

## FROM THE SADDLE

What I like most about the FZ is its fabulous engine, the most flexible of the three. What I dislike about the Yamaha is its uncomfortable seat and the slop in the drivetrain. The Suzuki impresses me with its lightness and high-rpm power, but the carburetion still isn't perfect and limits its flexibility. The riding position is too radical for my taste for anything outside of a race track.

The Honda offers a mixture of the two. Its weight is in between, engine torque also, and the riding position is comfortable both on the road and at the track. It doesn't have the aggressive looks of the Suzuki, but isn't as anonymous as the Yamaha. It's a bike that works great on a race track but doesn't exact a toll for everyday use.

The Honda never disappoints, no matter how you use it. If I had the money I'd buy all three, but there's no doubt that the Honda would show all the mileage at the end of the year.

—Claude Leroux

Somehow I think the hardcore sporting nutcases are still going to prefer the Suzuki GSX-R750, and scorn anything more practical. It has an outrageous, belligerent attitude and a certain nastiness that are irresistible for headbangers. I'm not that crazy, though, and the Suzuki's carburetion sucks in more ways than one.

The Honda VFR750 commands a premium price, and my practical side wonders if the small edge in engine performance and visceral appeal is worth it. There's no question that for all-round use the Honda is the most satisfying, but not by a large margin.

If I had to put my own money down I think I'd pick the Yamaha FZ750. The five-valve engine still puts out the best spread of power, doesn't require much maintenance and has an established reliability record.

It comes down to usable performance for the street. The FZ has all I'd ever want, and with the money I'd save by not buying the Honda I could pay for a lot of good times. I just hope I wouldn't regret my decision every time I heard a VFR750 rumble past.

—Bruce Reeve

Unlike some pantywaists around here I kind of like the aggressive demeanor of the nasty GSX-R on the street. It lets me pretend that I'm always in the midst of a race... and in the lead, for a change.

Fantasies aside, I've no doubt that the FZ is a better all-round bike. Its engine is a jewel and its riding position is far more sympathetic to my physical well being.

I was torn between the FZ and VFR as king of the 750s, torn until I went to the season's first race at Shannonville and witnessed Paul MacMillan's amazing performance on a stock VFR.

The Honda is an amalgamation of the best of the FZ and GSX-R, with perfect carburetion, great brakes, a comfortable but sporty riding position and a sleek and sexy appearance. I assume that Honda is smart enough to know that it can't afford another VF750 camshaft debacle, thus the new Interceptor should be reliable.

I'll take a VFR750. What's that? You say I've actually got to pay \$6,799 for one! Oh well, never mind.

—Chris Knowles

## SPECIFICATIONS

MODEL	Honda VFR750	Suzuki GSX-R750	Yamaha FZ750
TEST DISTANCE	1,595 km	1,114 km	1,290 km
PRICE	\$6,799	\$6,399	\$6,399
DISPLACEMENT	748 cc	749 cc	749 cc
BORE x STROKE	70 x 48.6 mm	70 x 48.7 mm	68 x 51.6 mm
COMPRESSION RATIO	10.5:1	11:1	11.2:1
HORSEPOWER*	104 (claimed)	100 (claimed)	102 (claimed)
TORQUE	76.5 N-m (56.4 lb-ft) at 8,500 rpm (claimed)	70.6 N-m (52.0 lb-ft) at 8,000 rpm (claimed)	76.5 N-m (56.4 lb-ft) at 8,000 rpm (claimed)
CARBURETION	Four Keihin CV 34 mm	Four Mikuni 29 mm flat-slide	Four Mikuni CV 34 mm downdraft
OIL CAPACITY	4 L	5 L	3.5 L
GENERATOR OUTPUT	N.A.	476 watts	300 watts
BATTERY CAPACITY	12 volts, 12 amp-hours	12 volts, 12 amp-hours	12 volts, 14 amp-hours
TRANSMISSION	Six-speed, hydraulic clutch	Six-speed, hydraulic clutch	Six-speed, hydraulic clutch
WEIGHT/POWER RATIO	2.2 kg/hp	2.1 kg/hp	2.3 kg/hp
SPECIFIC OUTPUT	139 hp/L	133.5 hp/L	136 hp/L
PISTON SPEED AT REDLINE	18.6 m/sec at 11,500 rpm	17.8 m/sec at 11,000 rpm	18.9 m/sec at 11,000 rpm
RPM AT 100 KM/H	4,635	4,558	4,602
SPEEDS IN GEARS AT REDLINE	(1) 90 (2) 125 (3) 158 (4) 193 (5) 223 (6) 248 km/h	(1) 95 (2) 128 (3) 160 (4) 189 (5) 207 (6) 241 km/h	(1) 91 (2) 118 (3) 146 (4) 172 (5) 203 (6) 239 km/h
FUEL CAPACITY	20 L including 4 L reserve	19 L including 4 L reserve	22 L including 3 L reserve
CONSUMPTION	6.6 L/100 km (42.7 mpg)	8.1 L/100 km (34.8 mpg)	7.6 L/100 km (37.1 mpg)
RANGE	303 km	235 km	289 km
QUARTER MILE	11.32 seconds at 196.47 km/h (122.11 mph)	11.21 seconds at 199.73 km/h (124.13 mph)	11.38 seconds at 195.94 km/h (121.78 mph)
TOP SPEED	240 km/h (149 mph)	234 km/h (145 mph)	237 km/h (147 mph)
WHEELBASE	1,480 mm	1,455 mm	1,485 mm
RAKE/TRAIL	27.6 degrees/108 mm	26 degrees/107 mm	25.5 degrees/94 mm
SUSPENSION TRAVEL	140 mm front, 110 mm rear	130 mm front, 135 mm rear	140 mm front, 120 mm rear
TIRES	Dunlop K155 110/90V16 front, 130/80V18 rear	Bridgestone radial 110/80VR18-V240 front, 140/70VR18-V240 rear	Bridgestone Exedra 120/80V16-V240 front, 130/80V18-V240 rear
WEIGHT	229 kg (504.5 lb) with full tank	208 kg (459.5 lb) with full tank	239.2 kg (527.0 lb) with full tank
SEAT HEIGHT	775 mm (30.5 in.)	756 mm (29.7 in.)	762 mm (30.0 in.)
DISTRIBUTOR	Honda Canada Inc., 755 Milner Ave., Scarborough, Ont., M1B 2K8 (416) 284-8110	Suzuki Canada Inc., 155 St. Regis Cr., Downsview, Ont., M3J 1Y6 (416) 630-4100	Yamaha Motor Canada Ltd., 480 Gordon Baker Rd. Willowdale, Ont. M2H 3B4 (416) 498-1911

\* See dyno chart for measured data