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2009 Royal Enfield Bullet Classic C-5



Featured Article

The Royal Enfield Dynasty

After 54 years, this Indian vestige of the golden era of British motorcycling builds an all-new model, not that you'd know by looking at it. But that's the whole idea...

The beat is that distinct sound of a long-stroke Single with plenty of flywheel. That engine character is ingrained in the very fiber of Enfield's customers, especially in India. So when designing the new motor, the engineers kept the 90mm stroke, working with an 84mm bore on the 500 (the 350cc versions of the UCE won't be brought to the States). The basic goals for the new engine were increased reliability, ability to cruise all day at 70 mph and extra passing power. Electronic fuel-injection and EPA- and Euro III-compliant emissions (with dual-catalyst exhaust) were also a must, because the new Classic is an export-only machine meant to sell in the U.S., Europe and other markets to help increase sales outside India from 10 percent of current 45,000-unit production to more like 25 percent. ([more](#))

Photos: [2009 Royal Enfield Bullet Classic C-5 >>](#)

[First Look: 2009 Royal Enfield Bullet Classic 500 EFI >>](#)

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WebRide: 2009 Piaggio MP3 500

Craving attention? Nothing on wheels short of Britney Spears exiting a Lamborghini draws onlookers like the MP3! ([more](#))



Auction Etiquette

A Spondon gets sold. ([more](#))



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