

FIRST TEST ROYAL ENFIELD CONTINENTAL GT

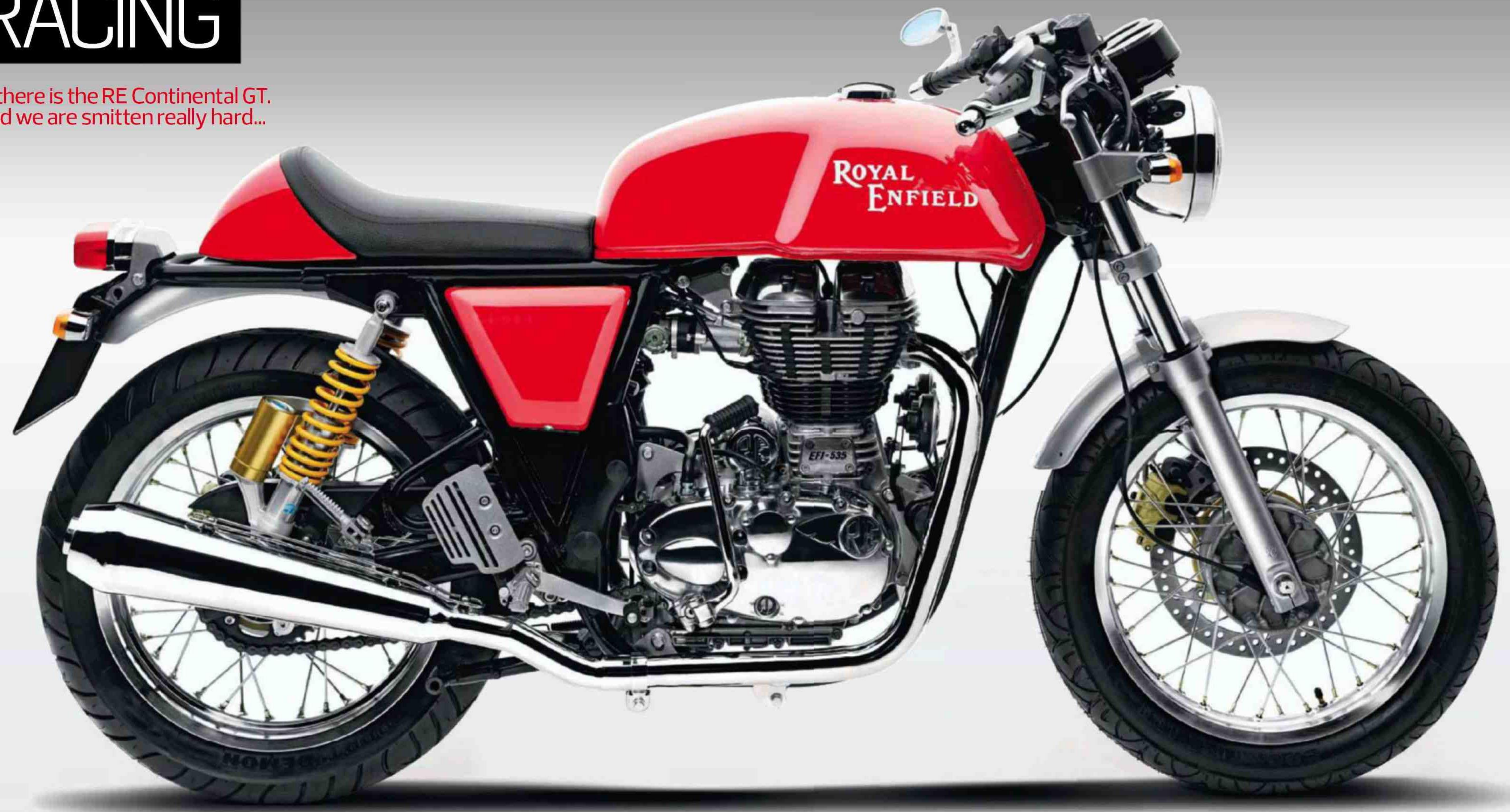
RATTLE RACING

There are motorcycles, and then there is the RE Continental GT. This one's something different and we are smitten really hard...

₹2.14 lacs (on road, Mumbai) / royalenfield.com

 This is a classic case of selling ice to the Eskimos or Myspace to Mark Zuckerberg. Royal Enfield, which started in the UK and moved to Indian shores, has dug up its archives and conjured a bike so brilliant, it is hard to believe it's an Enfield. And it plans to sell it all over the world, specially in huge volumes in India and UK. The bike itself brings with it six decades of history and is enchanted and moulded by a culture that was developed in the early '60s called the 'Rocker Culture' (essentially a bunch of British youth upto no good). All that led to the birth of the Cafe Racers, and the GT was on top of that hill at the time. The bike we see today is a spitting image of the classic GT, but this time it comes with the right amount of modern bits required to capture the hearts of the new kids who will ride it. And it already has. It was love at first sight for us, and if you're not sold on the looks, it will surely be love at first ride for you. This bike is a hell lot of fun complemented by a hell lot of power. There is nothing in the market at this price and time that will give you what the GT does, and that is pure motorcycling bliss. You'd better find your cafe, they've built a racer.

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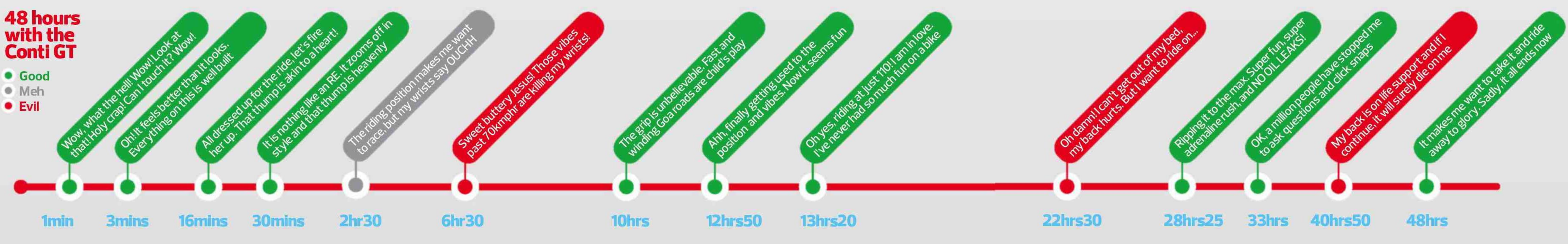
1 Power The RE Conti GT is the lightest and fastest RE now, but it is not as fast as the other bikes on the road. The engine is a massive 535cc powerhouse but is tuned to produce an output of just 29.1bhp @5100rpm and 44nm of torque @ 4000rpm. Go elsewhere if you want absolute bang for your buck.

2 Design The GT's design was a result of a collaboration with Harris Performance and Xenophya Design of UK, and we're glad it happened. Just look at it! But looks apart, the bike inspires confidence and stability thanks to the twin downtube cradle frame. Fast and twisty roads is where the fun is at.

3 Brakes & suspension The GT is fitted with 300mm Brembo discs at the front and 240mm discs at the back. The rear suspension is handled by the superb Paioli twin gas charged absorbers and 41mm forks in front. So you can stop the bike with a finger just in time to avoid cows crossing the road.

4 Ride quality With great Enfields come great vibrations. The vibes post 125kmph will give you swollen wrists, anything below that is okay. But the same vibes that are a pain, give you a sense of a monster in your hands, and that makes you want to rev harder. Ride it yourself, this thing has to be experienced.

5 Comfort and grip The riding position on the GT isn't meant for cruising. Have a days ride and your back will hurt in places you didn't know existed. However, on the bright side, the Pirelli Sport Demons hold on to the road just like a clingy girlfriend. Holds on to her 'to-be husband'. That's a grip!



FIRST TEST

SUIT UP FOR THE CONTIGT...

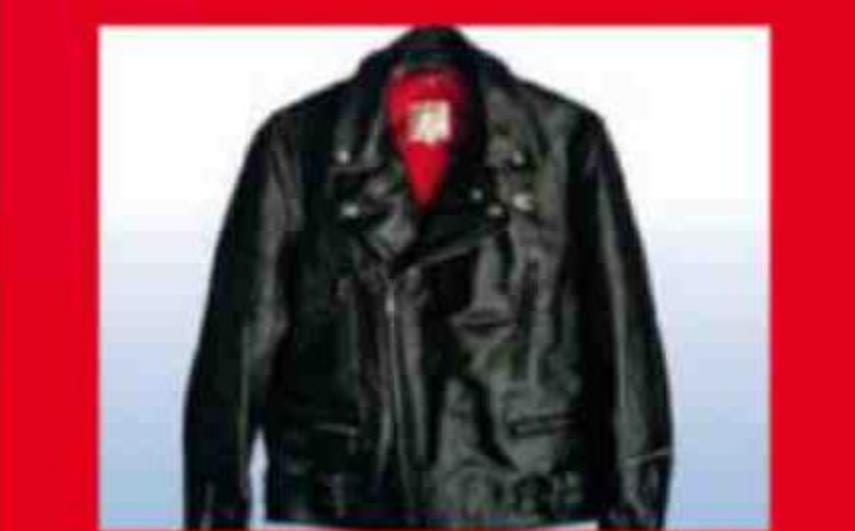
A motorcycle with such class and culture as the GT requires you to be a Rocker, and if you aren't one already, it will make sure you turn into one.



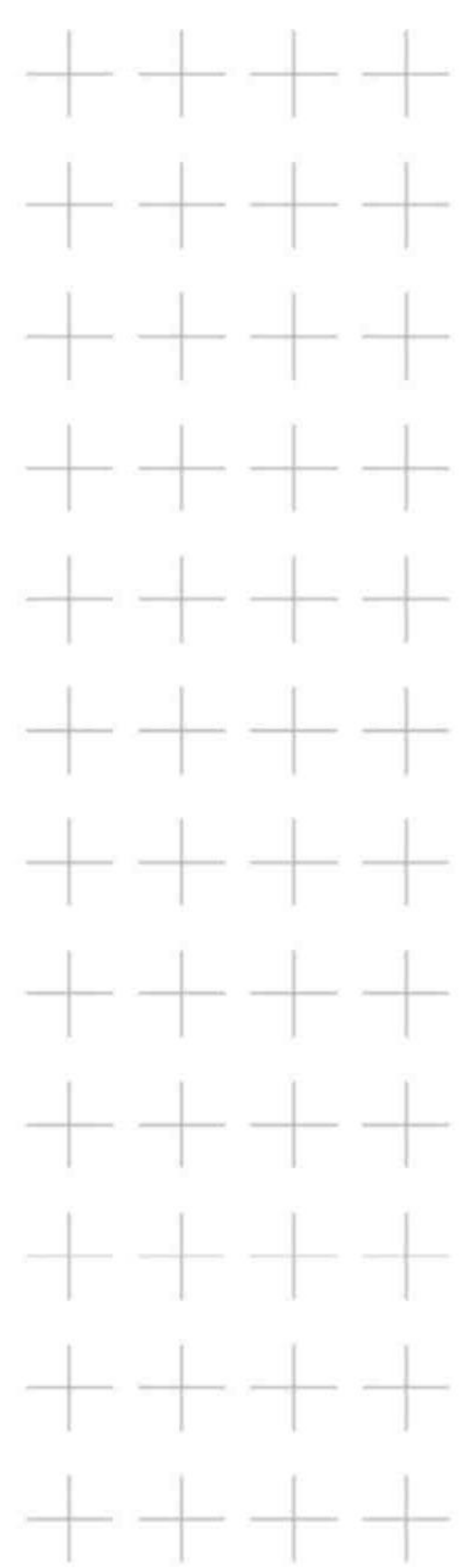
Wear your mittens There is nothing worse than having sweaty palms that want to slide off when you're going at 100kmph. Ok, it's much worse when they actually slip off. So get these leather gloves that bear the Conti logo and look classy.



Protect your head In the '60s, the Rocker folk who'd ride the cafe racers of the time, would wear a half-faced helmet with typical retro glasses. It made them look like WWII pilots. You can replace the glasses with today's shades, but the helmet is a must. RE lets you choose from nine.



Complete the look The leather jacket was one of the main defining characteristics of a Rocker. It was either customised or ready made. The jacket that RE has on offer is made by Lewis Leathers in UK. The company used to make jackets for the Rockers in the '60s and is still in business. If there's anyone who knows about the Rocker style and clothing, it is them. The jacket itself is beautiful and bears the Conti logo at the back. Yes, you will surely attract a Rocker chic.



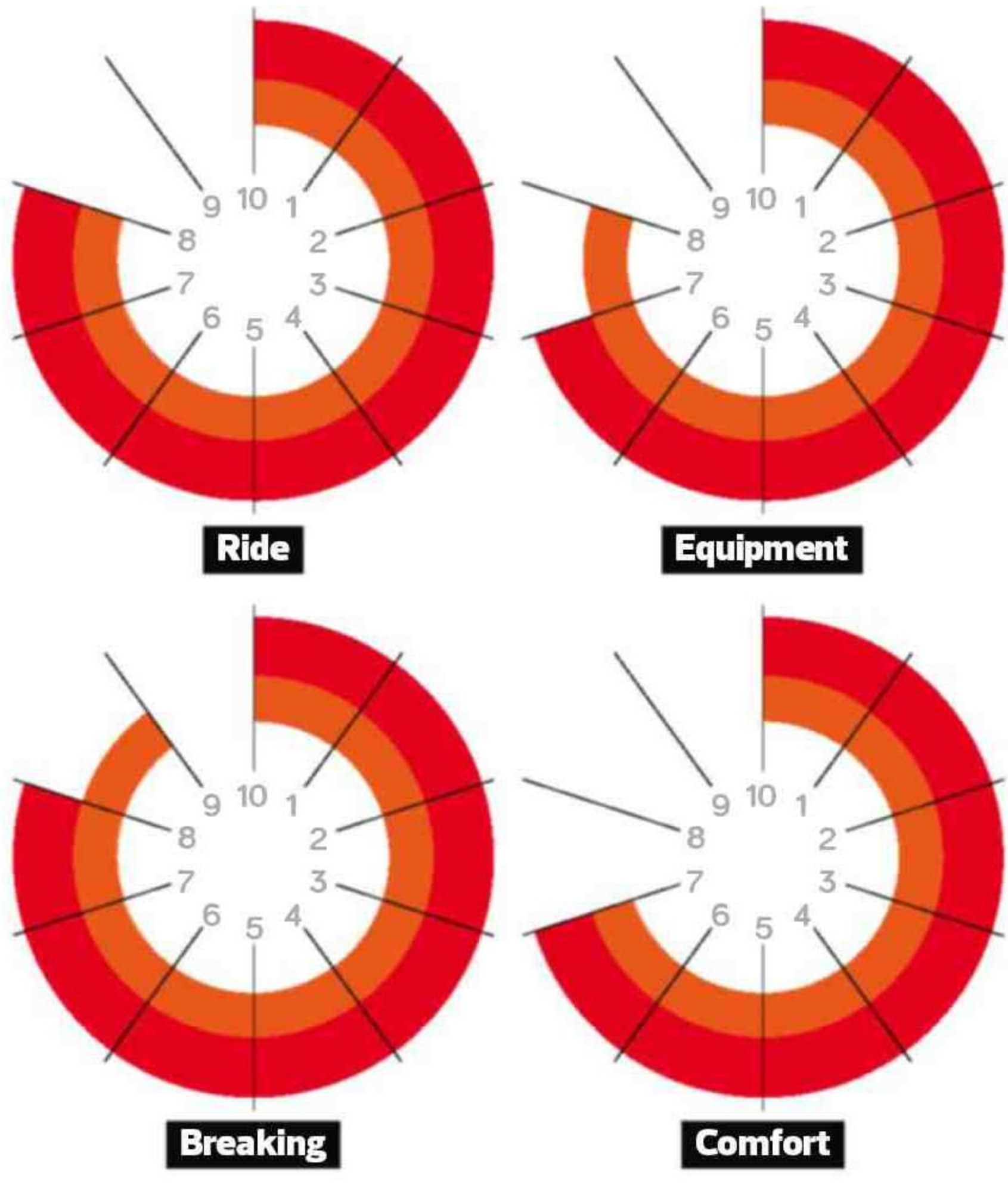
THE GREAT BIT



It's all in the ride You may be one of the few people who may not like the way this bike looks, but it will make you fall in love with it by the way it rides. There is something different about it that makes you want to push it to its limits, as well as yours. It gets you involved with it and pleases you till you are satisfied. But the truth is, you will never be satisfied. Such is the GT.

VERSUS

CONTI GT vs DUKE 390



The **Conti GT** is the lightest and fastest Enfield made to date. But it won't take you more than 120kmph realistically. The question is, how often are you going to cross the ton on Indian roads? The GT is all about real accessible power and unless you're a maniac, you won't want to ride that fast on our roads. This is a classy bike that you want to ride for pure fun, and look awesome while at it. Don't buy it if you're looking for speed, but consider it as a second bike or buy it for pure joy per kms.

The **Duke 390**, on the other hand, is the new monster in town. And we have compared it with the GT only based on the price since there is no Cafe Racer like the GT at this price or configuration. They are two different bikes. The 390 will get you from point A to point B in a matter of seconds. The GT will do that in slightly lesser time, but you will enjoy the journey and the experience. While the 390 is fast, the GT is a close second, what it doesn't give in speed and performance, it delivers in riding bliss.



Tech specs

- Engine** Single cylinder, 4 stroke, air-cooled
- Power** 29.1bhp@5100rpm
- Max Torque** 44Nm@4000rpm
- Top Speed** 140kmph
- Acceleration 0-100kmph** 10sec
- Transmission** 5-Speed constant mesh
- Wheels**
- Rear** 130/70-18
- Front** 100/90-18



STUFF SAYS
Not the fastest on the road, but super-fun to ride. An Enfield that's nothing like an Enfield
★★★★★

