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The simple life

Long term test Royal Enfield Interceptor earns its corn. Here's the key information...

WE ALL WANT a simple life. Setting up our long-term test Royal Enfield Interceptor involved an 8mm Allen key and a 12mm spanner. The Allen key to pull the bars back slightly, and the spanner to adjust the headlight angle and stop dip beam dazzling car drivers (if only they were as considerate). That only leaves rear suspension preload to fiddle with, but I need something to play with next month. Maintenance has comprised adding three psi to the front tyre to restore steering sharpness.

2019 Royal Enfield Interceptor
COST: £5499
TYRES: Pirelli Phantom
MILEAGE: 597
MPG: 59

Fuel range is the critical question on any new bike. A tank-emptying ride with a fuel can bungeed to the pillion provided the answers; 143.5 miles to a flashing fuel bar, 170.2 miles until the engine stopped. It took 2.88 gallons (13.11 litres) to brim the tank, so that's 59mpg.

Those figures were achieved while thrashing the bike along familiar roads. Mid-sixties are surely achievable on a longer run. Enfield reckon peak torque happens at 5250rpm, and on the road 75mph happens at 5000. Getting the speedo to three figures requires some commitment, holding gears to 7250rpm to get peak power. It's nicer when you exploit the midrange which provides intoxicating 70-90mph entertainment.

It does feel quite hefty for a middleweight, a fact exacerbated by the slightly short sidestand which means that you feel the weight as you pull the bike upright. Our scales (for which I can't promise 100% accuracy) say it's just under 210 kilos with a full tank. Shame it's not less, but for me that's not a deal breaker.

Riding the Continental GT version (see page 42) shows the benefit of lower bars – shifting the rider's weight forward and down improves the steering and corner turn-in confidence, but I still prefer the Interceptor's upright, wide bar stance and its looks. I'm hoping there's time for a longer run soon.



Hugo Wilson Editor

Been riding for: 41 years Annual mileage: 16,000 Owns: 3x Moto Morinis and a 1949 Matchless 350 trials bike.

