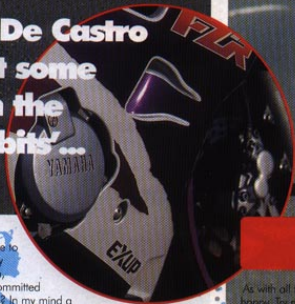


Threesome

**Stuart De Castro
gives it some
'sh*t in the
twisty bits'...**

superbly, but was the lack of horsepower due to lack of engine capacity going to be a problem, especially as I am a committed fan of 250 two strokes? In my mind a 250 should be light, flickable, and buzz like a bandsaw when it comes into the power. There should be a rush of adrenaline as your brain tries desperately to keep up with the rev counter so you can keep it on the boil in a frenzied rush of acceleration and gear changes. I wasn't convinced that this was going to happen from a boring old four stroke of the same capacity. The roads around Fife were to be an absolute treat finding out though, so the trip up to Scotland was definitely going to be worth it.



The Race Rep - Yamaha FZR.

As with all the 250cc race reps, the FZR is tiny. It is also rev-happy. Try riding it below 10,000 rpm and it doesn't want to know. Riding the FZR is more like riding a two stroke than you can possibly imagine. It has to be ridden without any notions of mechanical sympathy, hanging on to the 16,500 rpm redline, or just short of it, rewards the rider with almost the same satisfaction as one of its more powerful two stroke counterparts. It is in no way practical, just as the strokers. It doesn't, however, require £10-a-litre two-stroke oil, or return the horrendous fuel consumption associated with the strokers. But then it isn't as blisteringly quick either; if you're prepared to work the engine