

the best [1990], best [1991], best [1992], best [1993], best [1994], best [1995], best [1996] 750 sportbike* there is.

Motorcycling isn't like golf; you can't choose a different bike for each turn or little piece of road like you choose golf clubs—you've got to pick one bike, and use it to play every piece of pavement that comes your way. So which club are you going to choose out of your dealer's sportbike bag?

Easy: Honda's stellar **VFR™ 750F**.



vfr750f

See, there are guys who do have a whole stable of bikes to ride every day, the guys who work for magazines like *Cycle World* and *Motorcyclist*. And guess what they pick as the Best 750 Sportbike and Best 750 GT?

The reason for the VFR's universal appeal is instantly apparent. Its V-four engine is unique in the sportbike world. Gear-driven cams and four valves per cylinder give it high-rpm punch, and its broad power band makes hustling through turns a point-and-shoot experience.

Comfortable enough for day-long rides, experienced pilots swear they can get to the lunch stop sooner on the VFR than on lighter, more powerful bikes. Why? The VFR's powerband, coupled with its solid twin-spar chassis, low center of gravity, and impeccable handling characteristics. Best of all, the VFR fits a wide range of riders, so you can run through its 5.5-gallon tank without feeling like an origami figure.

The 1997 VFR750F. To amend an old adage, there are bikes you want to date, and bikes you want to marry. And the VFR is definitely one bike you'll be riding for a long, long time.



Buying a new sportbike is only the start. Now it's time to get to work. Sure, maybe you've had a license for years, but to get it you probably didn't do more than ride in a circle and answer 17 out of 20 questions correctly. We're talking about really riding, not just parking. **RULE #1** Rule number one? Pay

attention. Pay attention to being smooth and efficient. Pay attention to the road. Pay attention to your line. Pay attention to your braking. And pay attention to tire pressure.

1], best [1992], best [1993],



U-Lock Storage



WHEN IT COMES TO REAL-WORLD ENGINEERING, THE VFR750F REALLY BEGINS TO SHINE. AND, UNFORTUNATELY, SECURITY IS A REAL CONCERN. NOT TO WORRY: WITH INTEGRAL STORAGE FOR A U-LOCK UNDER THE SEAT AND A SPECIAL ATTACHING POINT IN THE LEFT FRAME MEMBER, ONLY A TRAINED ROTTWEILER COULD OFFER MORE PEACE OF MIND.

Gear-Driven Cams

GEAR-DRIVEN CAMS ARE SOMETHING NORMALLY AVAILABLE TO ONLY THE MOST PRESTIGIOUS SUPERBIKE TEAMS—UNLESS YOU RIDE A VFR. ABSOLUTELY UNVARYING CAM TIMING UNDER EVEN THE HIGHEST RPM LIMITS ARE THE RESULT—NO CHAINS TO STRETCH, NO ADJUSTERS THAT REQUIRE YOUR ATTENTION.

Pro-Arm Swingarm



STRAIGHT OFF HONDA'S RC45™ SUPERBIKE, THE VFR'S UNIQUE, SINGLE-SIDED PRO-ARM® ALUMINUM SWINGARM KEEPS THE REAR WHEEL TRACKING PERFECTLY. ADJUSTING THE CHAIN HAS NEVER BEEN EASIER, EITHER: AN ECCENTRIC CAM IN THE HUB MAKES FINE-TUNING A SNAP, AND KEEPS ALIGNMENT PRECISE.

Ergonomics

THERE'S NO SPORTBIKE ON THE MARKET THAT'S AS COMFORTABLE TO RIDE AS A VFR. FINE TUNING THE RIDING POSITION HAS TAKEN MORE THAN A DECADE, BUT TODAY IT'S THE STANDARD BY WHICH ALL OTHERS ARE MEASURED.

Editor's Choice



JUST ABOUT EVERY ENTHUSIAST MAGAZINE ON THE STANDS HAS NAMED THE VFR THE BEST BIKE IN ITS CLASS. MOREOVER, THE EDITORS THEMSELVES CONCUR THAT THE VFR IS ONE OF THE BEST, MOST VERSATILE BIKES EVER MADE. WHEN A GUY WHO'S RIDDEN SIX OR SEVEN HUNDRED BIKES SAYS THAT, YOU'D BETTER START LISTENING.

bring preload,
other drivers



suspension damping and chain tension. And perhaps *most important*, pay attention to the moving obstacles:
and riders. Think you've figured it all out? Time to go to graduate school. Ride behind someone who's

