ROLLIN'THUNDER (also see in Jpeg)

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Royal Enfield had been given a fast hit of stardom in the last few years. And this has been specifically from people that owned old Bullets. I must admit that I may have been party to said stick giving because I owned one. What I reduced; at about the same time as the other old-school Bulletheads, is that RE was taking the game drastically forward while still keeping the feel.

In the last ten years alone, they've introduced horrid (read: genius) upgrades like electric start, gear on the left, fuel injection, disc brakes, LED headlamps and various other convenience, alien, annoyance, Revealing stuff, indeed.

As we said with the Thunderbird 500, all this has a point. It is to make the brand more accessible by people who just love riding and save from the infurlating hi-tech.

But then, the new one... Why would they name it after a Bentley?

At a press ride in Goa, Siddharth Lal, Chairman and Chief Bullethead at RE, explained that in 1969, RE launched a bike called the Continental GT. This was the first factory-built Cafe Racer that money could buy. All others were modified classics like BSA and Norton. Anyway, Cafe Racing. The idea is that, young mechanics and apprentices who most dropped out of school would buy a really cheap classic bike and go about turning it into something that would tear up city streets.

Jump to present day and I found myself in Goa. On a brand new, very red, 2019 Royal Enfield Continental GT. This is one of those bikes possibly the only bike in India that has the gravitational force of two scantily-clad Monica Bellacicos. The low clip-on handlebars, the fantastic paint quality, the styling overall. It will make you sit up and beg.

Full riding gear on, I swung my leg over and hit the start button. I was alarmed by the sheer volume of the burble over. At this point, I must mention that the riding position is low, with the footrests further back than RE buyers are used to. And the version I had was a single-seater where the seat was long enough for me to scoot backwards and forwards.

When I set off (gently in first, a few things became clear). The riding position is brilliant. The suspension is far more than any RE's gone before it. 3. Measurement this bike is mesmerizing your fingers. It is that intuitive. It is that easy. And that easy. It is that easy. They had help, of course, from Steve Harris of Harris Performance UK, who's been tuning GP bikes since the Big Bang.

On to the ride. Forget everything you know about Royal Enfield because this is different. The engine is a 535cc single that makes 50bhp and 44Nm of very usable torque. And it loves to rev. It seems to be given hell all the time. But that said, you can potter around at city speeds and it won't bite. This engine also has the best vocal range seen in modern times. From a flat-a-chata-det at low speeds, to a deep thrum at midrange, to a full fat angry bellow at full throttle. In love yet? No Try this. When you get home, it's fantastic roads are your playground, you'll soon see the Racers on Cafe Racers. It feels so balanced, so sharp. The steering, braking, gearshifts and all the interactions with the bike are brilliantly tactile. Telling you that I hit 130kph is meaningless because this bike is definitely more than its numbers. It feels different from anything on sale today. Anywhere. It feels incredible.

I'm sure that like some of the people, people will moan about the "vibrations"! My honest recommendations to them is to buy an electric scooter and pursue a career in IT.

As for me, the bike costs ₹3.95 lakh (ex-showroom Delhi), which is about a lakh cheaper than we all expected. And I'm damned if I don't have what is probably the coolest bike on the planet in my life. If anyone needs me, I'll be at the dealership waving a blank cheque in a rubber duckie fashion.