WE’LL GET TO THE STYLING LATER. LET’S START with these basics. Here are the most pertinent, stand-out facts about Royal Enfield’s angsty new Continental GT which put it in a differ- ent league from its brethren of the bike which have been sold and ridden in this country for the last half-century. The most remarkable is unquestionably the bike’s ability to hold speeds up to 120kph for long periods — there is some vibration to be sure, especially when you get beyond 100kph, but there’s none of that telltale cacophony of the tappets and the fizzle feeling that the Guzzi might give you with all mighty bang at any second to it isn’t “It holds together!" boasted a fellow rider in wonder at the bike’s basket launch in Goa last month, carefully inspecting the clutch housing and engine for oil leaks after a two-hour 110kph plus blitz, and judging his local dealer dubious upon finding none.

Then there’s this fabulous chassis which KE worked with in-house. Harris Per- formance got to get together with the old school. In terms of handling, the new bike is a different kettle of fish: it has a feel which is one really good to hold, gets a bit perturbed by bad roads, but compared to its predecessor is an absolute gem in centering. And assisted by Brembo discs at the front and back, the Continental GT, hold your breath, actually stops on a dime.

A few years back there was an ad about which said something to the effect of: We’re saying goodbye to that era. Well they’ve changed everything with the Continental GT and yet when you look at the bike, all the things that really matter are.

Even though you can pull this bike to 140kph, it’s crusing at 80-90 kmph on twisty roads which will really put a smile on your face.