

09 Moto GP Race

We made a repeat visit to this year's Moto GP race because we had so much fun last year - in spite of Hurricane Ike. We decided to go over Thursday morning for all the activities on Thursday and, to our surprise, there was absolutely NOTHING going on. We took a tour of the speedway museum and talked with a few other fans that

made the same mistake we did. I guess the management of Indy scaled back this year since it's only the second year and the economy is down. Anyway, we headed from there to Kelvin and Rhonda Lane's place as they were kind enough to put us up again for the weekend.

While we were at Kelvin and Rhonda's, their daughter was celebrating her birthday. They had a cookout for her Saturday evening and were kind enough to include us. Our thanks go out to them for providing a place to stay, garage space for the bikes, refrigerator space for our Cokes and lots of laughter.

We headed to the track Friday morning to watch all the practice laps and check out all the vendors. About mid-day it started to rain and we had vivid flash backs, of last years rains, and hoped it would clear out so we wouldn't be sitting in the rain all weekend. As it turned out, after the rain on Friday, we had beautiful

weather for the race weekend.

At the Yamaha tent, we met a representative, that was also at Damon's event in May, that remembered us. They had a couple of 2009 VMaxes that were pretty well tricked out and a 2009 dressed up in 2010 red to entice possible new buyers. There was a 2009 that was done in the classic yellow, black and white combination that was just awesome. From what I understand, it was customized by a company in North Carolina, and Yamaha asked for permission to put it on display.

On Saturday, we were able to walk pit lane, get pictures of the start finish line (the famous Bricks) and get Colin Edwards' autograph on a couple of hats. On Sunday there was lots of good racing. We were hoping for a Valentino Rossi win but he unfortunately crashed out. His teammate, Jorge Lorenzo won by a wide margin. Marco Melandri had a horrible crash in front of our stands where his bike spun around a few times while up on its back tire but fortunately he was okay. We were surprised that the crowd attendance and vendor displays were way down from last year.

We haven't re-ordered tickets but will probably go again next year.

Wendy Ball
Columbus, Ohio



2nd "Valle Raio" Meeting- L'Aquila - Italy 2009, July 19th

After a terrible earthquake that deeply shocked the city of L'Aquila and its surroundings with dozens dead and thousands of people with no more houses or work, we strongly wanted to give our help and support to those people.

We have a particular emotional bond to the city of L'Aquila because one of our members (Giuliano aka Mikamax) lives there with his family. We also usually organize with mikamax's support an annual meeting in this wonderful region. Thanks to the motorcycle group "Motociclisti

Aquilani" that organized the second edition of "Motoincotro Valle Raio" we had the opportunity to stay there with these people who needed, more than ever, just a bit of serenity, happiness and a taste of normality that for several months they had not had.

Many bikers and motorcycle clubs joined this event, together we all rode into these fantastic country roads and where ever we encountered people we were welcomed with greetings and happiness... in this way they showed us their pride and their fantastic willpower.



The meeting headquarters was near one of the locations (with tents) in which people live after the earthquake destroyed their homes. We spent our time hanging out, having a look at all of the vintage motorcycles, viewing more custom tuned bikes, drinking beer (nothing new...) and having dinner in a big tent with the

people who were living there since the earthquake, about three months.

Our little help was focused on children: we collected pencils, colored markers, sketchbooks and materials to be painted and delivered to one of the members of the "Motociclisti Aquilani" group who would give these gifts to one of the teachers working in the region. We strongly hope to have brought a little smile to these children...

Special thanks to "Motociclisti Aquilani" group and all the staff of the location for their hospitality.

Mauro Bianchi (AKA k-max) #4762



Nitrous Oxide Pt. 1

In this multi part series, I would like to help those who have the interest of my favorite oxidizer, nitrous oxide. I won't be touching on installation too much because there are many ways to install a system. I'll mainly deal with the many components, usage, dangers, and theory. My goal is to help you with basic nitrous information and planning of your nitrous system.

Whether you call it "giggle gas", "Squeeze", "Noss", "Nitrous", or any other name, as soon as people see that little

bottle, they give you that "That boy aint right" look. Nitrous has a rich history, thick with warfare, speed and controversy. In this opening article I would like to touch on some of the history of nitrous oxide... and I want to thank those veterans who brought it home to us.

An English chemist, Joseph Priestley, first produced nitrous oxide

in 1772. Humphrey Davy further tested this new colorless, odorless gas on the human respiratory system later in the 1790's at the Pneumatic Medical Institution in Bristol. This is where the term "laughing gas" makes its first appearance.

In the middle of the 1800's Horace Wells brought nitrous in to the world of dentistry as a painkiller. Nitrous was later made popular by traveling performers, as it's usage evolved into a recreational drug. It took 170 years between the discoveries of nitrous oxide to its introduction to a piston driven engine.

In World War II, the Germans injected nitrous into their airplane engines. The nitrous was needed for higher altitude flying where the oxygen content is lower. The allies, soon after, followed the German lead. Nitrous proved

effective in high altitude reconnaissance, high altitude interceptors, and high-speed bombers.

The British utilized a similar German system in their modified Mosquito and Spitfire aircraft. Its application was used to give the aircraft an emergency boost in both airspeed and altitude. This technology would later be dropped due to the up and coming jet aircraft.

After World War II the soldiers returned and brought with them nitrous technology. In small garages all over the United States they applied this technology to the automotive world. The never-ending search for more horsepower combined with the "hot rod" attitude of the veterans made nitrous and the internal combustion engine a marriage made in performance heaven.

The "gear-heads" soon noticed that an engine when injected with nitrous oxide and a proportionate amount of fuel would yield massive horsepower gains. In the 1960's nitrous oxide had began to make its way into more and more circles. By the 1970's nitrous oxide was a buzzword that was intertwined with controversy. Sanctioning bodies and car owners would go-rounds over this little power booster. Many thought the nitrous technology was giving other racers an unfair advantage. Eventually to keep the peace, officials and racers settled on creating different classes for the nitrous and non-nitrous injected racers.

Nitrous has been adapted for use in motorcycles. It has been used in 6-second funny bikes to the weekend warrior bracket racer. It's been providing horsepower gains from 10hp to over 300hp. In this series, I hope to give you a little more insight on running the squeeze, system design and the wonderful world of this gas that I've been enjoying for over 25 years. The next article will contain information on the types of systems and system components as well as system design.

KJ Shover #5057
Alaska Chapter Leader



New Chapter Leader, Italy



Hi all, I'm Paolo Stokovac (V-Ionco), new V.M.O.A. Italian Chapter Leader I was born and live in Trieste a wonderful north eastern town... I'm 33.

JUST a little bit of my life: My wife is Federica and our joy is Emanuele our 4 year old son... Emanuele just wants to drive my Vmax like his daddy.

I own a 2002 Vmax, a blue wonder purchased mint, now it has 50.000 miles... during this seven years I learned to love and respect my Vmax and to be proud to own it... The Vmax (THE OLD AND NEW TYPE), I'm talking about the bike philosophical concept is, the all time, beautiful bike; I think Vmax is a thrill, and real and true emotion... a dream came true all times I ride on that iron-wonder called Vmax, MY Vmax, she lights my soul and be me so happy... oh men! I'm so happy like a mouse in the cheese, like a child with a cake, like a Vmaxer with his Vmax... Yes folks, Vmax is a dream come true, a real "iron-dream" for me and all VMOA Italian Chapter good friends of mine;

I think the Old and New Vmax type, signs a destiny-event for thousands bikers all over the world, Vmax is behind a stye concept... Vmax is a way of life, an instant think, a great deal on the path of destiny, the Vmax is the ancient myth living in modern hero: AND WE ARE PART OF IT. Vmax people, the best "forever-young" people in the word cause, for me, it is the Vmax, and this is in all ages... for these reasons I'm really proud to be the New VMOA Italian Chapter Leader. I want to thanks all my VMOA forum fiends, especially the old president Mr Giovanni Mantegazza now South Europe Regional Director. my best regards to all Vmaxer all over the world

Paolo Stokovac
VMOA Italian Chapter Leader



VMAX Meeting Marina di Grosseto - Italy - 2009, May 8-10th

The first Vmax Meeting was a great event... We wanted to try with the organization... this three days event staged in collaboration with the "Vmax Club Italia" and Yamaha Italia, who let us have a New Gen-2 Vmax (fantastic bike!) for testing and trials for the entire week-end! I think we were very successful with this event and it will be on our future calendar as one of our annual events.



all of the bikes, taking photos, discussing tuning, performances, fast curves and velocity... but there was also some talk of "nice" girls too!

For some it is impossible to keep their hands clean, (Gianni... our great leader), there was surely a friend with a particular soft issue who needed his technical experience!

THIS IS OUR WAY!

The day was not over for us, a night ride, (not for me. I was with my car 'cause I had a bike accident), was waiting for the group. A route had been laid out with tens of km to ride. Driving far and hard made all the bikers hungry and thirsty so at the end of this ride we spent our time at a farm holidays. The strongest of us also spent the night at discos, pubs... At the end of all of this stress, everyone had a comfortable night in the campground we had selected, with Leo's usual advice.



As at previous events, we had the opportunity to meet old friends and new folks who love the Vmax, they came from every corner of Italy, from the deep south to the extreme north. With all of these people in attendance we had a fantastic event in a beautiful location, (Marina di Grosseto - Tuscany), under a very hot sun, which is unusual for that season, (me and Gianni got "quite" the sunburn!).

On Friday morning we set up the area that was dedicated to bikes only. By noon we were ready for all of the bikes and riders that would arrive. We had banners, posters and a Yamaha portable "head office". We even had with us two New Gen-2 Vmaxes for testing (and over testing!!) by all the fans who had reserved a test ride with this beautiful "iron lady".

My impression of the Gen-2: my overall feeling is positive, great engine, fantastic torque, aggressive look, very easy driving. I think that the styling does not have that perfect balance of lines and forms, but the bike remains very attractive. My first love and preference is however classic Gen-1 Vmax.

Many people arrived there to have a close look at this bike; our Yamaha VMax motorcycles, Gen-1 & Gen-2, are very big crowd draws... this fantastic "mechanical monster" does not go unnoticed!

Our friends and their motorcycles continued to arriving, even while the Gen-2 Vmax test rides kept going without a break. It was funny listening to all the impressions of the people leaving the test ride area after the test: "What great engine!", "muscled torque", "easy to drive like a bicycle nevertheless its size and weight", "it's difficult to release all the horsepower, the rear tire ever burning... ", "I would prefer to not proof it...". We heard many different comments and impressions, from enthusiastic to very quite.

The first day meeting goes fast until we had a break for dinner at "Moreno's" Restaurant (many thanks also to our friend Moreno and a special greeting to his family staff); we ate fish, we drank beer, white wine... the group atmosphere was, like ever, funny and pleasant.

In the afternoon, at the event venue, there was a the sound of rock music and everyone could see a many different examples of the Gen-1 Vmax, from Stockers to wild customs. The people were walking around checking out



The second day we had an organized ride into the Tuscany region with its scenic country hills, roads with lots of curves... Leo lead the group of "value" until the inevitable pleasant rest stop where the classic Vmaxer usually loves being in the company of his friends in front of a steak or a pasta dish with a beer or wine. Is not it? :-)

Meanwhile someone, including myself, remained in the "Vmax event Area" on the promenade of Marina di Grosseto where the road testing and arrival of friends from other motorcycle clubs with their "other" bikes we are really democratic... aren't we? Hahaha... There was a large number of people, which made me very happy, the atmosphere was fantastic, the sun was shining and the V4 engines roared.

The evening dinner was in a wonderful restaurant that had the courage to seat us all! While we all rode toward the restaurant... People look astonished at the sight

of us, almost with detachment or fear... No problem it was only noise, the roar of our collective exhausts... they need not fear for we are good and gentle at heart... we do not want to not hurt anyone!

Needless to say the evening flowed away full of pleasant laughter, speeches, hugs and handshakes... At the end of the night and one last beer in front of the sea takes us to the conclusion of another memorable event for me and I think also for many others!

Sunday is the last day of our event, all of us woke up with a comfortable quiet and started our good byes and organizing for the return trip; someone of us had to ride 400 or 500 km.

I felt a bit melancholy that this event was about to end, fortunately there will be other events like this for sure! Thanks to all those who came... I think we had a great time together!

Visit us at www.v-max.it

Mauro Bianchi (AKA k-max) #4762



August 2009 Fort Wayne, Indiana VMax Rally

It was another fun filled weekend with our fellow VMaxers! Our caravan started out in Indianapolis. On Friday, Aug. 21st we headed out with Ganen La Joie, Rob Deakin and Mark Kemp for the Fort Wayne Rally with hopes to meet up with the Cincinnati area guys; Rick Fambry, John Fambry and Rick (sorry, forgot your last name) in Muncie but due to delays we continued on to Fort Wayne without them. By the time we got to the hotel most everyone coming on Friday were already there. Upon arriving we were greeted by Rick Rash and Chuck Garthaus from Illinois. Also unloading were Brian Nash, Kevin Conklin, Josh Karnes and Dave Kopaceski from Michigan.

That evening Doug Dalton lead us on the dinner ride to the Tower Bar & Grill where we had a chance to catch up with a lot of our VMax friends over good food and drinks. After dinner we

headed back to the hotel for more socializing. It got a little chilly out, especially for being August, but we had a good-sized group hanging out until the wee hours of the morning. Kevin Acrey of Mishawaka, In., brought his newly modified '86 VMax that was immediately named the "V-Bagger", which was the topic for most of the evening. The new "V-Bagger" includes an Ultra-classic fairing and saddlebags. The next time a touring bike pulls up next to Kevin at a stoplight they will be in for a surprise when the light turns "green".

Saturday morning we took a breakfast ride to Cosmos and then stopped at the Yamaha dealer down the street for a little shopping. A few of us left with purchases of gloves and jackets. When we got back to the hotel some of us took the time to shine up the bikes before heading out for the main ride. There was no sunshine and it looked like it would rain. We were lucky and only got caught in a drizzle one time. Doug Dalton & Mike Whitmore from Fort Wayne, In., lead 26 VMaxes into Ohio near Bryan and then back into Indiana where we stopped for a late lunch at the Hamilton House in Hamilton, In., located on a lake in Steuben County. After lunch we rode through the small community of Auburn, In., on the way back to Fort Wayne.

When we got back to the hotel Saturday evening some people started partying while others took showers, naps, or went 'guy shopping' for bike stuff. Some even took a short evening ride. For dinner some of us did our own thing - going out for pizza or Mexican - while others enjoyed the kabobs & jalapeno poppers that John Anthony & Diane Seabolt of Michigan grilled for us. I don't like jalapenos, but John Fambry of Ohio told me the jalapeno poppers were great and expressed his thanks! It started raining & some of the guys moved a canopy over Diane so that she (and the food) wouldn't get

wet. Thank you John & Diane!!

Sunday morning a few people headed home early while the rest of us went back to Cosmos



for breakfast. Over great food and coffee I heard people talking about their late night conversations in the parking lot where there was no shortage of VMax stories and advice while others talked about dancing at Pierre's. After that it was time to pack up, load up and check out. We took a few last minute photos of people with their bikes and said our good-byes with handshakes and hugs.

It was a great turnout for the Indiana VMOA ride! Thanks to Doug Dalton

(lvlhead.com) for planning the route. We also want to say thanks to all of you who helped make this a fun and safe VMOA rally. We had fewer burnouts than usual but there's always next time! We missed those of you who couldn't join us this year and hope all is well. Thanks also to the staff at Tower Bar & Grill and Cosmos for serving this rowdy group year after year and to Hamilton House for our first visit.

Ride Safe!!

Charlie & Terri Colbourn,
Indiana Chapter Leaders
Charlie #852 Terri #5277



New Southern European Director

Hi guys, I'm Gianni Mantegazza (AKA Whats), the new South Europe Regional Director. I'm 55/56 Y.O. I have a wife, Ornella, no sons.

I live in Tivoli, near Rome. I work for an international group as Safety & Tech services employee.

I'm a "Twice" V-maxer. The first bike is a '92, European, completely unrecognizable, the second is a '90, American, completely stock.

In the last years I was the Italy Chapter Leader, and my aim was to rebuild the V-max network that was created about 15 years ago and for various reasons was not still active. We reached this goal, and here we are, V-maxers, friends, fellows, brothers. We have nice relationships with other groups (almost all), here and abroad. On our forum we give free tech assistance. You can visit our web site at (www.v-max.it) there a lot of photos of our activities, they speak to our organization better than a million of words.

We are growing, as a group, and personally thanks to VMOA Italy activities but mostly thanks to our Vummies. I want to thank all VMOA "Headquarters" for the credit they gave me, and I wish to Paolo Stokovac (AKA Ionco), the new Italy Chapter Leader, all the best for his new assignment.

Remember, if you are in Italy, for any reason, call us!

Drive fast, Drive safe, Drive V-max!

Whats

