



Horny Honda

GREY
IMPORT
OF THE
MONTH

Welcome to a new regular feature in *Biker* mag – Grey Import of The Month. Each issue we'll be having a spin on some of the top fun grey motorcycles around, from pocket rockets to super cruisers. The first one in the series is the Honda Hornet 250. A mad-as-a-fish, high revving, lightweight that makes a very decent first bike if you've just passed your test, or something to practice your retro thrashing technique on if big bikes have got boring for you

IF YOU'RE old enough to remember the early 80s, think back to the debacle surrounding the launch of the infamous Honda Vee engine bikes. The hopelessly unreliable VF750, the strange inboard discs on the VT500 and VF400, plus the deeply unpopular VT250 – a bike without a market sector, following the learner laws of 1982. Honda being Honda, they went away and digested this corporate poo parade. Then they launched a little gem in their home market in 1985: the CBR250. This bike was powered by a screaming, four valve per cylinder, gear cam driven, across the frame four. A machine built to take abuse in a big, big way in fact and over the next few years it formed the basis of a new generation of power units which revitalised the company, as CBR250 begat CBR400, CBR600 etc. right up until the Fireblade.

So what we have here is a horny little devil, a masterpiece of miniaturised engineering designed to withstand the worst sort of throttle-wrenching torture any biker can dish out. Good fun. Insane fun actually, because the 250 Hornet redlines at a heady 16,500rpm. Yes, that's right, 16,500 and it is totally reliable. You are advised to get at least eight grand on the rev counter