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) • royalefield.com

This is a classic case of falling in love to the Enfields of my youth 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. Anbit plans to sell it to the world, specially in huge volumes in India and UK. The bike itself brings in six decades of history and is enlivened and moulded by a culture that was developed in the early 50s called the Rocker Culture” essentially a bunch of British youths who rode around.

All that led to the birth of Cafe Racers and the GT is inspired by that era. The bike we see today is a spiritual image of the classic GT but this time it comes with the right amount of modern tech required to capture the hearts of the new kids who will ride it. And it already has it. It was loved at first sight by us, and you’re not sold on the looks, it will swallow you at first sight. This is a real deal. This is a real fix. This is a real toy. This is a real race car. This is a real motorcycle. Yes, better than that you’ve built a car.

keetsbalar@hetoysro@gmail.com

1 Power: The RE Conti GT is the lightest and fastest RE bike, but it is not as fast as the other bikes on the road. The engine is a mature 555cc power house but it is tuned to produce an output of 69 BHP and 44Nm of torque at 6,000 rpm. Go slow until you are able to hang for your back.

2 Design: The GT’s design was a result of a collaboration with Horacio Farina’s Xemaphone Design and Xemaphone Design of UK, and we are glad it happened. Just look at it. But looks apart, the bike impresses confidence and stability thanks to the twin down tube frame. Fast and twenty roads is where the fun is.

3 Brakes & suspension: The GT is fitted with 330mm Brembo discs at the front and 240mm discs at the rear. The suspension is renewed and the upper part of the bike gives a sharper frame and 41mm fork in front. So you can stop the bike with a finger just in time to avoid even crossing the road.

4 Ride quality: With great Enfields come great vibrations. The vibes past 100kmph will give you a violent seat, anything below that is shoppers. But the same vibe that you are pain is another good thing in your hands, and that makes you want more. Don’t yourself, that thing has to be experienced.

5 Comfort and grip: The riding position on the GT is a perfect fit for cruising. Have a day ride and your back will not take it anymore if you did not know existence. However, on the light side, the Cafe Sport Demon hold onto the road just like a young girlfriend holds onto her ‘to-be-husband’. That’s a gift.

40 hours with the Conti GT

• Good
• Bad
• Ugly

1 min
3 mins
16 mins
30 mins
20 mins
30 mins
2 hrs
30 mins
6 hrs
30 mins
10 hrs
12 hrs
50 mins
13 hrs
20 mins
22 hrs
30 mins
28 hrs
25 mins
33 hrs
40 hrs
50 mins
48 hrs

SUITUP FOR THE CONTEST...

Putting on the racers and gloves for a Seatout with Royal Enfield, it is a must that you make sure you have yours.

Wear your kit

There is nothing worse than having some problems that you want to see off when you’re going at 150kmph. It’s much better when they are already off. Don’t forget your boot, either. Good leather boots that bear the Continental classic.

Putting the boots on is the bit of the race you won’t be prepared for. There is no reason why you should not have the footwear of the race. It’s a must for the race.

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 the way it rides. There is something different about it. It values you want to show off to others. It is something that you tell others about it. It may have its limitations, but it definitely makes you feel like a Rocker.
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: 23.4bhp@7500 rpm
- Max Torque: 44Nm@4000 rpm
- 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 ★★★★★