

News monitored for: Royal Enfield



HIGHWAY BANDIT

A FEW INTERCITY TRIPS AND NOW THE HIMALAYAN IS THE OBVIOUS CHOICE

The Himalayan has been on my wishlist ever since it was launched and ever since it has entered our long-term ranks, I have had my eye on it. For all the right reasons, of course. Daydreaming about taking it off-road and hitting the trails as I sit behind my desk has been my daily routine, and when I finally got the chance to do it ... I had other work to get done.

Life isn't fair, eh? Anyway, I did get the chance to ride it to Goa and back the first time we got it, and it was a pleasure to ride on the highway. So naturally when I had to make a few trips to Pune, it was the steed of choice. The power, comfort and confidence that entail this motorcycle is quite unlike any other Royal Enfield before it. Its off-road



God bless Royal Enfield for this

capability is also something that makes a pretty good case for itself, in comparison to its predecessor.

Our long-term Himalayan has seen its fair share of action and has

gone through its first service cycle, too. Post the service, while it initially felt like it had opened up slightly, of late the throttle response seems to have become slightly sluggish and idling feels erratic. It will probably require a visit to the service centre a little sooner than expected, but till then there's much more fun to be had with it.

LOGGING IT OUT

ROYAL ENFIELD HIMALAYAN

- > Lightens you by ₹ 3.50 LAKH
- > Lives with Keshav
- > Odometer reads 1940 km
- > Drinking habits 28 kpl

@royalenfield #MotoringHimalayan