

High Revving

When Cupar Motorcycles in Fife kindly invited Stuart de Castro back to try out some of their latest stock to arrive from Japan, in this case a variety of four cylinder 250cc four strokes, he jumped at the chance. With the arrival of the new learner and newly qualified rider laws, and the massive insurance premiums facing any under-twenty-one year-old these days, you can understand why these bikes are becoming so popular.

After an invite from Paul at Cupar Motorcycles in Fife, I set off north on the 300 mile journey up to their premises in Scotland. I talked over the available bikes with Paul, and we decided to pit the FZR against the Bandit and Hornet for no other reason than it gave us three different bikes, by three different manufacturers. All three scream to an astonishing 16,000 rpm redline and are four stroke four cylinder 250cc bikes, but that is where the similarities ended.

The FZR was chosen because it is one of the most commonly imported race reps, the Bandit because all Bandits are popular, and the Hornet because it is so far ahead of the others in design concept, and generally doesn't look like a 250. But what I really wanted to know was, are any of them any good to ride? I knew all three were going to handle

