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A virtual community of VFR owners materializes at Shannonville. Piero Zambotti pays a visit.

HONDA'S VFR HAS SPAWNED A CULT AMONG riders who love both sport riding and touring. The first VFR appeared in 1986, Honda's second-generation V4, and since then the series of VFR750s and VFR800s have built a loyal following. Some would argue the VFR offers a near-perfect balance of power, handling, quality and comfort for the kind of street riding most people really engage in. Ironically, that very practicality is what has kept the VFR a niche product in our street bike market, which embraces narrowly focused sport-bikes, cruisers, or touring bikes.

In early July a group of dedicated VFR riders held its first track day at Shannonville Motorsport Park, where examples of every VFR were in attendance. The group has formed as a result of an e-mail list designed in '98 for Ontario VFR riders to exchange information. Since then the VFR List (www.math.uwaterloo.ca/~rblander/ontvfr) has grown into a Canadian club that organizes weekend rides, long tours and technical seminars for its membership of nearly 130.

"We have a very broad mix of people," says member Mike Ballis. "Most of our riders are composed of professionals: doctors, lawyers, accountants, people with engineering degrees and university teachers." Many of those riders have settled on a VFR as a bike they use for everything from continental touring to track days. "For most of



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