



these guys, the VFR is their only bike," says Robyn Landers, who maintains the list on the Internet. "Our typical rider is between 30 and 39 years old, and the typical bike a '98 to '01 model."

As more riders discover the VFR List, membership has been growing steadily. "The subscription rate is much higher than the drop-out rate," says Landers, "and that drop-out rate seems really low."

Landers is a good example of the average VFR List member. A computer-systems administrator at the University of Waterloo, he's 39, owns the white '93 VFR pictured here, and has more than 20 years of motorcycling experience. His VFR has 60,000 km on the clock, mostly from long road trips in both Canada and the U.S. with his wife and her Yamaha YZF600.

Mike Ballis, 43, uses his VFR to ride the twistiest backroads he can find. "Most of us are in that category. The bike fits that role. Most twisties take hours to get to, but once you arrive the bike works well." Ballis adds that most of the membership has "graduated at least one stage of the FAST school," and that the strong interest in track riding has encouraged a possible two track days for '03."

Judging by the four crashed bikes up against the pit wall at Shannonville, the group has some intense riders, though the damage might be attributable to one of the hottest days of the summer and a problem for some with setting tire pressures.

Honda Canada sent staff to Shannonville to offer test rides, and spokesman Warren Milner offered a historical overview of the VFR model to members. A question asked by several was why Honda did not enlarge the '02 VFR's displacement beyond 800 cc, instead of adding the marginally effective VTEC system. The response was that Honda doesn't want bigger VFRs encroaching sales of open-class sport bikes, an answer that left Ballis incredulous that Honda could confuse such completely different motorcycles. "Where are they getting their market research from?"

Tim Voyer took matters into his own hands by enlisting Brian Law of the Quebec-based VFR performance specialist Dynamo Humm to bore out his '95 model 750 to 837 cc with a JE piston kit. With a Two Brothers exhaust system and Dynojet jet kit, Voyer's bike produces 20 per cent more power across the rev range, with a 109 hp peak. Unfortunately this is not a practical option for owners of post '98 models because the newer bikes have plated cylinder liners.

If the current VFR isn't perfect, it still seems the closest thing available to satisfy this group.

Tim Voyer enlisted the help of VFR performance specialists Dynamo Humm to bore out his '95 model to 837 cc. Even the VFR faithful would like to see some more displacement.



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