Dear Members and Friends,

Today the eNewsletter Team is Celebrating the 200th issue of our eNewsletter. Read more at page 10.

And the latest news about Future....

"MEET & GREET"
"BREAKFAST RUNS"
"VMAX GATHERINGS"
Vmaximus greetings from the VM04 Team.

Hans Knop

your Humble Obedient Chairman......
assisted by my Secretary the World Renowned Globe Trotter and Adventurer Hamsi DiKnoppio

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vmaxownersgroup@awol.co.za
www.awol.co.za
IF YOU HAVEN'T JOINED US ON OUR FACEBOOK PAGE YET YOU ARE MISSING OUT ON A LOT OF INTERESTING VMAX RELATED THINGS

http://www.facebook.com/groups/VmaxOwnersGroup.SouthAfrica/
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www.awol.co.za
WE WELCOME THE FOLLOWING NEW MEMBERS TO THE S.A. VMOG FAMILY

May your association with our Group be a Very Pleasant - Long Lasting & Beneficial Experience. The more you contribute.....the more fun you will have..... If you make it a point to be PRO-ACTIVE you EVEN will have MORE FUN !!!

#245 – 14th June 2018.
CRONJÉ GROBBELAAR
lives in Centurion, Pretoria.

#244 – 16th May 2018.
MICHAEL SHAPIRO
lives in Kew, Johannesburg.

CHECK "Get to know your Vmax Family Members" for more Pix
is a New Member and Lives in Kew, Johannesburg.
is a New Member and Lives in Centurion, Pretoria.
WILFRID IS A HAPPY CHAPPY......! ! !

He recently bought his 3rd Vmax..... a Gen2 1700 nogal.....and made himself another 2 Friends who more or less at the same time he became the Proud Owners of a Gen2 Vmax 1700 as well. The Vmaxeresse is Wilfrid's Schatzi at the Melrose (JHB) Indian Motorcycle Dealer where both of them were showing the Indian warriors what Real Steeds look like.
JOHN.....for a change..... painted his Faux-Inlet Black.

Nothing is as Exiting as a Change John.....! ! !
OUR 1ST eNewsletters were mailed a few months before our 1ST Annual SA Vmax Odyssey Rally in 2006 to Members only.

At present our eNewsletters are mailed to:
- Members
- Potential Members
- Yamaha Dealers
- Yamaha Importers
- Media
- Vmaxers International
- A few Selected Motorbike Accessories And Motorbike Dealers

AND....

JUST AS A MATTER OF INTEREST......
our Website has...... since 2005...... been Updated 531 times.
OUR FIRST GATHERING WAS A GREAT SUCCESS
At Gateway mall Parking lot display of 63 V-Maxs

Nico venter comrades + nico venter plague V-Maxer Nico Venter stopped on the road he has done 10 times on foot already to earn his comrades green number.

V-Max Odyssey Rally
The First Ever Inaugural Annual Officially Excellent V-Max Odyssey Rally.

The Yamaha V-Max Power cruiser is a bike that has marched to the tune of a different drummer, and been number 1 in a class of 1, since its official launch in 1984 but only now has sufficient numbers been sold in South Africa for it to warrant a rally all of its own with 58 people and 46 V-Maxs attending. It was held at the 20 acre “Koinonia Conference Centres” in Botha’s Hill just outside Durban. Considering this is probably more V-Maxs than most people have ever ever seen in their life I suppose that must count as a job very well done. Amazingly for a one model rally there were actually examples there of every version of it ever made, the USA 49 states model, the Californian model, the Canadian model, the Japanese / European model, and original 1985 one and a brand new 2007 model, all in one place at one time. The Saturday mass ride was from Botha’s Hill to Gateway shopping centre in Umhlanga Rocks and then a nice twisty ride back through the Valley of 1000 hills.

The next V-Max Odyssey rally will be held this year again on the weekend 7-9 September at the same venue. It will be cultured affair again using hotel accommodation as the organisers are all old buggers and don’t know how to erect a tent anymore. As they have explicitly stated in their press release, “TENTS & Quads will be used as fuel for our Saturday evening braai !”

For more details on the 2007 event check out www.awol.co.za/OdysseyRally2007.htm or call 031 572 2680 or 082 830 1243.

Here are some pictures of the activities.
WILL THERE EVER BE ANOTHER VMAX GATHERING


UNFORTUNATELY NOTHING POSITIVE TO REPORT YET...!!

Still waiting for Members to Volunteer in Organising Local Meet and Great / Breakfast Runs...!!
HOWEVER.....
HERE....
A SPECIAL MESSAGE
TO ALL SOUTH AFRICAN VMAX
ENThusiasts......

IF YOU REALLY WISH TO MEET LIKEMINDED
VMAXERS....
YOU HAVE TO TAKE THE 1ST STEP YOURSELF.... ! ! !
WHEREVER YOU ARE....
GIVE ME A CALL 082 830 1243 (please don't SMS or WhatsApp me)
OR DROP ME A MAIL vmaxownersgroup@awol.co.za
AND
I WILL HELP YOU ORGANISE
A.........
SAFETY APPEAL
http://www.kznmf.co.za/

K.Z.N. Motorcycle Federation
A PROUD MEMBER OF THE SOUTH AFRICAN BIKERS COUNCIL ALLIANCE

SAFETY APPEAL
We urge all clubs and riders to please be visible on the road. Invest in a reflector jacket, these can be purchased for as little as R50. If you are worried about your colours being covered up, sew a set on the reflector jacket, simple! Please guys and girls, we are losing too many good people out there. Be proactive on the road and remember…. DRESS FOR THE FALL!!
HI-VIZ CLOTHING

The roles of motorcyclists and car drivers in conspicuity-related motorcycle crashes

SUMMARY
Motorcycles are vulnerable in traffic. In comparison with drivers of motorised four-wheeled vehicles, motorcyclists have a high risk of fatal or serious injury due to a crash. The main type of conflict in which a motorcyclist is injured or killed is a collision between a motorcycle and a car or van (circa 50% of the crashes). In many cases this crash is caused by the car driver failing to yield to the motorcyclist. In traffic literature these types of crashes have become known as “looked-but-failed-to-see” crashes, or “motorcycle conspicuity related” crashes, because they are thought to be related to the low conspicuity of motorcycles.

Conspicuity of the motorcyclist: clothing and helmet.
These studies conclude that it is the contrast with the environment that is important (Hole, Tyrrell & Langham, 1996; Rogé, Ferretti & Devreux, 2010; Gershon, BenAsher & Shinar, 2012). For instance, Hole and colleagues found that in urban environments observers responded quicker to motorcyclists with bright coloured or fluorescent clothing than to motorcyclists with dark clothing.

Conclusions
The majority of motorcycle crashes are crashes with a car. In these crashes, the police register the car driver as first offender more often than the motorcyclist. So in absolute numbers, many motorcycle crashes seem to be caused by car drivers. However, when adjusted for exposure, car drivers do not crash with motorcycles more often than motorcyclists with other motorcyclists. An analysis of different crash causes at intersections indicates that, relatively speaking, car drivers fail to give priority to a motorcycle as often as to a car. In one situation motorcycles seem to be at a disadvantage compared to cars. This is when a car makes a left turn, and fails to give priority to an oncoming motorcycle.
**motorcycle.** This specific type of crash occurs more often when the oncoming vehicle is a motorcycle than when it is a car. The literature review provides some answers as to why this specific scenario (car driver making a left turn) is different for an oncoming car than for an oncoming motorcycle. From the side view a motorcycle is almost as large as some cars, and because the motorcycle is in motion the car driver receives relatively much information about movement and speed.

*From the front-view a motorcycle is narrower than a car and has only one front light instead of two, which gives less information about speed.* Regarding the second research question, there are several reasons why motorcycles are less conspicuous in traffic. Especially depth and speed perception of motorcycles are more difficult because of their small size (specifically from the front-view) compared to that of cars. In addition, studies that examined motorcycle conspicuity directly indicate that changing the appearance of a motorcycle and/or its rider does affect detection in traffic and even liability to crashes. However, research also suggests that the most important aspect of motorcycle conspicuity is contrast with the environment.

**WE WANT TO BE VISIBLE ON OUR STEEDS.....!!!**

100’s RIDERS  

Hansi DiKnoppio's old "Hi-Viz Jacket"  

LOUD HELMETS  

Hansi DiKnoppio his Schatzzi - Schatzzi's Beemer and their New "Hi-Viz Jackets"
COMMENT BY Hansi DiKnoppio.

As you all might have noticed.....I am a Passionate Advocate of "Hi-Viz Gear"......

Due to wearing "Hi-Viz Gear"...... during all the years my Wife and I have been riding our bikes...... we have experienced the following:

* TAXI DRIVERS are more Cautious towards us/and show us more respect....... 
* Motorists show more respect to us..... and quite often let us go first at Stop Streets as well....... 

AS TO USING A HELMET-CAM..........

I suppose..... it can be expected that Motorists.... when observing a Helmet-Cam on a Bikers Helmet...... would/should be more careful in taking us for a ride..... ! ! !
3 MYTHS SOME BIKERS BELIEVE…..

**Loud pipes save lives.**

This is a popular argument in favour of obnoxiously noisy pipes. I couldn’t find any empirical data to either prove or disprove this statement, but my own experience seems to show that it’s a myth. Back in the day I owned a Yamaha Fazer with Two Brothers end pipes, which turned it into a snarling beast. When the time came to replace the bike, I bought another Fazer on which I kept the standard silencers.

If you’ve ever been passed by a Fazer with standard pipes, you’ll know that it emits little more than a strangled wheeze. The fact is that I didn’t notice any difference between the two bikes in terms of the extent to which drivers would notice me. It stands to reason: most modern cars have effective sound damping. With the air conditioner on, windows closed and music playing, it isn’t all that easy to hear even a loud bike until it is practically on top of you.

So don’t rely on loud pipes to save your life – ride as if you’re invisible, because from a car driver’s perspective that is what you are most of the time.

**Urban roads are safer than highways.**

This belief may come from the thought that you’re better off riding at lower speeds in case something goes wrong. However, according to a 2007 study by the US National Highway Traffic Safety Administration, 91 percent of all crashes between a motorcycle and a passenger vehicle occurred on roads other than highways. The same study also found that “nearly 6 out of 10 two-vehicle motorcycle crashes involving passenger vehicles occurred on urban roadways.”
Intersections are the most dangerous places for bikers to be, and many accidents happen because other vehicles infringe on the cross-traffic’s right-of-way, such as skipping a stop sign. Since there are no intersections on a highway and traffic flows in the same directions, it takes away a huge risk factor. Yes, you might be going a lot faster than in town, but the highway is actually safer than even your local suburban street.

**Using front brakes will flip you over the handlebars.**

At first glance this would seem to be obvious, since it is exactly what you do to perform a stoppie (braking hard with the front brakes to cause the rear wheel to lift as the bike pivots around its front axle. How likely a bike is to flip depends on its geometry – a bike with a small fork rake angle, such as a sport bike, is more likely to flip than one with a large rake, such as a cruiser. Also, the fact that the front shocks absorb a lot of the braking force makes it harder to lift the rear wheel than some people think. Experienced riders do the bulk of their braking with the front brakes because that’s where the best braking power is. If you just slammed on the rear brake, you would most likely lock up the rear wheel and skid right into the object you were trying to avoid.
If........ before activating you Rear Brake......... you have to move your foot on your Foot Peg to reach the Brake Pedal........ the Brake Pedal might have to be readjusted.

**HOW TO ADJUST REAR BRAKE PEDAL**
Model History - main changes

from 1985 to 2001

1985

• First V-Max appears on American market with 145 HP announced and 400 m covered in 11 seconds. V-boost equipped.

1986

Introduction for Europe in France:

• 104 HP at 7,500 rpm and a torque of 11.48 mkg (83.03 ft-lb) at 6,000 rpm
• No V-Boost for Europe
• Rear aluminum dished wheel
• 2 front 282mm ventilated discs with opposed pistons.
• 3D V-max emblem

1987

• Front aluminum dished wheel
• Black air scoops, side covers and tail lamp mount

1990

• Digital electronic ignition.
• Back to aluminum color for air scoops
• Introduction for Japanese domestic market

1991

For Europe:

• Modifications to suit noise regulation from 83 to 81 dB. Exhaust system changed and max. power decreases from 100.2 HP/ 7,500 rpm to 95.2 HP/ 8,000 rpm.
• New camshafts with lengthen valve opening to improve character: Max torque of 10.3 mkg (74.5 ft-lb) is at 3,000 rpm only (formerly 10.9 mkg (78.8 ft-lb)/ 6,000 rpm). To keep superb acceleration, rear transmission ratio is changed from 33/9 to 33/10.
**Fundamental chassis changes:**

- Fork tubes increased from 40 to 43 mm. Ventilated-drilled discs of 298 mm with 4 pot calipers.
- Metzeler tires instead of Dunlop.
- More powerful generator.

- Black wheels, air scoops, exhaust system and fork outer tubes.
- Cartridge type oil filter element

- Back to chrome exhaust system

- Back to polished wheels and fork outer tubes
- Carbon look for fenders

- Front fork seal guards
- Carbon looks for tank cover
WEAK POINTS IN VMAX WIRING SYSTEM

Cees Cornwall

24 January at 15:21 • Zaandam, Netherlands

De V-Max heeft wat zwakke punten in het laadsysteem o.a in de bedrading. Ik heb hier al veel V-Max motoren gezien waar vaak veel onderdelen waren vervangen waarbij later bleek waar niets mis mee was maar wel stuk waren volgens de geweldige tipgevers. Zelfs diversen keren de accu vervangen waar niets mis mee was of de spanningsregelaar ook zo'n gewillig onderdeel die niet stuk was.

Nou zijn elektrische storingen niet altijd simpel te vinden, van die storingen, doet hij het vandaag wel of niet.

Er zitten in de bedrading van die klem verbindingen die niet vast genoeg geklemd zitten of gecorrodeerd zijn. Je moet hier voor de draadboom hier en daar wat afpellen en dan goed door solderen. Bekijk de foto's maar eens goed.

Zelf laat ik wel eens hele delen van de bedrading weg en sluit b.v de spanning regelaar rechtstreeks met een zwevende zekering.

The V-Max has some weak points in the charging system, among other things, in the wiring. I've seen a lot of V-Max engines here, where many parts were replaced, which later revealed what was wrong with it, but were broken according to the great tippers. Even many times the battery was replaced where there was nothing wrong with………. or the voltage regulator also such a famous part that was not broken.

Well, electrical malfunctions are not always easy to find, of those failures, he does it today or not.

There are connections in the wiring of that clamp that are not clamped tight enough or corroded. You have to peel off the wire here and there and then solder it properly. Take a good look at the photos.

I myself leave whole parts of the wiring away and close the voltage regulator directly with a floating fuse.

Follow this red wire into the wiring harness over the battery. It will be taped separately inside the bundle approximately middle of the battery.
**Main fuse block**

This is the culprit wire leading out of the fuse block and behind the battery.

**2 bolts holding rear coil assy**

**Red power wire leading out of the main fuse block**

'Crimp' connection occurs in this area of the taped-up wire harness.

**HA! There it is! The 'crimp'**
Gary (Sponge-Bob-Max-Pants) Smith’s comment on #199-001 eNewsletter - TAIL PIECES “Facebook for Seniors”

From: gary@ridermagazine.co.za
To: 'VMAX OWNERS GROUP'
Sent: Thursday, March 15, 2018 6:03 PM
Subject: RE: ( Media ) eNEWSLETTER - No 199-001 -

Hansi, the Facebook for seniors story.

Old Guys Rule wisdom.

FACEBOOK........ The quickest and easiest way to tell thousands of people you don’t know all about the life you don’t have!!!!!!

Best Regards from The Old Guy at

Rewarding Yourself for a life well lived!

www.OldGuysRuleSA.com
Speak to a real Human person :- 078 989 5764
Write to a computer :- TheOldGuy@OldGuysRule-SA.co.za
https://www.facebook.com/groups/758604178767542/permalink/1376986572329363/?comment_id=1376994185661935&reply_comment_id=137700418994275

Hans Knop Great looking bikes. Alex did you do the Modifications yourself ? ? ? Greeting from a sunny Durban - South Africa....... ! ! !

Alex Lonsdale Hans Knop only two of my collection of 6 lol

Alex Lonsdale Hi Hans, I built the white one (Syko2) draw through turbo, nitrous, 330 rear, 120 front, R1 forks, billet yokes, ohlins shocks, loads of one off parts etc etc, the green one was built by Steve Taylor, and then re built by me, 360 rear, 200 front, nitrous, one off arm, bars, pipes etc

Alex and Two of his Six Vmaxes
Tailpiece

“GOOD as this bar is,” says the Scotsman, “I still prefer the pubs back home. In Glasgow there’s a wee place called MacTavish’s. The landlord goes out of his way. When you buy four drinks, he’ll buy the fifth.”

“Well,” says the Englishman, “at my local bar in London, the Red Lion, the barman will buy you your third drink after you buy the first two.”

“Ahhh, dat’s nuttin’,” says Paddy. “Back home in me favourite pub in Galway, de moment you set foot in de place, dey’ll buy you a drink, den anudder, all de drinks you loike. Den dey take you upstairs and see you get laid—everyting on de house.”

“Did this actually happen to you?”

“Not meself, personally, no. But to me sister quite a few toimes.”