and I debate the merits of each volcano. After many hours, and over many adult beverages at dinner, we come to the conclusion that our ride was like a fine meal. Mount Lassen was our appetizer. It whetted our interests. Mount Shasta, full and resplendent was our first course. Mount Hood, our second course, built and added to the flavors of

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- 5 Still snow-capped in August, Mount Lassen lies dormant.
- 6 Mount Hood's photogenic nature can't be marred by even my scruffy mug!
- 7 Ice cold runoff courses down the flanks of Mount Hood.



6

the previous mountains. The main course was Mount St. Helens—certainly the most impactful among this smorgasbord. Mount Rainier, sweet, powerful and consuming, was our dessert. Though each a delight alone, their richness and power could only truly be appreciated together, relished on what we've come to call the line of fire.

Christopher Phillips is an AMA member from Southern California.

7



MOTO ARMORY

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All AMA members, AMA staff, and all the participants and competitors that helped make the 2015 Vintage Motorcycle Days a success.

WE THANK YOU

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Gear Discounts (BikeBandit.com, Schampa, Heat Demon And More)	\$187.50***	Up To 25% Off
Protecting Your Right To Ride	Priceless	Included
Your Membership Dues		\$49
Total Membership Value	\$490.45	

*with membership automatic renewal

**average cost of \$100/night stay – 2 nights

***average \$750 per year expenses on gear/parts/accessories

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The AMA Motorcycle Hall of Fame in Pickerington, Ohio, features the people and machines that have defined the sport, lifestyle and business of motorcycling in America. The Hall of Fame is a 501(c)3 non-profit corporation that receives support from the AMA and from the motorcycling community. For info and directions, visit www.motorcyclmuseum.org, or call (614) 856-2222.

1968 HARLEY-DAVIDSON RAPIDO

Small, Functional Fun

During the 1960s, Japanese importers vastly expanded the American motorcycle market by selling high-tech, well-built, inexpensive, small-displacement motorcycles.

Honda's innovative 50cc to 300cc models are generally credited for opening up a new middle-class customer base and revolutionizing the American motorcycle industry. Harley-Davidson decided that it had to respond to these trends, but the Motor Company felt it didn't have the engineering resources or the production capability to do so in the same factories that were building the company's popular V-twins.

The solution turned out to be the Aermacchi factory in Italy. There, Harley-Davidson commissioned the production of a range of two- and four-stroke models.

Among those, the Rapido M-125 struck a popular balance between size and performance. It was a street-

legal model designed to appeal to young people.

The advertising got straight to the point: "The all-new Harley-Davidson Rapido gives you a neatly balanced combination of power, poise and precision... all engineered to move you out front and keep you there in style... Tune in, Turn on, Tear out!"

The Rapido featured a four-speed transmission, had 17-inch wheels, an unimposing 29-inch seat height, held an ample 2.5 gallons of gas and weighed in at a svelte 173 pounds.

Its 123.5cc engine itself was tuned for pep and quickness. It was a versatile powerplant, and was used in a number of road, off-highway and dual-purpose models.

To see this distinctive Harley-Davidson and other motorcycles that shaped the growth and development of motorcycling in America, visit the AMA Motorcycle Hall of Fame Museum in Pickerington, Ohio.





Conrad Lim

HISTORY IS CALLING

AMA Motorcycle Hall Of Fame Class Of 2015



There is no other occasion like it. The AMA Motorcycle Hall of Fame Induction Ceremony and the American International Motorcycle Expo at the Orange County Convention Center in Orlando, Fla., bring together the entire world of motorcycling—past, present and future—in one location.

With the Hall of Fame induction



Keith McCARTY

Keith McCarty's first job as a motorcycle mechanic was for U.S. Suzuki in 1973 for motocross rider Mike Runyard. In 1975-76, he wrenched for AMA Motorcycle Hall of Famer Tony DiStefano, winning two 250cc AMA National Motocross Championships. When the motocross schedule didn't conflict, he worked with the future Hall of Fame duo of Erv Kanemoto and Gary Nixon in road racing.

In January 1977, McCarty began his long career with Yamaha as the mechanic for AMA Motorcycle Hall of Fame Legend Bob "Hurricane" Hannah. McCarty has remained in Yamaha's racing division ever since, working as mechanic, supervisor, department manager and, most recently, division manager for all of Yamaha's U.S. racing activities.

McCarty, who lives in Orange, Calif., is known not only for his technical knowledge, but also for an inspirational prowess and organizational acumen that transcends racing disciplines, making him not only an asset for Yamaha but also a valued member of the motorcycling community.

ceremony honoring the giants of motorcycling and AIMExpo offering the industry and consumers an inside look at the latest bikes, accessories, gear and services for motorcyclists, there is no cooler place to be than Orlando, Fla., on Oct. 15-18.

On Saturday, Oct. 17, you are invited to watch as six new members are inducted into the AMA Motorcycle

Hall of Fame. They will enter the ranks of motorcycling's greatest advocates and champions when they are enshrined and honored in the elegant Chapin Theater.

Seating is plentiful, and general admission tickets are only \$25 per person. Reserved seating tickets that include an exclusive pre-ceremony VIP reception and entry to the

AIMExpo are \$90.

To buy your tickets to this gala event, go to www.motorcyclemuseum.org.

On these pages, we offer a brief look at the Class of 2015. To learn more about their impact on your motorcycling world, join us in Orlando this October. It will be an event you will never forget.



Alex JORGENSEN

Alex “Jorgy” Jorgensen exemplifies the talent, skill and diverse abilities that are trademarks of the greatest AMA Grand National competitors in history. Of the handful of riders who have wins in all four dirt-track disciplines—short track, TT, half mile and mile—Jorgensen is the only rider who achieved the feat in his first four Grand National wins, while competing on four different motorcycles—Can-Am, BSA, Norton and Harley-Davidson.

Jorgensen’s career boasts a number of special distinctions. He is the last rider to win an AMA Grand National on a Norton or BSA, both wins coming at Ascot. He earned Can-Am its first AMA Grand National win. He also logged the first AMA Grand National victory on Rotax’s four-stroke single at the Ascot TT. From 1982 to 2004, the Rotax engine would dominate the highest levels of short-track and TT competition.

Along with Gary Scott, Jorgensen holds the record of most AMA Grand National wins at Ascot with six.



Rodney Smith started riding motorcycles in the hills of Northern California with his family in the 1960s and '70s. From there, he blossomed into a local motocross standout and then an international contender.

Smith accepted an offer to race in Brazil in 1985 and won five Brazilian national championships. He then moved to the world level and finished third in the 1988 Fédération Internationale de Motocyclisme 250cc World Motocross Championships before returning to America in 1990.

Back in the United States, Smith turned his focus to off-road racing, where he became one of the most dominant riders of the late 1990s and early 2000s.

Smith won 13 AMA-sanctioned national championship series, including five Grand National Cross Country titles, three AMA National Hare Scrambles titles and five AMA National Reliability Enduro Championships. He also excelled in the International Six Days Enduro, winning multiple gold medals, competing on the premier U.S. Trophy Team and twice earning top-American honors.

**Rodney
SMITH**

Richard Teerlink, who served as Harley-Davidson's chief financial officer, president, chief executive officer and chairman of the board, was part of the executive team responsible for the company's financial turnaround in the 1980s after a group of investors, including Willie G. Davidson, bought the company from AMF Corp.

"He's the guy who single-handedly turned the company around," says AMA Hall of Famer Bill Werner, arguably the most-successful Harley-Davidson racing mechanic of all time.

Teerlink is reluctant to accept individual praise.

"I am a believer in collaborative leadership, which doesn't provide historic stories," Teerlink says.

Harley-Davidson stockholders might differ.

In 1981 before the buyout, the company lost \$15.5 million on revenue of \$210 million.

When Teerlink retired in 1999, Harley-Davidson posted operating profits of \$416 million on revenue of \$2.45 billion and held nearly 50 percent of the U.S. market for 650cc and larger motorcycles.



Richard
TEERLINK





John PARHAM

John Parham opened his first shop with a partner in 1975 in his hometown of Anamosa, Iowa. Four years later, he branched out with his wife Jill, starting J. Parham Enterprises. This company came to be known as J&P Cycles.

By the 1990s, J&P Cycles had grown into one of the largest motorcycle accessory mail order companies in the world.

Parham stayed on board to run J&P Cycles after selling it to Motorsports Action Group in 2001. At that time, he also focused additional energy and resources on preserving motorcycling history.

In 2001, Parham relocated the National Motorcycle Museum to Anamosa, where it has continued to thrive and grow into one of the world's foremost motorcycle museums.

John Kocinski had a knack for winning professional road races on many brands, on diverse tracks and in competitions around the world.

Born in 1968, Kocinski began racing as a teenager. He won the AMA 250 Grand Prix Championship in 1987, 1988 and 1989 and took the 1989 600 Supersport win at Daytona International Speedway.

In 1990, his first full season with Team Roberts, he won the 250cc World Championship in Europe, claiming eight pole positions and notching seven wins on tracks he had never seen before.

In 1991 and 1992, Kocinski raced a Yamaha YZR500 in the 500cc

class with Hall of Famer Wayne Rainey. Kocinski finished fourth in '91, winning the Malaysian Grand Prix, and third in '92, winning in South Africa.

Following stints with Cagiva and Honda, he moved to World Superbike, winning the title in 1997 on a Honda RC45 with 10 wins.

Kocinski retired from full-time professional racing in 2002.



John
KOCINSKI

Wayne RAINEY

LEGEND

The AMA Motorcycle Hall of Fame Legend for 2015 is Wayne Rainey. Hall of Fame Legends are existing Hall of Famers—Rainey was inducted in 1999—whose singular achievements are celebrated alongside the current class of inductees.

Rainey was the top FIM World Championship 500cc Grand Prix rider of the early 1990s, winning three consecutive titles riding for Yamaha in 1990, 1991 and 1992. In addition to his accomplishments on the world level, Rainey was also a star of AMA Superbike racing during the 1980s, winning that title in 1983 with Kawasaki and again for Honda in 1987.

Following a career-ending injury while leading the Italian Grand Prix in September 1993, Rainey, who also was in the points lead for a fourth straight title at the time, returned to the sport the next year as a team owner and manager. He retired from that role following the 1998 season.

Today, Rainey is the president of MotoAmerica—the AMA and FIM North America championship road racing series. Rainey was the motive force behind the creation of the new series, serving both as its inspiration and most prominent advocate, and insisting the series was necessary to prepare today's American road racers for success on the world stage.



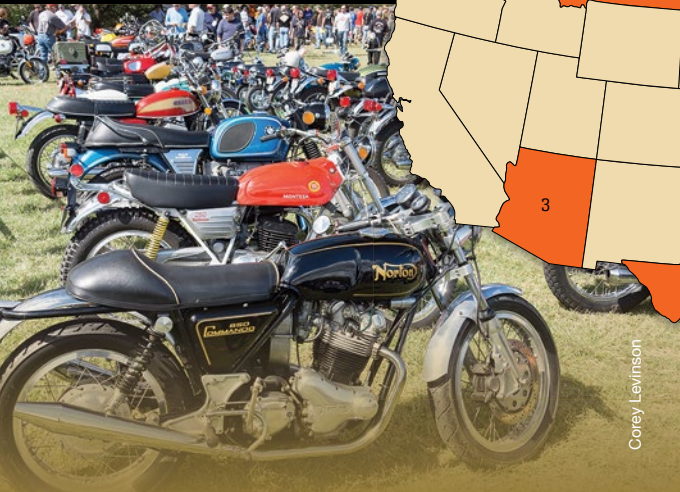
1 On Oct. 10-11, 5th Gear Productions in Whitehall, Mont., is hosting the AMA Montana State XC Championship. Racers will compete for state championship honors in a number of classes on a hare scramble-like course. Info: www.montanaxc.com

2 Trials Inc. is hosting an observed trials competition, Oct. 31-Nov. 1, in Taylorsville, Ky. Info: www.trialsinc.org

3 Wild Bunch is hosting a grand prix on Oct. 10 in Littlefield, Ariz. It's the final round of the AMA District 26 Grand Prix Series. Info: www.mranracing.com



Mark Kariya



Corey Levinson

4 Central Texas Motorcycle Charities is hosting the 13th Annual Harvest Classic road rally in Luckenbach, Texas, on Oct. 23-24. The rally includes a bike show, vintage trials, home-cooked barbecue, swap meet, a raffle and a live auction. The rally raises money for the Candlelighters Childhood Cancer Foundation. Info: www.harvestclassic.org

5 Oct. 3-4, the United States Classic Racing Association is hosting a MotoGiro event in Ashville, N.C. MotoGiro events are laid out through picturesque routes and are designed for riders on small displacement vintage motorcycles. Info: www.race-uscra.com



Ken Richardson

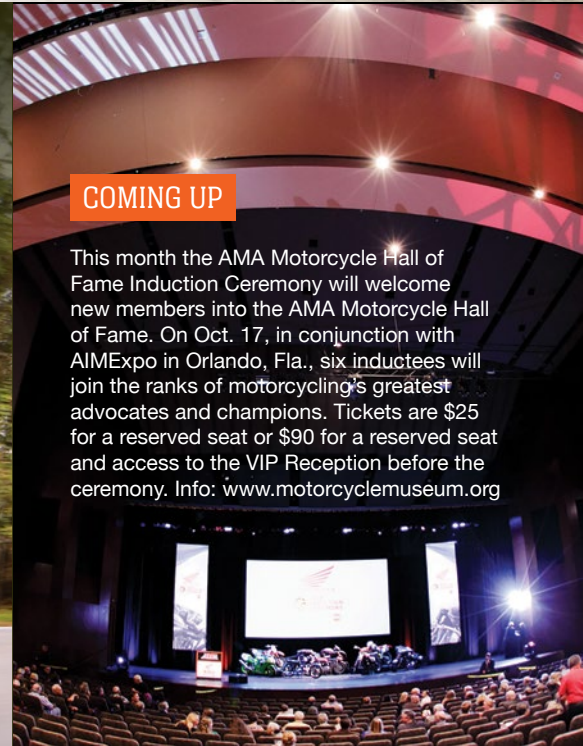
6 On Oct. 17, in conjunction with the AMA Motorcycle Hall of Fame Induction Ceremony and AIMExpo, the Dixie Dual Sporters will host an adventure ride in Orlando, Fla. Break away from the expo to enjoy the scenic landscape of Florida and return in time for Saturday evening's induction ceremony. Info: www.dixiedualsport.com



Jeff Kardas

COMING UP

This month the AMA Motorcycle Hall of Fame Induction Ceremony will welcome new members into the AMA Motorcycle Hall of Fame. On Oct. 17, in conjunction with AIMExpo in Orlando, Fla., six inductees will join the ranks of motorcycling's greatest advocates and champions. Tickets are \$25 for a reserved seat or \$90 for a reserved seat and access to the VIP Reception before the ceremony. Info: www.motorcyclemuseum.org



OCTOBER EVENTS

ALABAMA

COMPETITION

MOTOCROSS

OCT 31: TALLASSEE: 2 DAY EVENT, MONSTER ACTION SPORTS, LLC, (334) 318-8475, MONSTERMX.COM

ARIZONA

RECREATIONAL

ADVENTURE RIDE

OCT 24: PAYSON: 2 DAY EVENT, ARIZONA TRAIL RIDERS, (602) 692-9382, ARIZONATRAILRIDERS.ORG

DUAL SPORT RIDE

OCT 24: PAYSON: 2 DAY EVENT, ARIZONA TRAIL RIDERS, (602) 692-9382, ARIZONATRAILRIDERS.ORG

ROAD RUN

OCT 18: GILBERT: PEDIATRIC BRAIN TUMOR FOUNDATION, (828) 665-6891, RIDEFORKIDS.ORG

ROAD RALLY

OCT 16: BENSON: 2 DAY EVENT, SOUTHERN ARIZONA HARLEY RIDERS MC, (520) 586-9983, SAHR.US

COMPETITION

GRAND PRIX

OCT 10: LITTLEFIELD: WILD BUNCH, (702) 521-1148, MRANRACING.COM

OBSERVED TRIALS

OCT 11: PRESCOTT: CENTRAL ARIZONA TRIALS INC., (602) 370-7546, CENTRALARIZONATRIALS.ORG

ARKANSAS

RECREATIONAL

ROAD RALLY

OCT 1: HARRISON: BMW RIDERS ASSOCIATION, INC., (866) 924-7102, BMWRA.ORG

CALIFORNIA

RECREATIONAL

DUAL SPORT RIDE

OCT 9: BISHOP: VENTURA COUNTY MOTORCYCLE CLUB, (805) 857-8522, VENTURACOUNTYMC.COM

DUAL SPORT-OFF ROAD

OCT 31: RIDGECREST: LOST COYOTES MC, INC., (661) 951-7078

POKER RUN

OCT 3: STOCKTON: STOCKTON MOTORCYCLE CLUB, (209) 956-1505, STOCKTONMC.ORG

OCT 3: SACRAMENTO: BLACK WIDOWS INC., (916) 649-2240, BLACKWIDOWSPOKERRUN.ORG

ROAD RUN

OCT 3: RIVERSIDE: 2 DAY EVENT, SOUTHERN CALIFORNIA MOTORCYCLING ASSN, (562) 298-6236, SC-MA.COM

OCT 4: FAIRFIELD: PEDIATRIC BRAIN TUMOR FOUNDATION, (828) 665-6891, RIDEFORKIDS.ORG

OCT 8: SAN LUIS OBISPO: CENTRAL COAST CLASSIC MOTORCYCLE CLUB, CENTRALCOASTCLASSICMC.COM

OCT 24: LAKE ELSINORE: SOUTHERN CALIFORNIA MOTORCYCLING ASSN, (562) 298-6236, SC-MA.COM

TRAIL RIDE - RECREATIONAL

OCT 1: (Includes ATVs) MAMMOTH LAKES: DICK ALLEN'S SIERRA SAFARI, (661) 645-2324

COMPETITION

ENDURO

OCT 18: (Includes ATVs) RIDGECREST: TRAINING WHEELS MC, (760) 995-6107

OCT 18: STONEYFORD: OAKLAND MOTORCYCLE CLUB, (510) 828-1494, OAKLANDMC.ORG

OCT 25: EL DORADO COUNTY: POLKA DOTS MOTORCYCLE CLUB, POLKADOTSMC.COM

EUROPEAN SCRAMBLES

OCT 10: (Includes ATVs) IMPERIAL: ROADRUNNER OFF-ROAD RACING CLUB, (760) 275-9852, AMAD38.COM

GRAND PRIX

OCT 3: RIDGECREST: 2 DAY EVENT, WIEWINDERS MC INC., (661) 816-3604, DISTRICT37AMA.ORG

OCT 31: (Includes ATVs) GORMAN: 2 DAY EVENT, PROSPECTORS MC, (662) 243-4833, PROSPECTORSMC.ORG

HARE & HOUND

OCT 24: (Includes ATVs) LUCERNE VALLEY: 2 DAY EVENT, 100'S MC, (714) 863-7170, 100SMC.ORG

HARE SCRAMBLES

OCT 10: SAN JOSE: 2 DAY EVENT, TIMEKEEPERS MOTORCYCLE CLUB, (408) 739-5762, TIMEKEEPERSMC.COM

OCT 11: (Includes ATVs) LUCERNE VALLEY: DESERT MOTORCYCLE CLUB, INC., (626) 260-2830

SHORT TRACK

OCT 17: (Includes ATVs) LODI: LODI MOTORCYCLE CLUB, (209) 368-7182, LODICYCLEBOWL.COM

OCT 25: (Includes ATVs)

LODI: LODI MOTORCYCLE CLUB, (209) 368-7182, LODICYCLEBOWL.COM

TTTS

OCT 24: (Includes ATVs) LODI: LODI MOTORCYCLE CLUB, (209) 368-7182, LODICYCLEBOWL.COM

COLORADO

COMPETITION

ENDURO CROSS

OCT 3: DENVER: TEN: THE ENTHUSIAST NETWORK, INC., (303) 299-5515, ENDURO CROSS.COM

CONNECTICUT

COMPETITION

OBSERVED TRIALS

OCT 25: MERIDEN: MERIDEN MOTORCYCLE CLUB, (203) 430-0168, NEWENGLANDTRIALS.COM

DELAWARE

COMPETITION

MOTOCROSS

OCT 10: SEAFORD: 2 DAY EVENT, MIDDLE ATLANTIC MOTOCROSS ASSOCIATION, (443) 359-1089

FLORIDA

RECREATIONAL

ADVENTURE RIDE

OCT 17: ORLANDO: DIXIE DUAL SPORT, INC., (727) 919-8299

POKER RUN

OCT 11: UMATILLA: CENTRAL FLORIDA CRUISERS, INC., (352) 396-3239, CENTRALFLORIDACRUISERS.ORG

OCT 25: FORT WALTON BEACH: SAND DOLLAR MC, INC., (850) 244-0376

ROAD RUN

OCT 17: ORLANDO: CENTRAL FLORIDA CRUISERS, INC., (352) 396-3239

COMPETITION

HARE SCRAMBLES

OCT 25: CHIPLEY: FLORIDA PANHANDLE TRAIL RIDERS, (850) 527-0615, SERARACING.COM

MOTOCROSS

OCT 4: REDDICK: UNLIMITED SPORTS MX INC., (321) 303-1002, UNLIMITEDSPORTSMX.COM

OCT 11: DADE CITY: UNLIMITED SPORTS MX INC., (321) 303-1002, UNLIMITEDSPORTSMX.COM

OCT 18: ORLANDO: UNLIMITED SPORTS MX INC., (321) 303-1002, UNLIMITEDSPORTSMX.COM

OCT 25: ALACHUA: UNLIMITED SPORTS MX INC., (321) 303-1002, UNLIMITEDSPORTSMX.COM

GEORGIA

RECREATIONAL

DUAL SPORT RIDE

OCT 18: TIGER: GEORGIA RECREATIONAL TRAIL RIDERS ASSOCIATION, (770) 517-8358, GARTRA.ORG

ILLINOIS

RECREATIONAL

POKER RUN - OFF-ROAD

OCT 4: (Includes ATVs) OTTAWA: VARIETY RIDERS MOTORCYCLE CLUB INC., (815) 434-3669, VARIETYRIDERS.COM

OCT 11: (Includes ATVs) OTTAWA: VARIETY RIDERS MOTORCYCLE CLUB INC., (815) 434-3669, VARIETYRIDERS.COM

COMPETITION

ENDURO

OCT 18: WHITE CITY: CAHOKIA CREEK DIRT RIDERS, (217) 324-6565, CAHOKIACREEKDIRTRIDERS.COM

MOTOCROSS

OCT 4: (Includes ATVs) COAL VALLEY: TRI CITY MOTORCYCLE CLUB, (309) 799-9449, TRICITYMC.COM

OCT 10: DUQUOIN: 2 DAY EVENT, RPM SPORTS, (205) 699-8857, RPMSPORTSONLINE.COM

OCT 18: (Includes ATVs) WALNUT: 4P PROMOTIONS INC., (815) 379-9534, SUNSETRIDGEMX.COM

OCT 25: (Includes ATVs) BYRON: MOTOSPORTS ENTERPRISES LTD., (815) 234-2271

OBSERVED TRIALS

OCT 11: LEAF RIVER: FOREST CITY RIDERS M/C, (779) 221-9383, FORESTCITYRIDERS.COM

INDIANA

COMPETITION

CROSS COUNTRY

OCT 31: (Includes ATVs) CRAWFORDSVILLE: 2 DAY EVENT, RACER PRODUCTIONS INC., (304) 284-0084, GNCCRACING.COM

ENDURO

OCT 11: MATTHEWS: MUDDOBBER'S MC INC., (765) 998-2236, MUDDOBBERSMC.ORG

HARE SCRAMBLES

OCT 11: (Includes ATVs) LAUREL: MORGAN RACE

PROMOTIONS, (765) 698-2420, HASPINACRES.COM

MOTOCROSS

OCT 4: (Includes ATVs) AKRON: READS RACING, (574) 893-1649, READSRACING.COM

OCT 4: (Includes ATVs) SCOTTSBURG: LET'S GO RACING LLC, (812) 350-3243, HIGHFLYMX.COM

OCT 17: (Includes ATVs) WABASH: 2 DAY EVENT, WABASH CANNONBALL MOTORCYCLE CLUB, (765) 669-3005, RIDEWABASH.CANNONBALLMX.COM

IOWA

COMPETITION

ENDURO

OCT 4: THURMAN: C C RIDERS MOTORCYCLE CLUB INC., (712) 313-0256, IERA22.COM

HARE SCRAMBLES

OCT 11: ATALISSA: IOWA CITY COMPETITION RIDERS, (319) 627-8181

MOTOCROSS

OCT 4: (Includes ATVs) MONTEZUMA: FV MOTO X, (641) 623-3456, FVMOTOX.COM

OCT 10: (Includes ATVs) CEDAR RAPIDS: CEDAR VALLEY TRAIL RIDERS INC, (319) 775-0893, CVTR.ORG

KENTUCKY

COMPETITION

OBSERVED TRIALS

OCT 31: TAYLORSVILLE: 2 DAY EVENT, TRIALS INC, (502) 515-6514, TRIALSINC.ORG

MARYLAND

RECREATIONAL

ROAD RUN

OCT 3: GLEN BURNIE: MARCH OF DIMES-MARYLAND NATIONAL CAPITAL AREA CHAPTER, (571) 257-2310, BIKERFORBABIES.ORG/DMV

MASSACHUSETTS

COMPETITION

HILLCLIMB

OCT 4: MONSON: QUABOAG RIDERS INC, (413) 267-4414, MONSONMONSTER.COM

MICHIGAN

COMPETITION

MOTOCROSS

OCT 3: MIDLAND: 2 DAY EVENT, POLKA DOTS M/C, (989) 832-8284, POLKADOTSMC.NET

OCT 11: MILLINGTON: BULLDOG RIDERS MC, INC., (810) 241-7740, BULLDOGMX.COM

OCT 11: (Includes ATVs)

OCTOBER EVENTS

PORTLAND: PORTLAND TRAIL RIDERS, (517) 647-7045, PORTLANDTRAILRIDERS.COM

OCT 17: (Includes ATVs) MILAN: TWISTED MX, (734) 219-3899, TWISTEDMXMILAN.COM

OCT 18: (Includes ATVs) MILAN: TWISTED MX, (734) 219-3899, TWISTEDMXMILAN.COM

OBSERVED TRIALS

OCT 3: VERMONTVILLE: MICHIGAN ONTARIO TRIALS ASSOCIATION, (616) 821-6920, MOTATRIALS.COM

OCT 4: VERMONTVILLE: MICHIGAN ONTARIO TRIALS ASSOCIATION, (616) 821-6920, MOTATRIALS.COM

MINNESOTA

RECREATIONAL

POKER RUN

OCT 24: REISTERSTOWN: BALTIMORE RAMBLERS MOTORCYCLE CLUB, (443) 865-8330

TRAIL RIDE - RECREATIONAL

OCT 17: AKELEY: 2 DAY EVENT, PAUL BUNYAN FOREST RIDER MC, (320) 224-5875

COMPETITION

HARE SCRAMBLES

OCT 11: MAZEPPA: GOLDEN EAGLES CYCLE CLUB, (507) 254-7471, GOLDENEAGLEMC.ORG

MOTOCROSS

OCT 18: BROOK PARK: BERM BENDERS RACEWAY, (320) 679-2582, BERMBENDERSRACEWAY.COM

OBSERVED TRIALS

OCT 17: NEW ULM: UPPER MIDWEST TRIALS ASSOCIATION, (612) 730-1770, UMTA.ORG

OCT 18: NORTH MANKATO: UPPER MIDWEST TRIALS ASSOCIATION, (612) 730-1770, UMTA.ORG

MISSISSIPPI

RECREATIONAL

ROAD RUN

OCT 25: RIDGELAND: PEDIATRIC BRAIN TUMOR FOUNDATION, (828) 665-6891, RIDEFORKIDS.ORG

MISSOURI

RECREATIONAL

POKER RUN - OFF-ROAD

OCT 4: (Includes ATVs) BIXBY: MIDWEST TRAIL RIDERS ASSOCIATION, (314) 434-5095, RIDEMTRACOM

MONTANA

COMPETITION

HARE SCRAMBLES

OCT 11: WHITEHALL : 2 DAY EVENT, 5TH GEAR PRODUCTIONS, (406) 225-8739, MONTANAXC.COM

NEW JERSEY

RECREATIONAL

DUAL SPORT RIDE

OCT 31: PORT ELIZABETH: 2 DAY EVENT, TRI-COUNTY SPORTSMEN MC INC., (856) 870-6698, TEAMHAMMER.ORG

ROAD RUN

OCT 11: BRIDGEWATER: STEEL CRUSADERS RC JERSEY CREW-NATIONAL CHARTER, (609) 548-5663, STEELCRUSADERSNJ.COM

COMPETITION

ENDURO

OCT 25: NEW LISBON: OCEAN COUNTY COMPETITION RIDERS M.C., (732) 691-3417, OCCR.NET

HARE SCRAMBLES

OCT 17: MILLVILLE: 2 DAY EVENT, COMPETITION DIRT RIDERS, (856) 305-4875, ECEA.ORG

MOTOCROSS

OCT 11: (Includes ATVs) MILLVILLE: FIELD OF DREAMS, (856) 765-3799, NJMPFOD.COM

NEW MEXICO

RECREATIONAL

TRAIL RIDE - RECREATIONAL

OCT 23: TRUTH OR CONSEQUENCES: NEW MEXICO OFF HIGHWAY VEHICLE ALLIANCE (NMOHVA), NMOHVA.ORG

SCAVENGER HUNT

OCT 17: RIO RANCHO : 2 DAY EVENT, MASON DIXON 20-20 RIDERS CLUB, HW3RALLY.LEDRIDER.COM

COMPETITION

OBSERVED TRIALS

OCT 3: ROSWELL: 2 DAY EVENT, NEW MEXICO TRIALS ASSOCIATION, (505) 780-2551, NEWMEXICOTRIALS.COM

NEW YORK

RECREATIONAL

POKER RUN

OCT 4: NEW WINDSOR : BLUE KNIGHTS LE MC, INC., NY CHAPTER XIV, (845) 590-9877, BLUEKNIGHTSNYXIV.COM

ROAD RUN

OCT 11: SLOATSBURG: RAMAPO MOTORCYCLE CLUB, (845) 391-3921, RAMAPO.ORG

RECREATIONAL

OCT 18: BROOKLYN: ROLLING THUNDER, NEW YORK, CHAPTER 1, ROLLINGTHUNDER1.COM

OCT 18: HICKSVILLE: AMERICAN SPIRIT MC, INC., (516) 931-7843

ROAD RALLY

OCT 2: LAKE GEORGE: 2 DAY EVENT, CONCOURS OWNERS GROUP, (518) 668-5439, LAKEGEORGEMONTREAL.CMO

TURKEY RUN

OCT 25: BOHEMIA: IDON'TKNOWMC, (631) 676-5159, IDON'TKNOWMC.COM

COMPETITION

MOTOCROSS

OCT 25: (Includes ATVs) WALLKILL: WALDEN MX, (845)

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OBSERVED TRIALS

OCT 4: MEDINA: DISTRICT 4 TRIALS COMMITTEE, (585) 331-7323, DISTRICT4TRIALS.COM

NORTH CAROLINA

RECREATIONAL

MOTOGIRO

OCT 3: ASHVILLE: 2 DAY EVENT, UNITED STATES CLASSIC RACING ASSOCIATION, (603) 321-7271, RACE-USCRA.COM

DUAL SPORT - OFF ROAD

OCT 4: MILLS RIVER: PEDIATRIC BRAIN TUMOR FOUNDATION, (828) 665-6891, RIDEFORKIDS.ORG

COMPETITION

MOTOCROSS

OCT 4: (Includes ATVs) IRON STATION: IRON STATION MOTORSPORTS, INC., ALLANEMOTORSPORTS.COM

OCT 18: (Includes ATVs) ELLERBE: WINDY HILL SPORTS, (910) 895-4387, WINDYHILLSPORTSMX.COM

OHIO

RECREATIONAL

DUAL SPORT RIDE

OCT 3: MCARTHUR: 2 DAY EVENT, ENDURO RIDERS ASSOCIATION, (614) 582-7821, ENDURORIDERS.COM

FAMILY ENDURO-OFF ROAD

OCT 4: GREENVILLE: TREATY CITY MOTORCYCLE CLUB INC, (937) 459-0508, TREATYCITYMC.COM

DUAL SPORT-OFF ROAD

OCT 18: PEDRO: LICKING COUNTY TRAIL RIDERS INC., (740) 281-6761

POKER RUN

OCT 18: PORTSMOUTH: PORTSMOUTH MOTORCYCLE CLUB, (740) 353-0972

COMPETITION

CROSS COUNTRY

OCT 17: (Includes ATVs) ST CLAIRSVILLE: 2 DAY EVENT, RACER PRODUCTIONS INC., (304) 284-0084, GNCCRACING.COM

MOTOCROSS

OCT 4: (Includes ATVs) SUGAR GROVE: CENTRAL OHIO COMPETITION RIDERS INC., (740) 983-3939, COCR.MX.COM

OBSERVED TRIALS

OCT 3: WELLSVILLE: 2 DAY EVENT, TRIALS INC, (330) 207-2048, TRIALSINC.ORG

OCT 17: LITTLE HOCKING: 2

DAY EVENT, TRIALS INC, (740) 732-4056, TRIALSINC.ORG

OREGON

RECREATIONAL

POKER RUN

OCT 3: TIGARD: ROSE CITY MOTORCYCLE CLUB, (503) 706-3969, ROSE-CITY-MC.ORG

PENNSYLVANIA

COMPETITION

DUAL SPORT RIDE

OCT 11: PINE GROVE: READING OFF ROAD RIDERS, (610) 921-3592, RORR.ORG

POKER RUN - OFF-ROAD

OCT 10: (Includes ATVs) LEESPORT: ARMED FORCES BROTHERHOOD, INC., (484) 331-1066, ARMEDFORCES BROTHERHOOD.ORG

POKER RUN

OCT 4: SCHUYLKILL HAVEN: SCHUYLKILL COUNTY MOTORCYCLE CLUB, (570) 385-1460

OCT 10: ORWIGSBURG: DEER LAKE PA H.O.G. CHAPTER, (570) 366-0143, DEERLAKEHOG.COM

OCT 10: CANADENSIS: MOTORCYCLISTS FOR JESUS MINISTRIES, PA CHAPTER, (800) 822-7505, SPRUCELAKE.ORG

OCT 17: SKIPPACK: BLUE COMET MOTORCYCLE CLUB, (601) 489-1240, BLUECOMETMC.COM

OCT 25: LEBANON: LEBANON VALLEY MOTORCYCLE CLUB INC., (717) 270-9797, LEBANONVALLEYMC.COM

ROAD RUN

OCT 4: YORK: TWIN ROSE LADY RIDERS, (717) 471-7026

COMPETITION

CROSS COUNTRY

OCT 3: (Includes ATVs) CENTRAL CITY: 2 DAY EVENT, RACER PRODUCTIONS INC, (304) 284-0084,

GNCCRACING.COM

HARE SCRAMBLES

OCT 18: BETHLEHEM: BUSHKILL VALLEY MOTORCYCLE CLUB, (610) 258-3208, BIKEHILLCLIMB.COM

OCT 24: SKIPPACK: BLUE COMET MOTORCYCLE CLUB, (610) 489-1240, BLUECOMETMC.COM

MOTOCROSS

OCT 4: SEWARD: PLEASURE VALLEY RACEWAY, (814) 317-6686, PVRMX.COM

OCT 11: MT MORRIS: RACER PRODUCTIONS INC, (304) 284-0084, RACERPRODUCTIONS.COM

OCT 11: BIRDSBORO: PAGODA MOTORCYCLE CLUB, (610) 582-3717, PAGODAMC.ORG

OCT 25: (ATV only) FREDRICKSBURG: SLEEPY HOLLOW MOTO CROSS, (717) 639-5988

OBSERVED TRIALS

OCT 4: : DURTY DABBERS MOTORCYCLE CLUB, (570) 748-9456, DURTYDABBERS.COM

OCT 18: VALLEY VIEW: RAUSCH CREEK POWERSPORTS, (570) 682-1075, RAUSCHCREEKRACING.COM

TTS

OCT 4: (Includes ATVs) PARKESBURG: E PA PISTON POPPERS MC INC, (484) 336-9160, PISTONPOPPERSMC.COM

TENNESSEE

COMPETITION

MOTOCROSS

OCT 4: (Includes ATVs) LIVINGSTON: THUNDER VALLEY MOTOCROSS, (931) 498-6686, THUNDERVALLEY MOTOCROSS.COM

OCT 4: (Includes ATVs) LIVINGSTON: MID SOUTH

RACE PRODUCTIONS, (931) 235-2776, FASTFARMSTMX.COM

OCT 10: (Includes ATVs) BLOUNTVILLE: VICTORY SPORTS INC, (423) 323-5497, VICTORY-SPORTS.COM

OCT 11: (Includes ATVs) BLOUNTVILLE: VICTORY SPORTS INC, (423) 323-5497, VICTORY-SPORTS.COM

OCT 18: (Includes ATVs) ALTAMONT: MID SOUTH RACE PRODUCTIONS, (931) 235-2776, FASTFARMSTMX.COM

TEXAS

RECREATIONAL

ROAD RUN

OCT 11: FORT WORTH: PEDIATRIC BRAIN TUMOR FOUNDATION, (828) 665-6891, RIDEFORKIDS.ORG

OCT 25: ADKINS: PEDIATRIC BRAIN TUMOR FOUNDATION, (828) 665-6891, RIDEFORKIDS.ORG

ROAD RALLY

OCT 23: LUCKENBACH: 2 DAY EVENT, CENTRAL TEXAS MOTORCYCLE CHARITIES, (512) 922-5494, HARVESTCLASSIC.ORG

OCT 30: KERRVILLE: MOTORCYCLE SPORT TOURING ASSOCIATION

COMPETITION

MOTOCROSS

OCT 4: AMARILLO: BOWERS MX, (806) 671-7010, BOWERSMX.COM

VIRGINIA

RECREATIONAL

DUAL SPORT RIDE

OCT 3: MT SOLON: 2 DAY EVENT, WASHINGTON AREA TRAIL RIDERS, INC., (571) 331-1338

ROAD RALLY

OCT 9: FREDRICKSBURG: 2 DAY EVENT, MASON DIXON 20-20 RIDERS CLUB,

RALLYTHEVOID.ORG

COMPETITION

GRAND PRIX

OCT 11: RURAL RETREAT: VIRGINIA COMPETITION HARE SCRAMBLE SERVICES, (276) 620-0400, VCHSS.ORG

MOTOCROSS

OCT 24: (Includes ATVs) SUTHERLIN: 2 DAY EVENT, BIRCH CREEK PROMOTIONS, LLC, (434) 836-7629, BIRCHCREKMXPARK.COM

WASHINGTON

RECREATIONAL

DUAL SPORT - OFF ROAD

OCT 3: CASHMERE : 2 DAY EVENT, COYOTE OFFROAD, (425) 387-2016, COYOTEOFFROAD.COM

COMPETITION

ENDUROSCROSS

OCT 17: EVERETT: TEN: THE ENTHUSIAST NETWORK, INC., (425) 322-2600, ENDUROSCROSS.COM

WEST VIRGINIA

COMPETITION

MOTOCROSS

OCT 24: HEDGESVILLE: 2 DAY EVENT, MIDDLE ATLANTIC MOTOCROSS ASSOCIATION, TOMAHAWKMX.COM

WISCONSIN

RECREATIONAL

DUAL SPORT RIDE

OCT 18: KETTLE MORAINÉ SPORT RIDERS

OCT 24: CROSS PLAINS: MADISON MOTORCYCLE CLUB, (262) 424-9361, MADISONMOTORCYCLECLUB.ORG

COMPETITION

MOTOCROSS

OCT 11: LAKE MILLS: AZTALAN CYCLE CLUB INC, (815) 790-6211, AZTALANMX.COM



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UPCOMING EVENTS



MOTOCROSS

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FIM-LIVE.COM

Sept. 26-27: Ernee, France

FIM MXGP / MX2 WORLD CHAMPIONSHIP
FIM-LIVE.COM

Sept. 20: San Bernardino, Calif.:
Glen Helen Raceway

2016 MONSTER ENERGY AMA SUPERCROSS
AMASUPERCROSS.COM

Jan. 9: Anaheim, Calif.: Angel Stadium

Jan. 16: San Diego, Calif.: Petco Park

Jan. 23: Anaheim, Calif.: Angel Stadium

Jan. 30: Oakland, Calif.: O.Co Coliseum

Feb. 6: Glendale, Ariz.: University of Phoenix Stadium

Feb. 13: San Diego, Calif.: Petco Park

Feb. 20: Arlington, Texas: AT&T Stadium

Feb. 27: Atlanta, Ga.: Georgia Dome

March 5: Daytona Beach, Fla.: Daytona International Speedway (note: not a Feld Motor Sports produced race)

March 12: Toronto, Canada: Rogers Centre

March 19: Detroit, Mich.: Ford Field

April 2: Santa Clara, Calif.: Levi's Stadium

April 9: Indianapolis, Ind.: Lucas Oil Stadium

April 16: St. Louis, Mo.: Edward Jones Dome

April 23: Foxboro, Mass.: Gillette Stadium

April 30: East Rutherford, N.J.: MetLife Stadium

May 7: Las Vegas, Nev.: Sam Boyd Stadium

2015 MONSTER ENERGY CUP

Oct. 17: Las Vegas, Nev.: Sam Boyd Stadium

AMA PROAM MOTOCROSS EVENTS
AMARACING.COM

Sept. 19-20: Mechanicsville, Md.: Budds Creek Motocross, MamaMX.com

Sept. 20: Hamer, S.C.: South of the Border, Victory-Sports.com, (423) 323-5497

UPDATED: Sept. 20: New Vienna, Ohio: East Fork MX, EastForkMX.com, (513) 266-2866

Sept. 26-27: Millville, Minn.: Spring Creek, SpringCreekMX.com, (507) 753-2779

Sept. 27: Dalton, Ga.: Lazy River Motocross, Victory-Sports.com, (423) 323-5497

Sept. 27: Shippensburg, Pa.: Doublin Gap, Doublingap.com, (717) 249-6036

Sept. 27: Millville, N.J.: njmpfod.com, (856) 765-3799

Sept. 30-Oct. 4: Rancho Cordova, Calif.: Prairie City MX, AmpGFIMotocross.com, (209) 656-9683

Oct. 3-4: Englishtown, N.J.: Raceway Park, RacewayPark.com, (732) 446-7800

Oct. 10-11: Duquoin, Ill.: Indian Hills Motocross, MotocrossLeagueOfAmerica.com, (205) 699-8857

Oct. 10-11: Blountville, Tenn.: Muddy Creek, Victory-Sports.com, (423) 323-5497

Oct. 11: Birdsboro, Pa.: Pagoda Motorcycle Club, PagodaMC.org, (610) 582-3717

Oct. 26-27: Casey, Ill.: Lincoln Trails Motocross, MotocrossLeagueOfAmerica.com, (205) 699-8857

UPDATED: Nov. 1: Tallassee, Ala.: Monster Mountain, MonsterMX.com, (334) 318-8475

Nov. 7: Pell City, Ala.: Mill Creek Motocross Park, RPMSportsOnline.com, (205) 699-8857

Nov. 23-25: Gainesville, Fla.: Gatorback Cycle Park, UnlimitedSportsMX.com, (312) 689-3461

Nov. 26-28: Gainesville, Fla.: Gatorback Cycle Park, UnlimitedSportsMX.com, (312) 689-3461

Dec. 5-6: Buckeye, Ariz.: Arizona Cycle Park, AZopen.com, (623) 853-0750



DIRT TRACK

AMA PRO FLAT TRACK
AMAPROTRACING.COM

Sept. 19: Delmar, Del.: Roar on the Shore Half-Mile

Sept. 26: Calistoga, Calif.: Calistoga Half-Mile

Nov. 20: Las Vegas, Nev.: Flat Track Season Finale

AMA VINTAGE DIRT TRACK NATIONAL CHAMPIONSHIP SERIES
AMARACING.COM

Sept. 26: Cuddebackville, N.Y.: Short Track

Sept. 27: Cuddebackville, N.Y.: Short Track

AMA SPEEDWAY NATIONAL CHAMPIONSHIP SERIES
AMERICANMOTORCYCLIST.COM

Sept. 18: Auburn, Calif.: Fast Fridays Motorcycle Speedway

FEATURED SERIES:

AMA ALL-STAR NATIONAL FLAT TRACK SERIES
STEVENACRACING.COM

Sept. 26: York, Pa.: York Expo Center, Half Mile



ROAD RACE

AMA ROAD RACE GRAND CHAMPIONSHIP

AMERICANMOTORCYCLIST.COM

Sept. 19-20: Alton, Va.: Virginia International Raceway



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UPCOMING EVENTS



OFF-ROAD

FIM TRIAL DES NATIONS
FIM-LIVE.COM

Sept. 19-20: Tarragona, Spain

KENDA AMA NATIONAL
ENDURO, PRESENTED BY
MOOSE RACING
NATIONALENDURO.COM

Sept. 27: Lynnville, Ind.: Lynnville
Area Dirt Riders Inc., LADirtRiders.
com

Oct. 11: Matthews, Ind.:
Muddobbers MC, MuddobbersMC.
org

GEICO AMA ENDURO CROSS
ENDURO CROSS.COM

Sept. 26: Sacramento, Calif.: Sleep
Train Arena

Oct. 3: Denver, Colo.: National
Western Complex

Oct. 17: Everett, Wash.: XFINITY
Arena

Nov. 7: Boise, Idaho: Ford Idaho
Center

Nov. 21-22: Ontario, Calif.: Citizens
Business Bank Arena

AMSOIL AMA GRAND NATIONAL
CROSS COUNTRY SERIES
GNCCRACING.COM

Sept. 19-20: New Berlin, N.Y.:
Unadilla

Oct. 3-4: Somerset, Pa.: Moutain
Ridge

Oct. 17-18: St. Clairsville, Ohio:
Powerline Park

Oct. 31-Nov. 1: Crawfordville,
Ind.: Ironman

KENDA SRT AMA NATIONAL
HARE AND HOUND
CHAMPIONSHIP
NATIONALHAREANDHOUND.COM

Oct. 24-25: Lucerne Valley, Calif.:
100s MC, 100smc.com

AMA EAST HARE SCRAMBLES
CHAMPIONSHIP SERIES
AMARACING.COM

Nov. 7 (ATV) | Nov. 8 (Amateur,
Youth): Kohoka, Mo.: Midwest
Motorsports

KENDA SRT AMA WEST HARE
SCRAMBLES CHAMPIONSHIP
SERIES

AMARACING.COM

Oct. 24 (Amateur, ATV, Youth):
Lucerne Valley, Calif.: Desert MC

Nov. 7 (ATV, Youth) | Nov. 8
(Amateur): Searchlight, Nev.: Get-
Xtr-Eme.com

FEATURED SERIES:
APPALACHIAN CHAMPIONSHIP
ENDURO SERIES

ACES-RACES.COM

Sept. 20: Athens, Ohio: Milk Run
Enduro, Athens Motorcycle Club

Oct. 11: Matthews, Indiana:
Muddobbers Enduro, Muddobbers
Motorcycle Club

Nov. 8: Greenville, Ohio:
Peace Pipe Enduro, Treaty City
Motorcycle Club

FEATURED SERIES:
BIG 6 AMA WEST COAST GRAND
PRIX SERIES

BIG6RACING.COM

Oct. 3-4: Ridgecrest, Calif.:
Viewfinders MC, Ridgecrest
Fairgrounds

Oct. 31 - Nov. 1: Gorman, Calif.:
Prospectors MC

Dec. 5-6: Location TBA: Vikings
MC

FEATURED SERIES: EAST COAST
ENDURO ASSOCIATION (ECEA)
- ENDUROS

ECEA.ORG

Sept. 20: Brandonville, Pa.:
Moonshine Enduro, High Mountain
Dirt Riders/Valley Forge Trail Riders,
vtr.org

Oct. 25: New Lisbon, N.J.: Scrub
Pine Enduro, Ocean County
Competition Riders, OCCR.net

Nov. 8: Warren Grove, N.J.:
Stumpjumper Enduro, Motorcycle
Competition Inc., Ride-MCI.com

Nov. 22: New Lisbon, N.J.: Pine Hill
Enduro, Central Jersey Competition
Riders, CJCRC.org

FEATURED SERIES: EAST COAST
ENDURO ASSOCIATION (ECEA)
- HARE SCRAMBLES

ECEA.ORG

Sept. 26-27: Big Bass Hare
Scrambles, Ridge Riders MC

Oct. 10-11: Sahara Sands Hare
Scrambles, Pine Barons Enduro
Riders/South Jersey Enduro Riders

Oct. 17-18: Ormond Farms Hare
Scrambles, Competition Dirt Riders

Nov. 14-15: Delaware Hare
Scrambles, Delaware Enduro
Riders

FEATURED SERIES:
IOWA ATV HARE SCRAMBLE
SERIES

IATVHSS.COM

Sept. 12 (Youth & UTVs) | Sept. 13
(Adult ATVs): Beaconsfield, Iowa

Oct. 10 (Youth & UTVs) | Oct. 11
(Adult ATVs): Carlisle, Iowa

FEATURED SERIES:
AMA KENDA FULL GAS SPRINT
ENDURO SERIES

FULLGASENDURO.COM

Nov. 14-15: Union, S.C.: Big Buck
Sprint Enduro

FEATURED SERIES:
VIRGINIA CHAMPIONSHIP HARE
SCRAMBLES SERIES

VCHSS.ORG

Sept. 27: Chatham, Va.: Joe Lloyd
Memorial

Oct. 11: Rural Retreat, Va.:
Rattlesnake

Nov. 1: Spring Grove, Va.: Pipsico

Nov. 8: Rural Retreat, Va.: The
Hillbilly Hare Scramble

FEATURED SERIES:

WESTERN CHECKPOINT
ENDURO CHAMPIONSHIP

RIDECHEC.COM

Oct. 3: Chimney Rock, Utah:
Sageriders MC

Oct. 18: Red Mountain, Calif.:
Training Wheels MC

Oct. 25: Elkins Flat, Calif.: Polka
Dots MC

Nov. 15: Stoneford, Calif.: Valley
Climbers MC

FEATURED SERIES:

WESTERN NEW YORK OFF-
ROAD ASSOCIATION

WNYOA.NET

Sept. 19-20: New Berlin, N.Y.:
Unadilla

Sept. 27: Jasper, N.Y.: STER

Oct. 11: Location TBD: The Finale



SPECIALTY

AMA PRO HILLCLIMB

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Sept. 27: Jefferson, Pa.: White
Rose Motorcycle Club



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UPCOMING EVENTS

Oct. 11: Oregonia, Ohio: Dayton Motorcycle Club

AMA SUPERMOTO NATIONAL CHAMPIONSHIP
 AMANATIONALSUPERMOTO.COM

Sept. 18-20: Sturgis, S.D.: Downtown Sturgis

Nov. 6-8: Tucson, Ariz.: Muscle Man Honda

MIKE COOK'S BONNEVILLE SHOOTOUT
 LANDSPEEDEVENTS.COM

Sept. 17-21: Wendover, Utah



RECREATION



AMA YAMAHA SUPER TÉNÉRÉ ADVENTURE RIDING SERIES
 AMERICANMOTORCYCLIST.COM

Sept. 19-20: Logan, Ohio: Buckeye Dual Sporters

Sept. 26-27: Wabeno, Wis.: Wisconsin Dual Sport Riders

Oct. 24-25: Payson, Ariz.: Arizona Trail Riders

Oct. 31-Nov. 1: Port Elizabeth, N.J.: Tri-County Sportsmen MC Inc.

Nov. 13-15: Hamonton, N.J.: BMW of Manhattan Motorcycles

Nov. 21-22: Amado, Ariz.: Trail Riders of Southern Arizona

Nov. 27-28: Palmdale, Calif.: AMA District 37 Dual Sport



BETA AMA NATIONAL DUAL SPORT SERIES
 AMERICANMOTORCYCLIST.COM

Sept. 19-20: Logan, Ohio: Buckeye Dual Sporters

Sept. 26-27: Buck Meadows, Calif.: Family Off-Road Adventures

Sept. 26-27: Wabeno, Wis.: Wisconsin Dual Sport Riders

Oct. 3-4: McArthur, Ohio: Enduro Riders Association

Oct. 3-4: Mount Solon, Va.: Washington Area Trail Riders, Inc.

Oct. 24-25: Payson, Ariz.: Arizona Trail Riders

Oct. 31-Nov. 1: Port Elizabeth, N.J.: Tri-County Sportsmen MC Inc.

Nov. 21-22: Amado, Ariz.: Trail Riders of Southern Arizona

Nov. 27-28: Palmdale, Calif.: AMA District 37 Dual Sport

Dec. 12: Tucson, Ariz.: Tucson Dual Sport LLC

AMA NATIONAL CONVENTIONS
 AMERICANMOTORCYCLIST.COM

The Golden Aspen Motorcycle Rally
Sept. 16-20: Ruidoso, N.M.: MotorcycleRally.com

AMA NATIONAL GRAND TOURS
 AMERICANMOTORCYCLIST.COM

Jan. 1-Dec. 15: Best 15 U.S. Roads Challenge: SC-MA.com, steve_howe@sc-ma.com, (562) 298-6236

Jan. 1-Dec. 15: USA Four Corners Tour: SC-MA.com, steve_howe@sc-ma.com, (562) 298-6236

April 1-Oct. 31: Tour of Honor: TourOfHonor.com

AMA SIGNATURE EVENTS
 AMERICANMOTORCYCLIST.COM

March of Dimes - Bikers for Babies (events nationwide): BikerForBabies.org

Pediatric Brain Tumor Foundation - Ride for Kids (events nationwide): RideForKids.org

SENA AMA FLASH TOUR
 AMERICANMOTORCYCLIST.COM

Take a photo of yourself at eligible events and send it to the AMA Road Riding Department to earn points and be entered to win prizes.

This tour takes place in conjunction with AMA Oasis locations, which are key spots at major motorcycling events where the AMA offers members a chance to get a drink and relax amid the commotion.

Visit AmericanMotorcyclist.com > Riding > SENA AMA Flash Tour to view eligible events and get more information.

AMA VINTAGE GRAND TOUR
 AMERICANMOTORCYCLIST.COM

Road riders can earn points by attending events that are part of the AMA Vintage Grand Tour.

Visit AmericanMotorcyclist.com > Riding > AMA Vintage Grand Tour to view eligible events, download the registration form, and get more information.



HALL OF FAME EXHIBITS AND EVENTS

AMA MOTORCYCLE HALL OF FAME
 MOTORCYCLEMUSEUM.ORG

The AMA Motorcycle Hall of Fame is on the AMA campus in Pickerington, Ohio, and is open 9 a.m. to 5 p.m. seven days a week. Closed: Easter, Thanksgiving, Christmas Eve, Christmas Day and New Year's Day.

Main Hall: AMA Motorcycle Hall of Fame: The main floor of the Motorcycle Hall of Fame celebrates Hall of Fame inductees, the heroes of the track, road, trails and halls of government who have elevated the sport to new heights. Now featuring the 2014 inductees.

Founder's Hall: Honoring the AMA Motorcycle Hall of Fame's generous contributors.

The Birth of a Hurricane: How AMA Motorcycle Hall of Famer Craig Vetter reimagined BSA for an American market.

Sam Swope: Philanthropist, Motorcyclist: Motorcycles that represent the generous, charitable giving of Sam Swope.

Motorcycle Toys and Collectibles Exhibit: A collection of more than 1,000 motorcycle-inspired toys.

AMA MOTORCYCLE HALL OF FAME INDUCTION CEREMONY AT AIMEXPO
 MOTORCYCLEMUSEUM.ORG

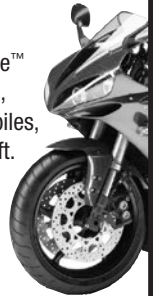
Oct. 17: Orlando, Fla.: Held in conjunction with AIMExpo. Tickets are \$25 per person. VIP tickets are \$90 per person and include an exclusive reception, reserved seating and AIMExpo admission.

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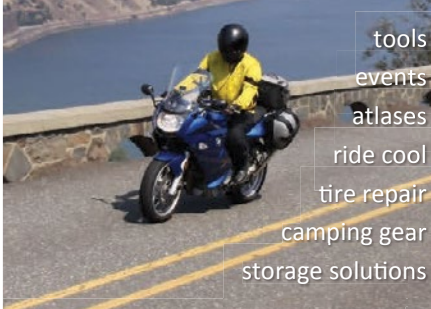
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YES, I RIDE

Don't Ignore Your Passion

By Carla Heller

"You ride a motorcycle?" The question is accompanied by any number of vocal inflections. Shock. Disbelief. Fear. Awe. Envy. I grin (a bit wolfishly, from what I've been told), and answer in the affirmative. Yes, I ride.

"You mean on the back of your husband's bike?" No.

"You mean a scooter?" No.

"That's so cool. I've always wanted to ride." Then learn.

I do not remember a time in my life when motorcycling was not present. My mother tells stories of my father draping me over the gas tank of his Harley Super Glide and running me around the block while I was still in diapers (much to our neighbors' terror). There are more stories involving me in a tiny lawn chair, watching my dad wrench on his bike, covering my ears and screaming gleefully when he fired it up. The two most influential women in my life—my mother and her sister Kay—were both riders. In fact, there still exists somewhere a picture of my mother, seven months pregnant with my younger brother, getting ready to ride her Harley Sprint in a poker run back in 1977.

There had been no doubt in my mind when I was younger that I would one day own my own bike. I adored everything about riding: leaning into curves, throttling down two-lane rural Wisconsin highways, whistling wind and shining sun, blaring music, greasy fingers and scraped knuckles, soap and wax.

There was no greater sense of freedom and enjoyment than riding two-up with my father. We would ride for hours, stopping for lunch at some hole-in-the-wall restaurant, cruising into LeDuc's Custard in Wales for chocolate malts on the way home. My father traded his Harley for a Honda Goldwing, and we'd ride the 250 miles to Eagle River to visit my grandparents, where my grandmother would glare at my father in disapproval and greet me, clucking like an old hen, with "I can't believe you rode on the back of that monster all the way out here." I would grin and say, "It's only a bike, Grandma."

When someone asks me today why I ride, these are the thoughts that come to mind.

Unfortunately, as I grew older, one excuse after another cropped up for not getting my own bike. I don't have enough money for a bike. I have nowhere to store



Ladd Heller

a bike. People drive like maniacs. Some excuses were better than others, I'll grant you, but they were all excuses.

Many people told me I was smarter and safer for not riding, relating horror stories about their sister's husband's best friend who was injured in a motorcycle accident. I didn't care. I still wanted to ride. Yet my own riding experience consisted of tooling around deserted church parking lots on a Honda 250, never making it past third gear. On some level, I had convinced myself that I wouldn't make a "good" rider, resigning myself to the role of eternal passenger.

At 30, I married, and three weeks after our wedding my husband bought a Suzuki V-Strom 650. He was thrilled—he married a woman who loved motorcycles as much as he did. I was thrilled because I could ride regularly again (albeit two-up).

The only question: Why wasn't I riding my own bike? The answer: Me. I decided to stop making excuses and signed up for a rider safety course. I trusted the rest would sort itself out. And it did.

The V-Strom was my first "official" motorcycle (my husband had decided that a Triumph Tiger 1050 would be more his style), and I loved it. It was tall—a 32.5-inch seat height (lowered) against my 31-inch inseam—and relatively top-heavy. It felt a far cry from the nimble little Honda Rebels I had become accustomed to in my safety course.

Nevertheless, it was my bike, and I was going to ride it well, so I spent hours tooling through my neighborhood to get the feel for it. I was reticent to lean too

far into corners, and I stood on tiptoe at stoplights.

After a season of solid riding, I marveled that the bike had ever struck me as difficult to maneuver. I smiled when people teased me about looking like a Power Ranger in my helmet, boots and Cortech jacket. Last summer, I traded the Strom for a Yamaha FZ-09. We rode to Illinois to buy it, and my grin during the ride home was so strong, my face hurt for three days.

I'm not a "fair weather" rider. Once the temperature is above freezing and the salt is clear from the roads, I commute every day on my bike, rain or shine (excepting thunderstorms). I perform my own routine maintenance. I wait to winterize the bike until the threat of the first snowfall. I seek every possible rideable moment from the brief season we have here in the Midwest, and I love every minute of it.

Do I encounter occasional bias or assumptions about my riding ability and knowledge because I'm a woman? Yes. I had one salesman correct me four times about the mileage on my bike. ("You mean 25-hundred miles?" No, I mean 25-thousand.) Needless to say, he lost a potential sale. But I find that far more often I am approached by people who ask genuine questions—men and women who want to know more. Many of them in their 30s, 40s and 50s mention that they always wanted to ride, ask about the gear I wear, and ask what it's like to ride.

My response? "What's stopping you?"

Carla Heller is an AMA member from Milwaukee.

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- 2 – New motorcycles. Two lucky AMA members who renew or join in 2015 will win a new bike! There's one drawing for a **Yamaha Super Ténéré** and another drawing for a **Suzuki Boulevard I09R!**
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