



2013 ANNUAL REPORT

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The mission of the non-profit American Motorcycle Heritage Foundation is to celebrate, elucidate and preserve the rich tradition of motorcycling in America. In 1990, the AMHF established a museum to further that mission, and today it is home to the American Motorcyclist Association Motorcycle Hall of Fame. The Hall of Fame honors the distinguished men and women whose competitive spirit, passion, vision and entrepreneurship have played a vital role in shaping the sport, lifestyle and business of motorcycling. Visitors to the Hall of Fame, located

on the campus of the AMA in Pickerington, Ohio, learn about the storied history of American motorcycling, and experience the excitement of the open road or trail, the thrill of racing, the allure of motorcycle design and technology, and the inspiration of memorable personalities. The AMA Motorcycle Hall of Fame is open seven days a week from 9 a.m. to 5 p.m., and is closed on Easter, Thanksgiving, Christmas and New Year's Day. For more information call (614) 856-2222 or visit www.motorcycliumuseum.org.

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AMA Motorcycle Hall of Fame Inductees

J.C. Agajanian • Giacomo Agostini • David Aldana • Johnny Allen • C.E. Altman • Hap Alzina • Brad Andres • Leonard Andres • Leo Anthony • Sam Arena, Sr. • Bob Armstrong • Erle “Pop” Armstrong • Roy Artley • C.R. 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Christenson • Bill Church • Derek “Nobby” Clark • Chuck Clayton • Sharon Clayton • Floyd Clymer • Rod Coates • A.B. Coffman • Larry Coleman • Clark Collins • Russ Collins • Pete Colman • Arthur Constantine • Wes Cooley • Dave Coombs • Mike Corbin • Carl Cranke • Al Crocker • Wayne T. Curtin • Glenn Curtiss • Mary Shepard Cutright • Wally Dallenbach • Russ Darnell • Arthur Davidson • Walter Davidson • William A. Davidson • William G. Davidson • William H. Davidson • Jim Davis • Ty Davis • Will Davis • Paul Dean • Roger Decoster • Trevor Deeley • Babe De May • Ralph De Palma • Jake De Rosier • John Desoto • Dave Despain • Marty Dickerson • Tony Distefano • Doug Domokos • Dick Dorresteyn • Floyd Dreyer • Linda Dugeau • Yvon Duhamel • E. Paul Dupont • Edison Dye • Chet Dykgraaf • Al Eames • Ted Edwards • Kenny Eggers • Mona Ehnes • Bud Ekins • Dave Ekins • Steve Eklund • Sprouts Elder • Jimmy Ellis • David Emde • Don Emde • Floyd Emde • Jeff Emig • Debbie Evans • George Everett • Michael Farabaugh • Jimmy Filice • Sue Fish • Ed Fisher • Earl Flanders • Peter Fonda • Malcolm Forbes • Bob Fox • Fred Fox • Geoff Fox • Bill France, Sr. • Bill France, Jr. • Jeff Fredette • Curly Fredricks • Rollie Free • Walt Fulton Sr. • Joe Gee • Johnny Gibson • Dick “Slider” Gilmore • Linda “Jo” Giovannoni • Broc Glover • Paul Goldsmith • Randy Goss • Bill Goudy • Carl Goudy • Ricky Graham • Morty Graves • Bob Greene • John And Rita Gregory • Al Gunter • Mike Hailwood • Torsten Hallman • Fred Ham • **DANNY HAMEL** • Dick Hammer • Bob Hannah • Bob Hansen • Donnie Hansen • Scot Harden • William S. Harley • T.K. Hastings • Randy Hawkins • Larry Headrick • Oscar Hedstrom • Tom Heining • George Hendee • Thomas Henderson • William Henderson • Pat Hennen • Doug Henry • Ralph Hepburn • Barry Higgins • Bobby Hill • Jimmy Hill • Pete Hill • Lester Hillbish • Ted Hodgdon • J.C. “Pappy” Hoel • Pearl Hoel • Soichiro Honda • Jules Horky • David Hough • Kent Howerton • Billy Huber • Larry “Supermouth” Huffman • Roger Hull • Hugh H. “Harry” Hurt • Jackpine Gypsies Motorcycle Club • Don Johns • Bill Johnson • Rick Johnson • Gary Jones • Hap Jones • Maldwyn Jones • Erv Kanemoto • Buzz Kanter • Benny Kaufman • Neil Keen • Harry J.R. 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Smith, Sr. • Jeff Smith • Malcolm Smith • Marty Smith • Roger Soderstrom • Cristine Sommer-Simmons • Freddie Spencer • Johnny Spiegelhoff • Jay Springsteen • Jeff Stanton • Ori Steele, Sr. • Gary Stevens • Bessie Stringfield • Chuck Sun • Babe Tancrede • Sammy Tanner • Lee Taylor • Shell Thuet • John Tibben • Rolf Tibblin • Walter & Lucille Timme • Fred Toscani • **DIANNE & MIKE TRAYNOR** • Elmer Trett • Marty Tripes • Gavin Trippe • Bill Tuman • Joe Uebelacker • Pete Uebelacker • Billy Uhl • Gilles Vaillancourt • Adeline & Augusta Van Buren • Terry Vance • Skip Van Leeuwen • A.F. Van Order • Don Vesco • Craig Vetter • Ed Waldheim • Gene Walker • Otto Walker • Theresa Wallach • Miny Waln • Buzz Walneck • Bruce Walters • Jeff Ward • Joe Weatherly • Jim Weinert • Ray Weishaar • Bill Werner • Ralph White • Earl Widman • Al Wilcox • Jack Wilson • Margaret Wilson • Mike Wilson • Leroy Winters • Steve Wise • Charles L. “Red” Wolverton • George Wyman • Pops Yoshimura • Ed Youngblood • Dave Zien

2013 Induction Ceremony

Six inductees took their places among motorcycling's best and brightest on Oct. 18, 2013, at the 2013 AMA Motorcycle Hall of Fame Induction Ceremony, presented by Husqvarna. The gala ceremony was part of the American Motorcyclist Association Legends Weekend at the Green Valley Ranch Hotel in Las Vegas.

Hosted by actor, motorcyclist and AMA board member Perry King, the event honored the Hall of Fame Class of 2013: AMA Supercross and Motocross Champion Ricky Carmichael; AMA and desert racing champion Danny Hamel; racer, promoter and motorcycle industry icon Norm McDonald; AMA Road Racing Champion Randy Renfrow; and motorcycling fundraisers and Ride For Kids founders Mike and Dianne Traynor.

In addition to the class of 2013, the induction ceremony celebrated the outstanding careers of two existing Hall of Famers as Hall of Fame Legends: Mark Blackwell, a pioneering American motocross racer, six-time AMA championship race team manager and industry executive; and Torsten Hallman, a four-time FIM World Motocross champion who was instrumental in introducing the sport of motocross to America and later founded the Thor brand.

In addition to Husqvarna, other major sponsors were KTM North America; Kawasaki Motors Corp., USA; 6D Helmets; Victory Motorcycles; Bike Week Radio; Zero Motorcycles; Harley Davidson Motor Co.; Aon/K&K Insurance; GE Capital; and the Dave Mungenast Automotive Family.



Danny Hamel

Danny Hamel's many accomplishments as an off-road racer include being a five-time AMA Hare and Hound National Champion and SCORE Baja 1000 and 500 overall winner. Between 1977 and 1995, Hamel became the only rider ever named AMA Amateur Athlete of the Year and AMA Amateur Sportsman of the Year in the same year.

During the Baja 500 in June 1995, Hamel was killed when a car strayed onto the road that was part of the course. He had earned a reputation as an outgoing rider, a super-fast racer, and a master at getting the most out of what many considered to be one of desert racing's most powerful and impressive machines: the Kawasaki KX500.

A motorcyclist from an early age, Hamel took to the desert while growing up in Boulder City, Nev. By the time he started racing in earnest, he had learned a lot, said his dad, Roger Hamel.

"I had raced, so I had a little bit of an influence on him, but most of it came from between his own ears," Roger says. "He had tried other sports and was good at them, but he didn't really like it when someone didn't give 100 percent. With motorcycle racing, I think, he liked that it was just all him."

Going fast came easy, Danny said in a 1993 interview.

"Reading the terrain just comes naturally for me," he said. "A desert racer has to have the ability to recognize and adapt to different situations. Sometimes you're going 80 or 90 miles an hour across the open desert, and sometimes you're going 2 or 3 miles per hour through rocks. I live right here in the desert, so every time I go riding, I'm practicing those skills."

A strong rider, Hamel became synonymous with the KX500, remembers his mechanic, Mike Hodges.

"It was amazing to watch him ride," Hodges says. "Hamel was a big guy, and he handled that KX500 like other guys rode 125s. That was his kind of bike."

Speed just came naturally to him, Hamel's father says.

"He just had that knack," Roger Hamel says. "He rode well within his limits, but if someone challenged him, he could always go faster."

Off the bike, Hamel was as likeable as he was down-to-earth, and he made friends throughout the desert-racing community. Hamel didn't let the wins go to his head, Hodges says. He says Hamel would be floored by the honor of being in the Hall of Fame.



L-R: Hall of Famer Randy Hawkins, Danny Hamel's manager at Kawasaki Mark Johnson, Hamel's mechanic Mike Hodges and AMHF Chairman Jeff Heininger.



Danny Hamel's mechanic Mike Hodges talks about Hamel's career.



Norm McDonald

Norm McDonald is one of motorcycling's Renaissance men, doing just about everything possible with two wheels — from racing to product development to tuning to running a dealership chain.

McDonald has sponsored hundreds of racers from the late 1950s through today, but he's perhaps best known for being the founding "N" in K&N engineering, a company he formed with AMA Motorcycle Hall of Famer Ken Johnson in 1957 and a well-known motorsports name.

When he was growing up, McDonald's parents wouldn't allow him to have a motorcycle. So he satisfied his need for speed with hot rods and drag racing. He always wanted a bike, though; so when he was 17, he saved his lawn-mowing money and bought a motorcycle that he kept at a friend's house.

A stint in the Navy slowed McDonald's riding passion only slightly, and when he returned, he married Louise (Lucy) West, bought another bike and started racing motorcycles and raising a family.

When he met Ken Johnson in 1957, they opened K&N Motorcycles in Loma Linda, Calif., as a service shop.

"We opened with \$200 and three used motorcycles," McDonald recalls.

As shop owners, Johnson and McDonald also happened to give a job to a 17-year-old kid who would come to make quite a name for himself in motorcycling: Malcolm Smith.

Through the years, McDonald owned other motorcycle franchises, expanding to six locations and selling BSA, CZ, Jawa, Husky, Hodaka, Tahatsu, Marusho, Greeves and Harley-Davidsons at various times.

In 1965, Ken and Norm formed K&N engineering, focusing on handlebars, fenders and fork braces. The next year, the K&N air filter was introduced, and within five years the filters could be found in virtually every form of racing.

McDonald sponsored hundreds of racers, including sons Phil McDonald and Sam McDonald, son-in-law Ted Boody and grandson Tyler McDonald.

By 1971, McDonald decided to relocate. Johnson opted to keep K&N Engineering, and McDonald kept the dealership side of things and moved to Tulsa, Okla., opening dealerships in Tulsa and Wichita, Kan.

"That was the best decision I ever made," McDonald says.



Norm McDonald thanks the crowd for honoring his career.



Hall of Famer Malcolm Smith talks about his early years, working with McDonald.



Randy Renfrow

Randy Renfrow was known for his ability to compete on any type of machinery, from diminutive 250 Grand Prix bikes all the way up to AMA Superbikes, and he excelled in nearly every class of professional motorcycle road racing. Renfrow raced professionally more than 20 years, seven of which were self-sponsored.

He was one of the best-liked riders in the paddock. Renfrow won a total of 17 AMA Nationals in four classes, including a victory in a 1990 AMA Superbike race at Willow Springs Raceway in Rosamond, Calif., as a member of the factory Honda team.

Renfrow spent his early years in San Diego, and on his ninth birthday, he got his first minibike.

“Our dad was in the Marine Corps,” remembers Randy’s brother, Shawn. “He always had scooters as a young man. Motorcycling was a big thing when we lived in San Diego, and my dad bought Randy a Briggs & Stratton minibike.”

A Sears 90cc followed. When he relocated to New Jersey with his family, he started riding motocross, and quickly stood out. “Randy was always the fastest kid in the neighborhood, no matter what he was riding,” Shawn says.

By 1981, Renfrow was road racing, and he earned his first AMA national points with a fifth-place finish at Pocono in the 250 Grand Prix class, then finished third in the 250GP final at Daytona. He began riding with Sure-Fire in 1983.

A consistent winner and finisher, Renfrow was the 1983 250 Grand Prix champion, finished third in AMA Formula 1 in 1984, second in Formula 1 in 1985, won the Formula 1 Championship in 1986, was the 1984 AMA Superbike Rookie of the Year and finished fifth in AMA Superbike in 1988, and was the 1989 Battle of the Twins Grand Prix champion. After nearly retiring at the end of 1988, Renfrow came back to win the AMA Pro Twins Series in 1989. He won a Superbike national in 1990 and earned three 600 SuperSport podium finishes. He continued racing and finishing well in various classes through 2000.

In March of 2002, Renfrow was caught in a crash at Daytona International Speedway and broke nine ribs, his right knee, his right ankle and foot. Tragically, five months later, while still on crutches, Renfrow fell and sustained a head injury from which he was unable to recover.



Randy Renfrow's family accepts his Hall of Fame honor on his behalf.



Randy Renfrow's brother Shawn Renfrow shares some personal memories of his brother.



Mike and Dianne Traynor

Mike and Dianne Traynor are best known for their work organizing fund-raising rides that would become the Ride for Kids motorcycle charity program and later the Pediatric Brain Tumor Foundation. They began the Ride for Kids in 1984 to raise funds for childhood brain tumor research. Today, the foundation is the world's largest non-governmental source of funding for childhood brain tumor research.

Mike Traynor died in 2009 and Dianne Traynor died in 2012.

A lifelong motorcyclist, Mike eventually became a vice president in the newspaper publishing. When a colleague's daughter was stricken with a brain tumor, he found his true calling. Working with his wife, Dianne, who was a teacher and accountant, he started a local fundraising ride for the cause.

"As far back as I can remember, he was obsessed with motorcycling," says Mike's son, Brian Traynor. "He decided to use that love of motorcycling to raise a little money to help out a hospital."

The first event raised about \$4,000 from local motorcyclists, Brian recalls. It became a yearly ride, and then expanded into what would become the Ride for Kids events, and, ultimately, the Pediatric Brain Tumor Foundation, which has raised more than \$70 million.

The Traynors' success came from an amazing attitude, says Larry Little, Pediatric Brain Tumor Foundation board member and vice president of the Marketplace Events Motorcycle Group.

"Once you were around Mike for even the smallest moments, you realized that he was a guy who couldn't take no for an answer, and was so infectious in his positive attitude," Little says.

Dianne's role was no less significant. She educated herself in the intricacies of complex scientific research, becoming an expert grant funder. She was also instrumental in establishing the Central Brain Tumor Registry of the United States and the Society of Neuro-Oncology's journal, *Neuro-Oncology*. Following Mike's death in 2009, Dianne succeeded him as the foundation's president and board chair.

One of the Ride For Kids' secondary benefits was that it provided a rallying point for motorcyclists, Brian says.

"When he'd tell people he rode a motorcycle, and they'd say, 'Oh, you're one of those,' dad would kind of cringe," Brian says. "The Ride for Kids events were instrumental in helping out the image of motorcycling. Lots of riders were seen doing a lot of good."



Sons Sean and Brian Traynor receive Mike and Dianne Traynor's Hall of Fame honors from AHMF Chairman Jeff Heining.



Ricky Carmichael

Few people in any endeavor — in sport, in business or in life — have ever earned the title “Greatest Of All Time.” Ricky Carmichael has. He is popularly acknowledged as the Greatest of All Time in AMA Motocross, and his nickname remains “The GOAT.”

In 11 years as a professional, Carmichael became the most dominant rider ever in AMA Motocross. He was named AMA Motocross Rookie of the year in 1996, and logged his first full season in 1997, when he won the 125 Motocross Championship. After that, he won at least one championship every season he raced and never failed to defend a title when he was able to ride the entire season.

In total, Carmichael earned 15 National Championship titles in AMA Motocross and AMA Supercross, three team world championships (MXoN), and one individual world championship (SX1). Also impressive: Carmichael has won on three brands — Kawasaki, then Honda, then Suzuki — and his dominance spans eras. He won titles on the two-stroke machinery he grew up on, along with the four-stroke race bikes that came later.

Still, Carmichael says, induction into the AMA Motorcycle Hall of Fame is a career high.

“It’s definitely special,” Carmichael says. “When you think about all the great racers who have raced motorcycles through history, and all the great racers still racing currently, it’s pretty cool to be associated with them.”

He was the first rider in AMA Motocross with an undefeated season at the top level, a feat he accomplished three times, in 2002, 2004 and 2005. He was the AMA Pro Racing Athlete of the Year in 2001, 2002, 2004, 2005 and 2006.

The key to all that success, Carmichael says, was focus on all aspects of racing, not just at the track.

Carmichael earned a combined 150 pro overall national wins.

Carmichael capped his impressive career with a winning performance in 2007 at the X Games and a victory with the U.S. Team at the Motocross of Nations in Budds Creek, Md., his last race.

At the time of his induction in 2013, Carmichael was running a successful AMA Motocross and AMA Supercross race team, and teaching riders with his Ricky Carmichael Race School.



Ricky Carmichael, the most dominant motocross racer in history, thanks his fans for supporting him throughout his Hall of Fame career.



Hall of Fame Legend: Torsten Hallman

Torsten Hallman was a four-time World Motocross Champion when he came to the United States in the late 1960s as part of Edison Dye's effort to popularize the Husqvarna brand and the sport of motocross.

Hallman's incredible skill on a bike was a revelation to American fans and racers. Within a few years of his first visit, motocross became the most popular form of motorcycle racing in the United States.

Hallman also was a savvy businessman. He founded Thor, a riding apparel company that heavily influenced the look and function of motocross riding gear.

Hallman was born in 1939 in Uppsala, Sweden. His father and older brother were motorcycle racers. He quickly wore out his first bike, a 100cc DKW. So, his father moved him to a Royal Enfield 125.

By the time Hallman entered his first formal competition, he was already a skilled rider. His big break came in 1957, when he won a major junior team race riding a Husqvarna. It was then that Bror Jauren, manager of Husqvarna's racing team, gave Hallman the chance to become a factory-supported rider.

By the 1960s, Hallman was competing in the world championships. He would go on to win the 250cc motocross world title four times. His battles with Belgium's Joel Robert were considered some of the best in the history of the championships.

Hallman made his first trip to America in 1966 at the behest of Edison Dye to help introduce the sport of motocross to America and to help promote Husqvarna. Hallman's method of introduction was to enter scrambles and other off-road events throughout the fall and dominate like no other rider had done before.

With his reputation established in America, he and Malcolm Smith briefly opened a motocross school in Riverside, Calif.

Hallman's visit helped spur Husqvarna sales, so he was invited back the following season with other world championship and Swedish Husqvarna riders.

A back injury slowed Hallman by the end of the 1960s. He moved to the Yamaha motocross effort, and, with Hallman's input, Yamaha developed its championship-winning YZ series of motocross bikes, the first production motocross machines to utilize mono-shock rear suspension.

Hallman was inducted into the Motorcycle Hall of Fame in 2000.



Torsten Hallman's friend, Hakan Eriksson, accepts his Hall of Fame honor on his behalf.



Event emcee Perry King reads written comments from Torsten Hallman, who was unable to attend.



Hall of Fame Legend: Mark Blackwell

Mark Blackwell was a leading rider in U.S. motocross during the late 1960s and early 1970s. He won the 1971 American 500cc Motocross title (a predecessor of today's AMA National Motocross Championship) by being the top-scoring American in the Trans-AMA Series.

Blackwell was one of the first American riders to compete in the Motocross World Championships in the early 1970s. Perhaps even more influential than his racing exploits were Blackwell's contributions as a manager in companies such as Suzuki, Husqvarna and Victory.

Blackwell was born in Southern California in 1953. When he was a teen, his parents agreed to let Blackwell get a Honda 50, as long as he kept his grades up. He began racing informally with friends and eventually moved into sanctioned flat-track, TT and scrambles racing.

By the late 1960s, motocross was about to arrive in America and Blackwell would become one of this country's earliest stars. Early in his professional career, Blackwell rode Yamahas and then CZs. In 1970, Edison Dye convinced Blackwell to ride for Swedish maker Husqvarna.

In 1971, he raced in the Trans-AMA Series, which pitted the top European riders against America's best. Blackwell had a slew of consistent finishes and beat Brad Lackey by a single point to win the American rider portion of the Trans-AMA Series.

Blackwell continued racing primarily in select U.S. events through 1975, while he began the transition to the business side of the industry.

Suzuki asked Blackwell to advise the company's struggling U.S. motocross team in 1977, and by 1978 he was asked to take over as team manager. Under Blackwell's guidance, the Suzuki team made a dramatic turnaround to become the most successful factory team in AMA Motocross and Supercross racing during the early 1980s.

In 1981, he moved to Husqvarna, worked his way up to vice president of marketing and helped return the U.S. motorcycle division to profitability.

In 1986, Blackwell returned to Suzuki as advertising manager and eventually became the top American employee of the company. Under Blackwell's guidance, Suzuki merged its struggling marine division into the motorcycle and all-terrain-vehicle division and helped turn that segment of the business around.

Blackwell went to work with Victory Motorcycles and rose to vice president. He was inducted into the Motorcycle Hall of Fame in 2000.



Mark Blackwell shares memories of a long career as a racer and executive in the motorcycling industry.



Bob Hansen

Bob Hansen was a key figure in motorcycle racing during the 1960s and '70s. He is best known for running the American racing teams for Honda and, later, Kawasaki. Under Hansen's direction, Honda won its first Daytona 200 in 1970, with Dick Mann at the controls of the CB750.

Hansen first became interested in motorcycles in high school. Within two years, he was competing in just about every form of motorcycle racing, from hillclimbing to TT and flat track races. By 1960, he had opened a motorcycle dealership in Racine, Wis., and was one of the first dealers in the Midwest to sell Honda motorcycles. For a time, Hansen was in charge of setting up many of the early Honda dealerships in the Midwest.

When Honda introduced its revolutionary CB750, it wanted to prove the speed and reliability of the new machine by racing in the 1970 Daytona 200. Hansen headed the successful effort, and, just a few months after that victory, he accepted an attractive offer to work for Kawasaki. Under Hansen's guidance, Kawasaki won its first AMA national with Yvon DuHamel, and became a powerhouse in U.S. racing.

While at Kawasaki, Hansen also served as vice president of the AMA's competition committee, the rules-making body for racing. Hansen was also the U.S. delegate on the FIM road racing committee.

When inducted into the AMA Motorcycle Hall of Fame in 1999, Hansen kept up with his interest in motorcycles by restoring collector bikes and acting as a consultant for Heritage Racing, Honda's vintage racing division.

Hansen passed away in February 2013 at the age of 93.



Ed Kretz Jr.

Ed Kretz Jr. was an AMA Grand National Championship competitor of the 1950s and 1960s. He was the son of Hall of Famer Ed Kretz, winner of the inaugural Daytona 200 in 1937.

Motorcycling was always a part of Kretz's life. He grew up going to races with his famous father and worked in the family-owned motorcycle dealership in Monterey Park, Calif., from an early age. Kretz began racing at the age of 16 on one of his father's Indian Scouts.

Kretz had an illustrious amateur career. He came into his own by winning the amateur portion of the 1950 Laconia (New Hampshire) Classic. In the process he set a new track record. By 1951, Kretz was a rookie expert. He missed a few seasons of racing while serving in the Armed Forces in Europe, then returned to full-time racing in 1955.

Kretz had his best years as a pro in 1956 and '57. In 1956, he scored a pair of top-five national finishes (both at Peoria) and finished tied for sixth in the final AMA Grand National Championship standings. He was again a top-10 rider in 1957. In 1956, Kretz also took victory in the 200cc class at the popular Catalina Grand Prix riding a Triumph Cub.

While not racing the national circuit, Kretz was a leading off-road rider and once scored a top-10 finish in the famous Big Bear Endurance Run. He also won numerous early club road racing events on the West Coast.

By the early 1960s, Kretz began to wind down his racing career and retired from racing AMA nationals after the 1962 season.

Kretz was inducted into the AMA Motorcycle Hall of Fame in 2002. He died in September 2013 at the age of 81.





No other motorcycling museum in America is dedicated to the men and women who have shaped the world of motorcycling in its many aspects. That's why the AMA Motorcycle Hall of Fame – and its companion website at www.motorcyclmuseum.org – continues to be a popular destination for tens of thousands of motorcyclists nationwide.

The main floor gallery tells the inspiring stories of dozens of Hall of Fame inductees and their motorcycles, and includes an area that highlights the most recent inductees. Chocked full of eye candy for every variety of motorcycling enthusiast, the displays lead visitors through eight areas, each representing crucial a segment of motorcycling: Ambassadors and Industry, Design and Engineering, Dirt Track, Leadership and Rights, Motocross and Supercross, Off-Road, Roadracing and Specialty Competition.



“2 Wheels + Motor: A Fine Art Exhibition” opened July 2013, following the conclusion of the very popular “30-Year Ride: Honda’s Ohio-Made Motorcycles,” which ran for two years. The exhibit includes art created by mixed-media specialists, photographers, sculptors, painters, illustrators, jewelers and potters. The combination of motorcycling, unique images and stunning artworks into a one-of-a-kind motorcycling art show inspires everyone who sees it.

Many Columbus, Ohio-area artists are taking part in the exhibit, along with artists from across the nation and around the world, including: Matthew Anderle, sculptor; David Argento, illustrator; Wesley R. Baker, painter; Dale Bert, painter; Don Bradley, painter; Jim Brothers, sculptor; Gavin Bruce, sculptor; Bernardo Corman, sculptor; Ralph Corriveau, photographer; Katherine Crowley, painter; Jeff Decker, sculptor; Von Dutch, painter; Manon Elder, painter; Kristin Ellis, jeweler; Tom Fritz, painter; Barbara Allen Frost, sculptor; Jeff Gaither, sculptor and painter; Derek Gibson, illustrator; Daric Gill, sculptor; Ken Goodson, painter; Kathy Grace, sculptor; Eric Herrmann, painter; Walter L. Herrmann, sculptor; Ron Jasin, painter; Patrick Jilbert, painter; Kristi Kloss, jeweler.

Also on display are works by Frank Laskowski, painter; Troy Lee, painter; Michael Lichter, photographer; Lory Lockwood, painter; Joseph Lombardo, painter; Andrew Lundberg, painter; Bill Meyer, illustrator; Harry Miller, illustrator; Kristin Morris, sculptor; Jongseok Oh, sculptor; Steve Posson, sculptor; Peter Rasmussen, sculptor; Kraig Richard, glass sculptor; Tim Rietenbach, painter; Guenevere Schwien, painter; Michael Sicular, sculptor and painter; Shane Sicular, painter; Siege, painter; Koranna Spurgeon, painter; Kent Stewart, sculptor; Kevin Stewart, sculptor; Ric Stewart, sculptor; David Uhl, painter; Alicia Jean Vanderelli, painter; Susan Ward, painter; Mary Watt Yeadon, painter; Anona Wheeler, sculptor; Brad White, sculptor; Roger Williams, painter.

Motorcyclists have always been fond of custom creations, but they haven't always created them the same way.

Through the years, the appeal has focused on everything from over-the-top baggers to raked out choppers to rat bikes to futuristic concepts. A current trend has seen the resurrection of the café bike and its purposeful, industrial, stripped-down appearance.

With the "Bike Craft" exhibit, the Hall of Fame showcases café bikes from some of today's hottest builders.

The machines in the Bike Craft show often start as something as pedestrian as a Honda twin or a Yamaha single and evolve into a racy, radical and edgy rendition of the essence of motorcycling — individualism. In many cases, these qualities are achieved with less, not more. The café motif celebrates a minimalistic look and is accomplished with the stock parts left behind or the custom pieces shaped and added by the builder.



Bike Craft

NEW-WORLD CRAFTSMANSHIP MEETS OLD SCHOOL BIKES.

Since the start of motorcycling in the late 1800s, riders have wanted their bikes to stand out from the crowd. That passion has long stoked a fire for custom motorcycles, especially after World War II, when a boom in riders fanned the flames.

Just a few years ago, trends in the custom bike world mostly centered on raked-out custom choppers with prices approaching \$50,000 or more. TV shows like "Orange County Choppers" and bike-building stars like Jesse James brought the style to the mainstream.

These days, a new breed of bike-builder is bucking the high-dollar chopper trend. They start with older bikes, often the readily available Hondas, Kawasakis, Suzukis and Yamahas that previous bike-builders avoided. That helps bring prices down, often to below \$10,000.

These machines focus on a muscular look by removing unnecessary parts and hiding the necessary ones for a purposeful style. The bikes are designed to be reliable and comfortable so they can be ridden on a daily basis.

The custom machines in this exhibit show just a few examples of the new breed.

CUSTOM BIKE 101

Builders, Owners, Cost Factors - Where's it all going?

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DIRT-TRACK! All-American Motorcycle Racing



Continuing in 2013 was "Dirt Track! All-American Racing," a very popular exhibit that showcases American dirt-track racing in its many distinctive forms. Generous donations from the following companies and individuals make this memorable show possible:

DIRT-TRACK! All-American Motorcycle Racing

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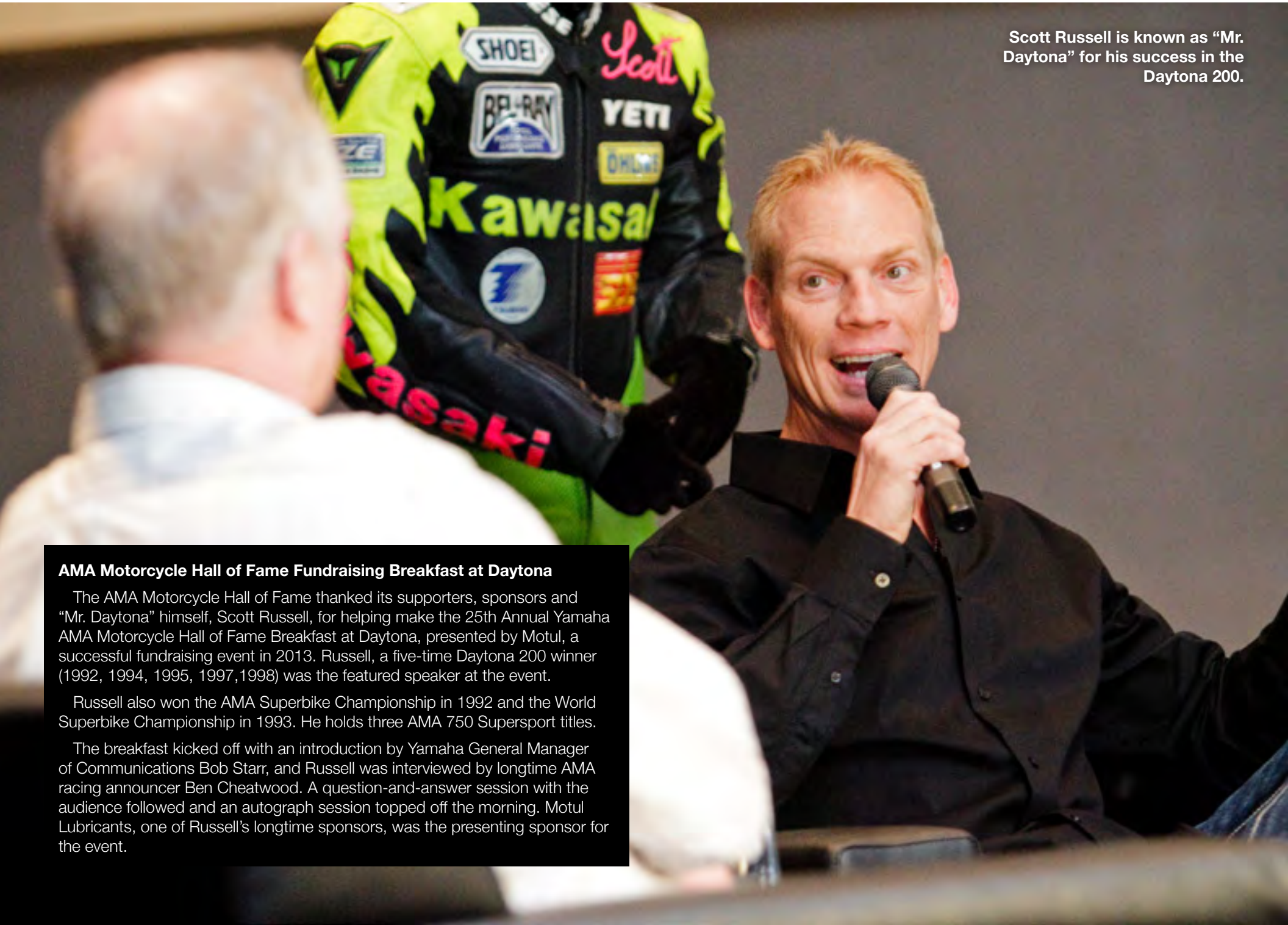
Scott Russell is known as “Mr. Daytona” for his success in the Daytona 200.

AMA Motorcycle Hall of Fame Fundraising Breakfast at Daytona

The AMA Motorcycle Hall of Fame thanked its supporters, sponsors and “Mr. Daytona” himself, Scott Russell, for helping make the 25th Annual Yamaha AMA Motorcycle Hall of Fame Breakfast at Daytona, presented by Motul, a successful fundraising event in 2013. Russell, a five-time Daytona 200 winner (1992, 1994, 1995, 1997, 1998) was the featured speaker at the event.

Russell also won the AMA Superbike Championship in 1992 and the World Superbike Championship in 1993. He holds three AMA 750 Supersport titles.

The breakfast kicked off with an introduction by Yamaha General Manager of Communications Bob Starr, and Russell was interviewed by longtime AMA racing announcer Ben Cheatwood. A question-and-answer session with the audience followed and an autograph session topped off the morning. Motul Lubricants, one of Russell’s longtime sponsors, was the presenting sponsor for the event.



AMA Vintage Motorcycle Days

Motorcyclists from across the country celebrated the people, machines and sport of motorcycling at BikeBandit.com AMA Vintage Motorcycle Days, featuring the riders and champions of Husqvarna, over the July 19-21, 2013, weekend. The annual gathering of tens of thousands of motorcycling enthusiasts took place at Mid-Ohio Sports Car Course in Lexington, Ohio.

The AMA organizes Vintage Motorcycle Days as an annual fundraiser for the Hall of Fame. It includes North America's largest motorcycle swap meet, national championship vintage racing in numerous disciplines, classic bike shows, numerous awards, and presentations by some of motorcycling's leading experts and personalities.

The title sponsor for the 2013 event was BikeBandit.com, the country's leading online source for motorcycle parts, gear and accessories. BikeBandit.com held a gift-card drawing every 10 minutes throughout the weekend, and winners of AMA Vintage No. 1 plates received special gift cards.

The classic Husqvarna brand was also front-and-center at the event, with numerous themed activities during the program. Hall of Fame member Dick Burleson was the event grand marshal and fellow Hall of Famers Scot Harden, Gunnar Lindstrom, John Penton, Malcolm Smith, with racing legends Fred Andrews, Terry Cunningham, Andrew DeLong, Mike Melton, Jamie Lanza and others were on hand.

The voice of AMA Vintage Motorcycle Days, veteran announcer Griff Allen, provided updates and interviews, and long-time AMA and Hall of Fame supporter Tom White kept the fans and racers apprised through two days of vintage and post-vintage racing on the motocross track. Others who contributed were: the Roadracing World Action Fund, Ashland Fairgrounds, Drew Wolf, the Dayton Motorcycle Club, Don May and Ohio Trials Inc., Mandi Mastin and her family, Bart Newman and Jeff Beerbower of Log Road MX Park in Coldwater, Mich., Dawn Merical, and Jim Pooler.

Also participating were: Mike Seate of Café Racer magazine, Louisville Vintage Motorworks, the Vintage Japanese Motorcycle Club, the Kawasaki ZL Owners Club, the Christian Motorcyclists Association and ABATE of Ohio. Ryan Young Products provided a trials stunt show, and the Wall of Death stunt show contributed to the infield activities.

Demo ride providers were Kawasaki, KTM North America and KYMCO. Hall of Famer Craig Vetter hosted his annual Fuel Economy Challenge.



Other events

2013 got off to an impressive start on Jan. 18, when the AMA Motorcycle Hall of Fame museum hosted an open house for hundreds of amateur racing champions. The racers were in town for the annual AMA Championship Banquet, which took place the following day at the Aladdin Shrine Center in Columbus. The open house was a celebration of the history makers of the Hall of Fame, as well as the best-of-the-best on today's motorcycle and ATV racing scenes.

On May 11, the Hall of Fame hosted a Family Fun Day, opening its doors to the community with half-price adult admission and free entry for those 17 and younger. The weekend's visitors were among the first to see the Hall of Fame's new exhibit entitled "2 Wheels + Motor, an International Art Exhibition." A free moto-trials off-road motorcycle exhibition also took place during the event.

The Hall of Fame welcomed the 25th anniversary celebration of Motorcycle Ohio on Aug. 3. Motorcycle Ohio, which is part of the Ohio Department of Public Safety's Office of Criminal Justice Services, is committed to reducing the severity and frequency of motorcycle crashes through rider education, public information campaigns and licensing improvement. Among the day's many events were Motorcycle Ohio instructor demonstrations and some special children's activities.

Delegates to the annual AMA Congress in Pickerington attended a private reception at the Hall of Fame on Oct. 3. The men and women who serve as congress delegates play a pivotal role in shaping the guidelines and rules under which AMA-sanctioned amateur racing and recreational events are conducted.

The Hall of Fame is committed to community outreach, often serving as a checkpoint for local group and non-profit charity rides. In addition, it frequently makes its meeting space available for use by other non-profit organizations, such as the Ohio Motorized Trails Association and the National Alliance on Mental Illness.



Trials riders from Team Sherco entertained visitors at the AMA Motorcycle Hall of Fame.

Balance Sheet

	September 30 2013	September 30 2012
ASSETS		
Current Assets		
Cash and cash equivalents	\$80,410	\$44,582
Inventory	46,879	44,228
Prepaid expenses and other	63,240	20,064
Total Current Assets	190,529	108,874
Other Assets		
Investments limited as to use	229,106	232,764
Collections	114,650	114,650
Investments held with Columbus Foundation	176,892	154,425
Total Other Assets	520,648	467,957
Property and equipment - net	301,799	357,525
Total Assets	\$1,012,976	\$968,238
LIABILITIES AND NET ASSETS		
Current Liabilities		
Accounts payable	\$430,503	\$429,552
Deferred revenue	60,667	29,370
Accrued compensation and related expenses	10,191	9,787
Total Liabilities	501,361	468,709
Net Assets		
Unrestricted		
Board designated	229,106	232,764
Undesignated	105,617	112,340
Temporarily restricted	53,036	30,569
Permanently restricted	123,856	123,856
Total Net Assets	511,615	499,529
Total Liabilities And Net Assets	1,012,976	\$968,238

Statement Of Activities And Changes In Net Assets

	Year Ended	September 30 2013	September 30 2012
Revenues, Gains And Other Support			
Sponsorship		\$95,340	\$63,600
Royalties		4,458	4,739
Merchandise sales		40,203	47,493
Museum admissions and donations		206,534	193,738
Fundraising programs		95,456	63,622
Raffle programs		234,911	271,712
Investment Income		6,185	6,810
Net realized and unrealized gains to investments		(9,843)	3,103
American Motorcyclist Association endowment donation		70,334	71,334
American Motorcyclist Association rent donation		132,996	132,996
American Motorcyclist Association activity donation		397,394	396,267
Total Revenue, Gains And Other Support		1,273,968	1,255,414
Expenses			
Payroll and related expenses		329,947	324,373
Fundraising programs		233,171	189,297
Merchandise costs		27,912	37,504
Special events		25,134	12,314
Travel and meetings		34,711	20,723
Office supplies and postage		51,968	56,635
Depreciation		55,727	56,133
Raffle program expense		70,078	64,822
Other		58,723	77,432
American Motorcyclist Association allocated expenses		396,978	402,532
Total Expenses		1,284,234	1,241,765
Increase (Decrease) In Unrestricted Net Assets		(10,381)	13,649
Temporarily Restricted Net Assets			
Interest Income - Temporarily restricted		2,960	2,513
Net realized and unrealized gains (losses) on investments		19,507	21,456
(Decrease) Increase In Temporarily Restricted Net Assets		22,467	23,969
Decrease In Net Assets		12,086	37,618
Net Assets - Beginning of year		499,529	461,911
Net Assets - End of year		\$511,615	\$499,529

Statement of Cash Flows

	Year Ended	September 30 2013	September 30 2012
Cash Flows From Operating Activities			
Increase (decrease) in net assets		\$12,086	\$37,618
Adjustments to reconcile increase (decrease) in net assets to net cash from operating activities			
Depreciation		55,727	56,133
Forgiveness of related party payable		(600,724)	(600,724)
Net realized and unrealized (gain) loss on investments		(9,664)	(24,559)
Changes in operating assets and liabilities which provided (used) cash			
Accounts receivable		0	25,000
Inventory		(2,651)	15,229
Prepaid expenses and other		(43,176)	(20,020)
Accounts payable		601,674	430,470
Accrued compensation and related expenses		404	(3,175)
Deferred revenue		31,297	29,370
		<hr/>	<hr/>
Net Cash Provided By (Used In) Operating Activities		44,973	(54,531)
Cash Flows From Investing Activities			
Net purchases of investments		(9,145)	(9,323)
		<hr/>	<hr/>
Net Increase (Decrease) In Cash		35,828	(63,854)
Cash - Beginning of year		44,582	108,436
		<hr/>	<hr/>
Cash - End of year		\$80,410	\$44,582
		<hr/>	<hr/>

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The following individuals and organizations represent an accumulated giving level of \$5,000 or more to the AMA Motorcycle Hall of Fame since the American Motorcycle Heritage Foundation was established in 1982.

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In Memory of

Many people have taken the opportunity to memorialize a deceased loved one or friend through a gift to the AMA Motorcycle Hall of Fame. These gifts of the heart pay tribute to someone very special while helping preserve and maintain our rich motorcycling heritage. The names of those remembered are in bold with the donor's name listed below.

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NORM McDONALD
Businessman, Engineer And
Founder Of K&N Engineering
(b. 1932)

McDonald is one of motorcycle's Renaissance men, including racing, product development and running a successful & green development. He has sponsored hundreds of races from 1960s through today, with more than 30 of which he competes at the national level, and is the most famous employee-employer in the industry. He was inducted into the AMA Motorcycle Hall of Fame in 2003.



RICKY CARMICHAEL
AMA Motocross' Greatest of All Time
(b. 1979)

Few people in the industry have achieved the title of "The G.O.A.T." The Greatest of All Time. Ricky Carmichael has. In the professional motocross world, Carmichael is the most decorated rider ever in AMA Motocross. Since 1997, when he won the 125 Motocross Championship, he won at least one national title every season he raced, and never failed to finish a top 10 when he was able to ride the race. In total, he earned 13 AMA Motocross Championships, 10 AMA Supermoto Championships and AMA Supermoto titles. He was inducted into the AMA Motorcycle Hall of Fame in 2003.



MIKE AND DARLENE TRIVETTE
Founders Of The National Hot Rod Show
(b. 1928-2003; b. 1929-2012)

Mike and Darlene Trivette were instrumental in the development of the National Hot Rod Show. The show has been a major event in the hot rod community since 1958. Mike and Darlene were inducted into the AMA Motorcycle Hall of Fame in 2003.



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