

100 YEARS OF THE AMA

BY JOHN BURNS, JACK EMERSON  
AND KEATON MAISANO  
PHOTOS: AMA ARCHIVE

Like the Roaring Twenties, the insane '90s were a great time to be a motorcycle nut, and many would say the best of times.



On top of the two-wheeled tech explosion of the 1980s, which gave us some of the most functional and fun motorcycles in history (Honda Interceptors, Kawasaki's original 900 Ninja, Suzuki's first GSX-R750 and 1100, Yamaha's 20-valve FZ750, Evo-engined Harleys, a range of water-cooled, disc-braked, long-travel motocrossers, and many more), mostly-great economic times for most demographic groups during the 1990s allowed enthusiasts, veteran and



rookie alike, to afford just about any motorcycle they wanted — all of which fueled a motorcycle-sales uptrend that wouldn't peak until the mid-2000s.

And those motorcycles were world-beating, too, both functionally and aesthetically. You had bikes like the light-is-right CBR900RR from Honda, plus new-gen VFRs and the ST1100; updated Suzuki GSX-Rs, plus a crazy thing called Hayabusa; the vaunted YZF-R1 and four-stroke YZ400F motocrosser from Yamaha; lots of new Ninjas and KXs; updated oil-head BMWs; Twin-Cam 88-engined Harleys; high-tech tourers galore; and the instantly legendary Ducati 916. And most weren't terribly expensive, either.

Life in the '90s was pretty good. The future was bright as motorcycle mania continued its breakout around the globe.

The AMA was breaking new ground, too, literally and figuratively. The organization notched a range of significant high points during the decade, including establishing a museum element in 1990; holding the first Vintage Motorcycle Days event on its Westerville, Ohio, campus in 1992; topping 200,000 members for the first time in 1993; establishing the AMA Motorcycle Hall of Fame in 1998; and finally, later that year, moving to its current — and amazing — headquarters in Pickerington, Ohio.

Sitting on 23 acres and comprised of a 30,000-square-foot administration building and a sky-bridge-attached 26,000-square-foot museum complex, the AMA campus — home to the AMA headquarters and Motorcycle Hall of Fame Museum — is much more than a home; it's a destination for motorcyclists worldwide. Come see us sometime, won't you?

A BOOMING ECONOMY AND THE BEST BIKES EVER MADE FOR A HECKUVA MOTORCYCLING DECADE

THE 90S



**1990 HONDA RC30** — Honda's World Superbike homologation special — also known as the '88 and '89 VFR750R in the rest of the world — was just that... *special*. With titanium this, magnesium that and gear-driven cams, we bowed and scraped before the VFR750R's \$15,000 price tag. They're more than double that nowadays.



**AMA MUSEUM OPENS**  
Hailed by Chairman of the AMA Board of Directors John Hasty as "the single most significant event in the 66-year history of this association," the Motorcycle Heritage Museum opened Aug. 16, 1990, at the AMA office in Westerville, Ohio. According to estimates, the grand opening ceremonies — which included an AMA Heritage Homecoming ride from Athens, Ohio, to Westerville — attracted more than 5,000 motorcyclists — including AMA Hall of Famer Jay Leno, Robert Forbes (son of HOFer Malcolm Forbes) and Rep. John Kasich (R-OH). The inaugural exhibits of the museum included "Decades of Development" and "Women in Motorcycling."



**WAYNE RAINEY**  
Rainey won the first of his three-in-a-row 500cc world championships on a Team Marlboro Roberts Yamaha, and was battling AMA Hall of Famer Kevin Schwantz for his fourth in 1993 — right up until a career-ending crash at that year's Italian GP. From there the AMA Hall of Famer went straight into race management...and never looked back.



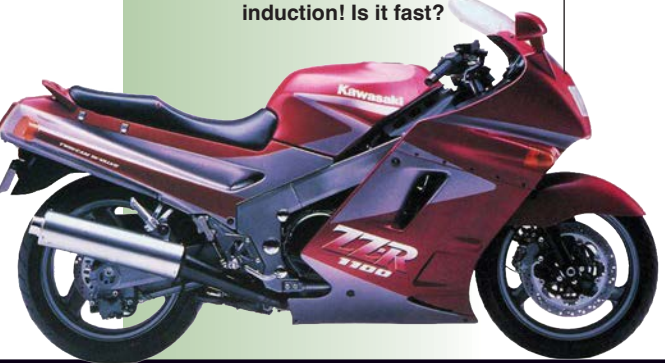


**1990 HARLEY-DAVIDSON FAT BOY**  
Ridden by Ahhnold the year after its introduction in *Terminator 2*, the FLSTF was one of H-D's hottest bikes throughout the '90s, before body shaming was a thing. There's still a Fat-bottomed Boy in the 2024 line.



**THE SOVIET UNION BECOMES...**  
...15 separate countries: Armenia, Azerbaijan, Belarus, Estonia, Georgia, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Moldova, Russia, Tajikistan, Turkmenistan, Ukraine and Uzbekistan.

**1990 KAWASAKI ZX-11**  
Our ZX-11 Ninja was the ZZ-R everywhere else. Sleek bodywork (with faired-in turn signals) and ram-air induction! Is it fast?



**1991 BRITTEN V1000**  
Dyslexia made New Zealander John Britten a great visualizer of his own ideas; a lack of funds made him a genius at making things himself, including carbon-fiber wheels, entire engines, and nearly every part of his amazing V1000 Superbike, except for a few items like pistons and brakes. Not only was the V1000 a work of art, it was art that worked. The 10 that were built were all coming around to being capable of winning races at the highest level when Britten died of cancer in 1995 at 45 years old.



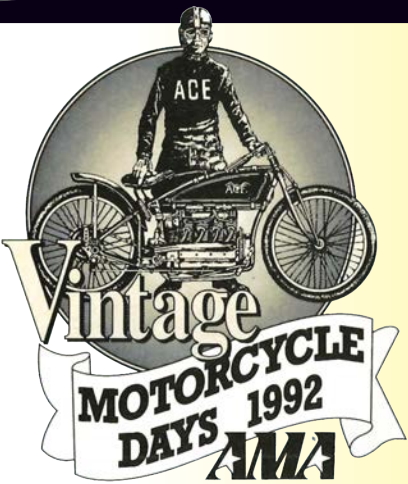
**HUNGARIAN 500 GP**  
Cagiva's first win and HOFer Eddie Lawson's 31st and last, after winning the 500 title four times in the '80s.

**1992 HONDA NR750**  
Oval pistons, why not? The street version was an outgrowth of the NR500 Honda had built to return to 500cc competition in 1979. "When I look back at it, I'm not sure if we were experimenting with cutting-edge technologies or obsessed with foolish ideas," recalled Toshimitsu Yoshimura, an engineer involved in oval-piston development.



1991

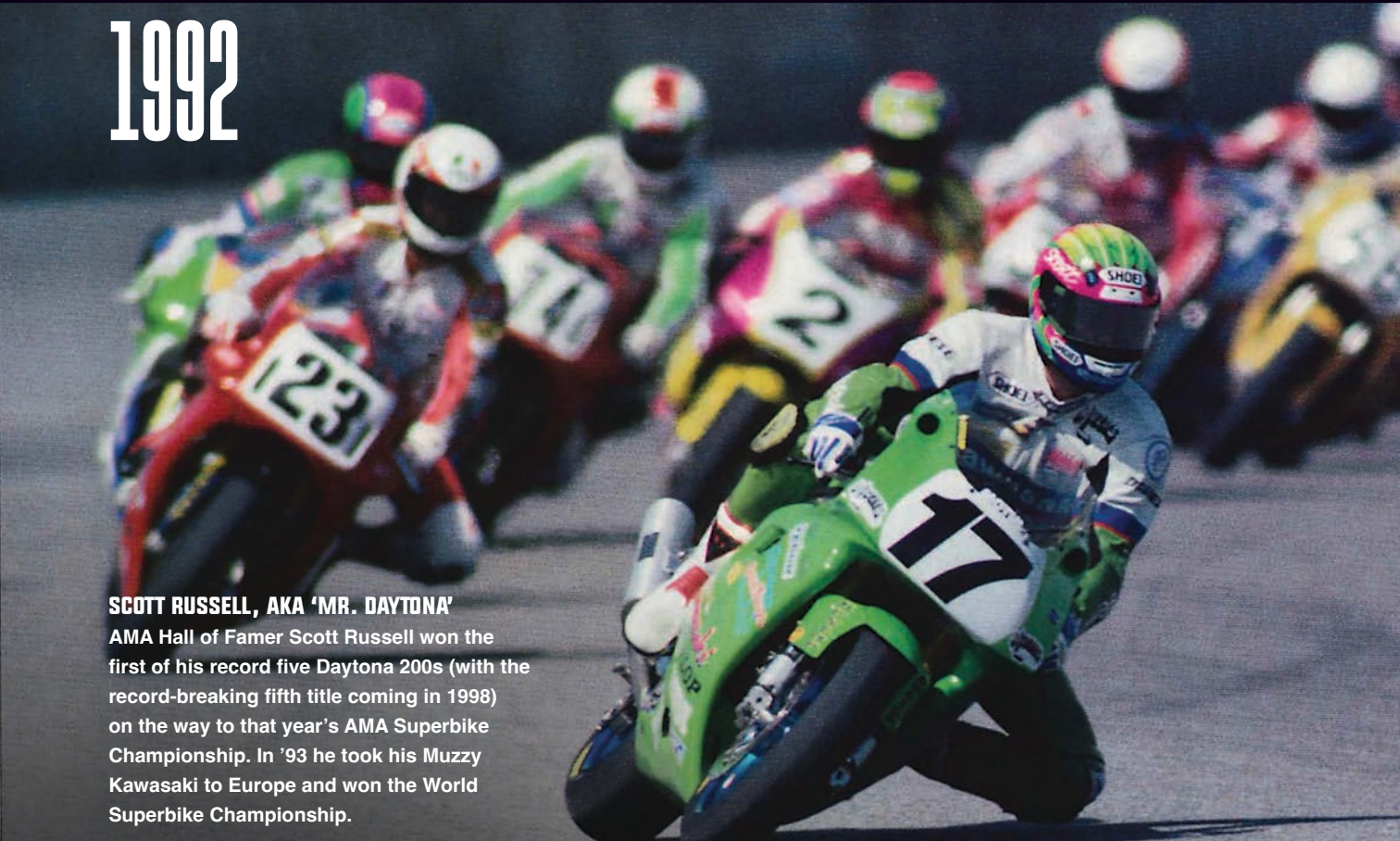
**DOUG POLEN**  
After winning more than his share of '80s road races, Hall of Famer Doug Polen (23) teamed up with Fast by Ferracci to race the new Ducati 851 in World Superbike, a championship he won easily in '91 and '92. In 1993, the team adjourned to America at Ducati's request, and won the AMA Superbike title.



**VMD: HUMBLE BEGINNINGS**  
Now a breathtaking gathering of more than 40,000 vintage enthusiasts at Mid-Ohio Sports Car Course in Lexington, Ohio, AMA Vintage Motorcycle Days got its start in July 1992 with a two-day event at the AMA's headquarters in Westerville, Ohio. At the time it was uncertain if an event focused on vintage motorcycling would work, but the more than 6,000 motorcyclists that attended the inaugural VMD provided a resounding answer: *Yes!* The event included a bike show, swap meet, vintage auction, vintage bike exhibits, new displays in the museum, demos and more.

1992

**SCOTT RUSSELL, AKA 'MR. DAYTONA'**  
AMA Hall of Famer Scott Russell won the first of his record five Daytona 200s (with the record-breaking fifth title coming in 1998) on the way to that year's AMA Superbike Championship. In '93 he took his Muzzy Kawasaki to Europe and won the World Superbike Championship.





**1993 DUCATI MONSTER**  
Miguel Galluzzi's nude Duc launched the modern Naked Bike craze. Just because every day's a rat race doesn't mean your motorcycle has to treat you like a racer.



**MICK DOOHAN**  
After nearly losing a leg as a result of a nasty injury and infection in '92, the 80-grit Australian won the first of five straight 500cc world championships for Honda on the "big-bang" NSR500, tuned by Jeremy Burgess.

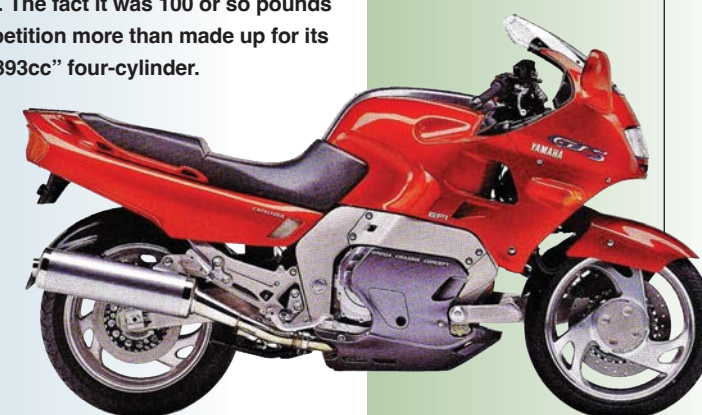


**500CC MOTOCROSSERS...**  
...were just *toooo* powerful for the average rider, and so the AMA discontinued the 500cc class after the 1993 season. Honda ceased CR500 production after 2001, and that lovable beast is now a bit of a cult bike.



### 1993 HONDA CBR900RR

Introduced in late 1991, seven years after the light-is-right Suzuki GSX-R750, the CBR-RR welcomed the second coming of the lightweight revolution. The fact it was 100 or so pounds lighter than the competition more than made up for its "only 893cc" four-cylinder.

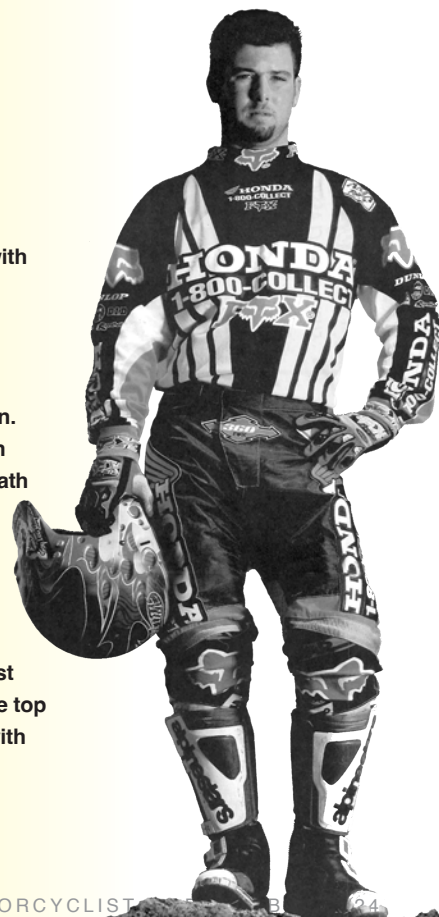


**1993 YAMAHA GTS1000**  
Because it could, Yamaha built the first Japanese hub-steer motorcycle, based upon the late James Parker's patent. Despite eye-opening functionality the \$12,999 GTS did not sell like hotcakes, but was clearly ahead of its time.

# 1993

## MCGRATH MANIA

Hall of Famer Jeremy McGrath's first season with Honda was supposed to be a learning year under the wing of teammate, defending champ and fellow HOFer Jeff Stanton. But on a January night in Anaheim Stadium, McGrath powered past Stanton to win his first AMA Supercross race. The King of Supercross, and inventor of the nac-nac, was on his way to his first of seven SX titles and the top of the all-time wins list with 72 career wins.



## 500CC WORLD CHAMP KEVIN SCHWANTZ

Kevin Schwantz's 1993 championship marked the end of a golden era of U.S. riders in the premier class: Hall of Famers Schwantz, Rainey, Lawson and Spencer won nine of 10 titles between '83 and '93, and 13 of the last 15 if you count fellow HOFer Kenny Roberts' three titles from '78 to '80.



## 200,000 STRONG

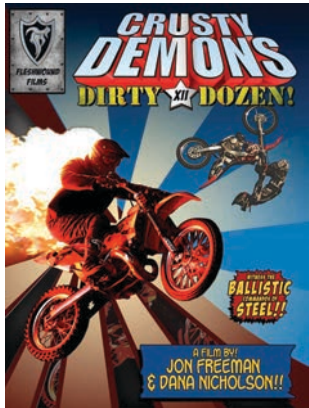
For the first time in its history, the AMA hit 200,000 members on May 28, 1993. The member that toppled the milestone? Tom Porrier, a 31-year-old resident of New York who enjoyed street and trail riding. AMA Charter Life member and motorcycling activist Dana Bell had this to say about the milestone: "I don't think motorcycling would exist today without [the AMA]. That's why reaching 200,000 members is significant. It's a number with clout that we can use when dealing with legislators."

## RICKY GRAHAM

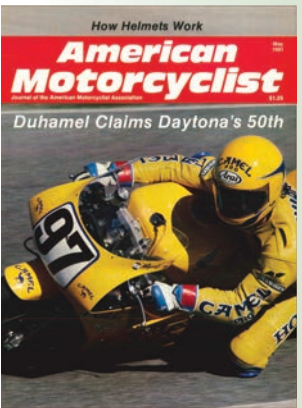
In a dirt-track decade defined by Scott Parker vs. Chris Carr on factory H-D XR750s, Ricky Graham's record-setting six-race winning streak (and 12 wins total) in '93 catapulted him to his third and final AMA Grand National title on a privateer Honda RS750 five years after Honda had quit the series. Graham was inducted into the AMA Motorcycle Hall of Fame in 1998, just months after he passed away in a house fire.







**CRUSTY DEMONS!**  
Who could forget Seth Enslow and company doing the craziest stuff imaginable? “You’ve got some serious problems you need to work out with yourself...” Freestyle motocross, FMX, became a thing.



**MIGUEL DUHAMEL**  
The AMA Motorcycle Hall of Famer added the AMA Superbike title to his five Daytona 200 wins, five AMA Supersport titles, and two AMA Formula Xtreme titles on his way to amassing 86 career AMA wins.

**1994 R1100GS**  
BMW’s first oil-head boxer debuted in 1993 in the R1100RS, but putting that new twin-cylinder into a new bike with the GS suffix the following year, and giving the world its first modern adventure bike, was one of the best moves BMW ever made.



**1995 NATIONAL HIGHWAY SYSTEM DESIGNATION ACT**  
President Bill Clinton signed it but said, “I must note that some of my most serious concerns with this legislation have not been remedied. I am deeply disturbed by the repeal of both the national maximum speed limit law and the law encouraging states to enact motorcycle helmet use laws.” Free at last.

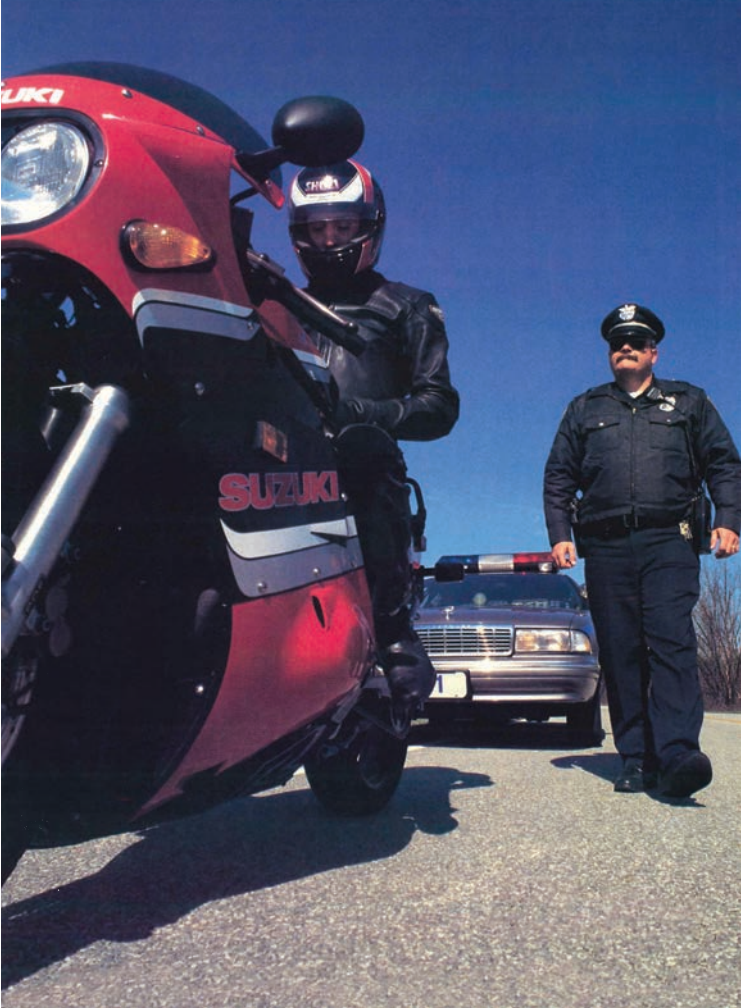
**KAWASAKI KDX200**  
Born in 1980 as the KDX175, everybody loved Kawasaki’s never-say-die, do-it-all, for-everybody two-stroke enduro. It got its last big redesign in ’95, and soldiered on until 2006, a victim of tightening emissions rules.



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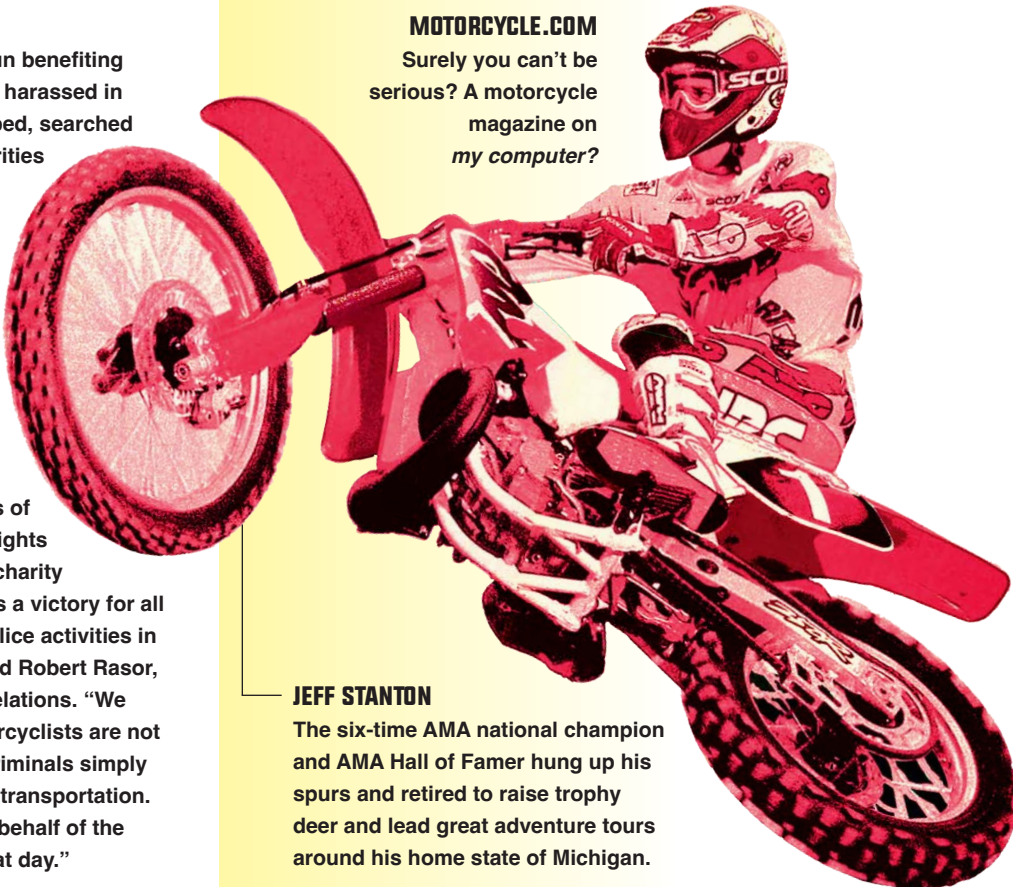


**1994 DUCATI 916**  
Massimo Tamburini’s masterwork didn’t evolve in a wind tunnel, but instead by Massimo riding the prototype between San Marino and Rimini, Italy, on rainy days and observing the raindrops. The 916 was more than ready to carry on the 851/888 World Superbike tradition, winning WSB championships in its first three years as well as the 1994 AMA Superbike title for Fast by Ferracci’s Troy Corser. Good times.



**SPARTANBURG POLICE VIOLATION**  
At a September 1994 charity poker run benefiting the American Red Cross, riders were harassed in Spartanburg, S.C., as police videotaped, searched and interrogated participants. Authorities expressed intent to handle future motorcycle events in a similar fashion, so the AMA and the American Civil Liberties Union worked on behalf of motorcyclists at the event. Two years later, 107 motorcyclists were vindicated in a class-action suit — which was partly supported through a grant from the AMA — when U.S. District Judge G. Ross Anderson ruled that the actions of the Spartanburg police violated the rights of motorcyclists participating in the charity poker run. “While the court’s ruling is a victory for all motorcyclists, we feel that similar police activities in the future cannot be tolerated,” stated Robert Rasor, AMA vice president of government relations. “We are committed to ensuring that motorcyclists are not arbitrarily harassed and treated as criminals simply because of their legitimate choice of transportation. We will support any appeal effort on behalf of the motorcyclists who were searched that day.”

**MOTORCYCLE.COM**  
Surely you can’t be serious? A motorcycle magazine on my computer?



**JEFF STANTON**  
The six-time AMA national champion and AMA Hall of Famer hung up his spurs and retired to raise trophy deer and lead great adventure tours around his home state of Michigan.



# THE CHALLENGES OF A NEW PRO RACING PARADIGM

How the AMA's effort to reformat professional racing fell short of expectations

BY AMA STAFF

**B**ack in 1994 — 30 years ago this month — the AMA launched an entity that would dramatically and forever change the shape and texture of professional motorcycle racing in the U.S., along with the AMA's then-70-year involvement in and management of it.

The entity was called *Paradama*, an amalgam of “a new paradigm” and “AMA,” and was, in a nutshell, a wholly owned “for-profit” subsidiary of the strictly non-profit AMA that was intended to “further develop professional motorcycle racing events and series,” according to an Aug. 29, 1994, AMA press release.

“Developing professional motorcycle racing through

Paradama is based on a totally new way for the AMA to look at its professional racing properties,” then-AMA President Ed Youngblood said in the release. “Sports

focus exclusively on the mission of the Association to pursue, promote and protect the interests of motorcyclists and its general membership.

The AMA tapped longtime race promoter Cary Agajanian to chair the unit's new board, which would include longtime race announcer — and ex-AMA public relations man — Dave Despain, longtime AMA Vice President of Finance Patricia DiPietro, NHRA/ motorsports lawyer Russ Deane, AMA Board member, race promoter and longtime AMA member Carl Reynolds, and later, others from various motorcycle manufacturers and aftermarket companies.

Under the new structure, professional racing sports marketing



and activity of the AMA would be governed by this new board, which was to operate *independently* from the AMA Board. A Pro Racing Department staff numbering nearly 20 and led by the AMA's Tom Mueller would carry out day-to-day operations.

“The other positive side of this equation,” said Youngblood at the time, “is that the AMA Board will be free to focus its full attention on the needs of a growing member-service division that faces even greater challenges as it seeks to pursue, promote and protect the interests of motorcyclists.”

It all sounded good: bigger, better and more exciting racing for all stakeholders — promoters, organizers, sponsors, AMA members and fans. And on the flip side, the ability of the AMA mothership to focus more intently on doing what had always been its primary focus — *promoting, preserving and protecting the sport of motorcycling for its members*.

But Paradama's platitudes and generalizations outnumbered by 10-to-1 the specifics and tactical moves that were necessary to make it all work.

Questions, which are much more obvious now thanks to 20/20 hindsight, are plentiful. Who, for instance, would do and control what? Would Paradama control professional road racing

and Supercross, while the AMA continued to manage and run, say, professional off-road racing? No clear and logical distinction was provided. How would Paradama mesh with outside promoters and organizers, who had been partners but who now would be in direct or semi-direct competition with the AMA? What activity, exactly, would generate the “profits” for the “for-profit” Paradama?

It was even less clear how it would all work alongside the non-profit and member-focused AMA. How would a Paradama board composed almost exclusively of AMA-affiliated folks (or ex-employees) keep its independence, and not drag the AMA and its membership (and their dollars) into the often-risky promotional/financial mix of race promotion? Who would shoulder the cost of the extra Paradama employees that would be needed to run this new enterprise?

There were more contradictions. If the demands of “sports marketing” required more flexibility and quicker decision-making than a 501(c)(4) non-profit could handle (as stated by the architects of Paradama), how was the AMA able to do so much and so successfully in other areas, such as government relations, membership marketing, amateur racing, etc.?

If “for-profit” status was necessary to be involved in event planning, how was the AMA able to plan and operate its events and happenings, which were growing

successfully at the time?

Agajanian, early in his tenure, said in an AMA press release that, “...the only true form of sanctioning body that will work is a profit-motivated, independent group of people who have nothing to do with competition itself except in controlling it. This is the kind of structure and leadership that the AMA's new professional racing subsidiary intends to provide.”

The lack of clarity and the apparent contradictions inherent in the statement are obvious. Were the non-profit AMA's many successful event and amateur racing and riding endeavors not working? (Answer: They were.)

Problems surfaced immediately, with organizers, track owners and promoters chafing at the new structure, and feeling they were being squeezed by Paradama's promotional involvement.

All of this came to a head in the latter half of 1994. When Paradama was established, the AMA split with longtime road racing organizer Roger Edmondson. Edmondson helped build the AMA's professional road racing and Superbike series into a popular concern during a 10-year run from 1984 to '94 before the relationship splintered.

Edmondson countered by establishing his own North American Super Bike (NASB) series, which was designed to compete directly with the AMA series. And when that ran into snags, Edmondson sued the AMA for, among other things, interfering in his business. Following a \$3 million verdict

in favor of Edmondson in federal court in North Carolina, and a subsequent ruling in the U.S. Fourth Circuit Court of Appeals that sent it back to the lower court to recalculate the damages, the AMA Board considered the advice of counsel and settled the matter, according to an open letter to AMA members in the August 2001 issue of *American Motorcyclist* by then-chairman Richard Gray.

Claims at the time that the money wasn't “members' money” because it would be paid from “reserves” generated by investments only fanned the flames. Obviously, those investments were funded by membership dues in the first place. In reality, the entire Edmondson/Paradama ordeal, and how it was handled from a communications perspective in its wake, cost the AMA mothership dearly from a financial point of view. Indeed, longtime AMA President Ed Youngblood resigned shortly after the Edmondson judgement was handed down.

The Paradama enterprise stumbled along during the 1990s (and into the early 2000s) despite all this, making money in some racing categories, but losing much more in others, and generally costing the AMA dearly year after year. In fact, those losses were actually being figured into the AMA's yearly budgetary calculations, which highlighted the fact yet again that *AMA members were shouldering the costs of an ill-conceived*

1995

marketing activity will no longer be treated simply as a department within the AMA.

“The new corporation's management will be mandated to focus on a single task,” Youngblood added, “...to achieve a new level of professionalism. Through that process, we intend to nurture the much higher level of commercial support and media attention we believe motorcycle racing deserves. *We want to achieve greater profitability for all our constituents, including riders, teams and promoters.*” [Emphasis is ours. — Ed.]

To make that happen, Youngblood described the new corporation's objectives thusly:

- To establish a governing body with proven experience in professional motorsports, media, promotion and entertainment, providing focused and expert leadership over all aspects of professional motorcycle racing.
- To improve the quality of events and attract greater and more favorable media exposure for the benefit of spectators, sponsors, riders, teams and the sport as a whole.
- To increase the prestige and profitability of professional motorcycle racing for the benefit of licensed riders, promoters and the governing body.
- To participate in the promotion of individual events when it will strengthen a series, thereby benefiting all parties involved.
- To enable the elected Board of Trustees [now called the AMA Board of Directors — Ed.] of the parent corporation to

*professional racing arm of the AMA that clearly and measurably wasn't working as advertised.*

Over the years, many have asked how this could happen. Over and above what turned out to be a poorly conceived and just-plain-bad Paradama business and operational plan, the makeup of the AMA and Paradama boards during much of the 1990s — which included head honchos from American Honda, Kawasaki Motor Corp. and Suzuki Motor Company, along with managers from aftermarket companies — certainly helped push things along.

Understandably, these folks' prime allegiances were to their employers, OEs and aftermarket companies alike, and they wanted professional racing to happen, regardless of who paid for it, *because it sold motorcycles and generated excitement among their customers*.

Obviously, this *de facto* industry control of the AMA and Paradama boards was a systemic problem, and a structure that clearly wasn't optimal for the AMA, an organization that put its members first. But it was an organizational structure the AMA allowed to happen, and it caused considerable hardship and heartburn for the AMA throughout the 1990s and well into the 2000s — in road racing, for sure, but also in Supercross and other racing categories.

Something at the AMA would have to change, and drastically, for the organization to survive the financial and reputational damage done by all this. And that's something we will cover in the next edition of *American Motorcyclist*.



**1996 SUZUKI GSX-R750**  
Superbike rules at the time had 750cc fours competing against 1,000cc twins. What was Suzuki to do but get right back to the GSX-R's roots and produce the lightest, most powerful 750 the world had ever seen? The "Gixxer" became the *de facto* choice of racers on a budget and squids the world over.

1996



**GRD TEAM VS. TEAMSTERS**  
After motorcyclist Tom Klimek was seriously injured in a motorcycle accident caused by an automobile, his union refused to cover any of his medical expenses despite Klimek paying dues to Teamsters Local 705 for more than three decades. The union cited an exclusion of coverage for any injuries suffered in motorcycle accidents, and the AMA's Government Relations Department promptly got involved. In March 1996 — less than a year since the incident — Teamsters Local 705 agreed to change the discriminatory health insurance policy. "The problems that Tom Klimek encountered are symptomatic of a larger problem that motorcyclists are increasingly confronting," noted Robert Rasor, vice president of AMA government relations. "However, as the Teamsters situation demonstrates, these forms of discrimination can be changed if motorcyclists take the time to make their views known and work with our government relations staff to overturn these sorts of discriminatory policies."

1997



**1996 BUELL S1 LIGHTNING**  
Quite possibly inspired by the Ducati Monster, HOFer Erik Buell's new 80-horse 1,203cc Sportster-packin' hottie was a quirky-yet-viable choice for American enthusiasts.



**JOHN KOCINSKI, WORLD SUPERBIKE CHAMP**  
John Kocinski and Honda did it the hard way, beating the bigger Ducatis with the RC45 750cc V-four. Kocinski was inducted into the AMA Motorcycle Hall of Fame in 2015.



**1998 SUZUKI HAYABUSA**  
Did anyone need a 1,299cc Suzuki GT capable of 194 mph, all made possible by what looked like Salvador Dali-inspired wind-tunnel-sculpted bodywork? As it turned out, more than a few people did. Suzuki will still sell you a new one for \$19,099. The Persistence of *Speed...*

**1998 MV AGUSTA F4**  
Massimo Tamburini strikes again; the man who designed the Ducati 916 a few years earlier helped make the first modern MV Agusta a knockout. A lowly GSX-R750 might have been lighter and faster and way cheaper, but listen to that four-into-two-into-one-into-two-into-four exhaust growl! Radial valve combustion chambers! Hurt me again, *cara mio!*



**HALLOWED HALLS**  
The Motorcycle Heritage Museum followed the AMA headquarters in its move from Westerville to Pickerington, and the museum used the move as an opportunity to reinvent and better itself. When the museum reopened in the summer of 1999, it did so as the Motorcycle Hall of Fame and Museum. "The new name," the AMHF said in a release, "reflects one of the original goals of the museum board: the creation of a Motorcycle Hall of Fame."



## HIP HIPAA HOORAY!

After many instances of health care discrimination against motorcyclists in the workplace, President Bill Clinton signed the Health Insurance Portability and Accountability Act of 1996 — a health-insurance reform act — into law on Aug. 21, 1996. Language specifically protecting motorcycling was included in the legislative intent of the bill through the efforts of the AMA and the Motorcycle Riders Foundation. AMA Washington Representative (and current AMA President and CEO) Rob Dingman, who worked hard to ensure motorcyclists benefited from HIPAA, said this at the time of the signing: "This could well be the most important piece of



motorcyclist rights legislation ever enacted by Congress. Companies that have arbitrarily denied health-insurance benefits to motorcycling employees have, in essence, attempted to outlaw motorcycling. Many people faced with the choice of riding without coverage have given up motorcycling, knowing they may be one accident away from financial disaster. This new law will rectify that situation and ensure that motorcycling employees are treated just like other workers."

## AMERICAN MOTORCYCLIST TURNS 50!

The January 1997 edition of *American Motorcyclist* celebrated 50 years (and some 600 issues!) since the official publication of the AMA began in the mid-1940s.



## VALENTINO ROSSI

The Italian won the 125cc world championship, followed by the 250cc title two years later. Possibly someone to watch.

1998

## HELLO, WORLD (WIDE WEB)!

The AMA launched its website in April of 1997 under the domain [www.ama-cycle.org](http://www.ama-cycle.org). The website offered visitors the ability to access information on key government relations issues, AMA Pro Racing results, museum news, organized motorcycling events around the country and much more. A section of the website even allowed for membership renewal or application.

## THE FIRST 124

In February of 1998, the American Motorcycle Heritage Foundation announced the formation of the AMA Motorcycle Hall of Fame, which selected its first 24 inductees two months later from a pool of Grand National champions; Mert Lawwill, Dick Mann, Joe Leonard, and Bubba Shobert were among those selected. In June of that year, an additional 100 members — this time from all corners of the motorcycling world — were announced to bring the 1998 class total to 124.

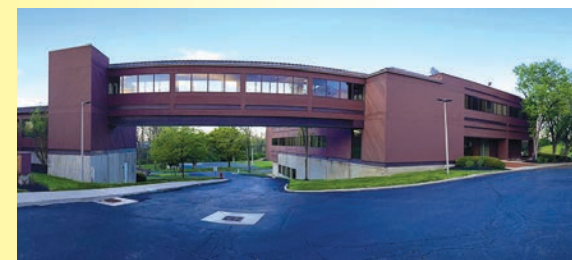


## YOUNGBLOOD RESIGNS

After nearly two decades spearheading the AMA's efforts, AMA Motorcycle Hall of Famer Ed Youngblood (1943–2024) ended his tenure in 1999. Starting as managing editor of *American Motorcyclist* in 1970, Youngblood served as head of the Government Relations Department before stepping into his role as executive director in 1981.

## HOMEWARD BOUND

In the final weeks of 1998, the AMA made the move from its Westerville office — which it called home for 26 years — to its present-day Pickerington, Ohio, headquarters. With a 30,000-square-foot office building and a 26,000-square-foot connected structure to house the museum, the new 23-acre campus had everything the AMA wanted. "Each morning when I arrive at the property, I still find it hard to believe that it has happened — that the AMA has acquired such an exquisite facility seemingly designed specifically for us," AMA President Ed Youngblood wrote in the March 1999 issue of *American Motorcyclist*.



1999