



Why millions of us fell hopelessly in love with David Cassidy

PAGES 14&15

JUNGLE EXCLUSIVE
Teenage girl:
I'm A Celeb
Jack begged
me for pic
in my bra...



CONTROVERSY
YouTube star Jack Maynard left show amid 'pest' claims
PAGES 8&9

THE NO HOPE BUDGET

THANKS FOR NOTHING

BY ANDREW GREGORY
YESTERDAY'S Budget left ordinary Brits facing years of hardship as cruel Tory austerity continues.
Philip Hammond offered no public sector pay rise and admitted the economy will be dire for years.
Jeremy Corbyn said: "The misery many are in will continue."
FULL STORY:
PAGES 4,5,6&7

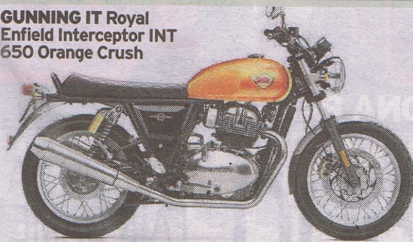


EMPTY The Chancellor

» No pay rises for long suffering public sector
» Economy to flatline for at least 5 more yrs
» Stamp duty tax cut exposed as a gimmick

ON YOUR BIKE

GUNNING IT Royal Enfield Interceptor INT 650 Orange Crush



ENFIELD BIGGER THAN BULLETS

BY GEOFF HILL

Royal Enfield. Two little words which occupy a big space in my heart.

As those of you who have read my book *Way To Go* will know, in 1998 Paddy Minne and I rode two Bullet 500s from India the 7,000 miles back to the UK.

They looked beautiful, but were made of tinfoil and hope, to the extent that pretty much every bit that could vibrate its way loose would regularly do so, then fling itself into the road with gay abandon.

But then everything changed. In 2000, Royal Enfield was bought by the huge Indian corporation Eicher, whose founder Vikram Lal put his 26-year-old son Siddhartha in charge of a company staring into the abyss of bankruptcy.

Before long, its bikes sported a reliable unit construction engine, fuel injection, a five-speed gearbox, electric start and waiting lists that snaked back eight months. The machines still looked beautiful, but now they worked.

Eicher had saved Royal Enfield, and now Royal Enfield returned the favour. In 2010, the company sold 51,000 bikes. Today, it sells 800,000 a year, brings in 80% of Eicher's profit and is the world's biggest manufacturer of mid-range motorbikes.

And now, a new era dawns - a range of bikes designed from scratch and powered by an all-new 650cc parallel twin which is the firm's first twin since 1967. It will free its bikes at last from being variations on the single-cylinder 350cc and 500cc Bullets.

Making 47bhp at 7,100 rpm and 38 lb ft of torque at 4,000 rpm, and with a six-speed gearbox and slip-assist clutch, it should power the bike to a top speed of 90mph, and with a balancer shaft similar to that fitted to the company's Himalayan, do it smoothly without the vibrations of the Bullet and Continental GT.

And, by the sound of the teaser video released by Royal Enfield, it's accompanied by a delicious rumble which turns into a visceral snarl at speed.

This time, the Royal Enfield slogan *Made Like A Gun* is actually true. The new engines are bulletproof: subjected to the world's toughest tests by being run flat out for 1,500 hours on a dyno and notching up one million kilometres on the road.

The first two models, revealed at the big EICMA show in Milan, are the Interceptor INT 650 and the Continental GT 650 - the first a nod to the 750 which was Enfield's last twin in 1968, and the second the more muscular but smoother big brother of the 32bhp 535cc Continental GT.

They'll be in the UK in April, and I can't wait to get a ride on them.

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CRACKING Royal Enfield Continental GT 650 Ice Queen



» The number of untaxed vehicles on British roads has trebled since the iconic paper tax disc was scrapped in October 2014. Department of Transport figures reveal 1.8% of motors driving around our highways are untaxed, which is up from 1.4% in 2014. Scrapping the paper disc was meant to save money, but with £107million in unpaid tax in just one year, I doubt it has.



ON

Kona more than just a Kia clone

Hyundai has unique platform for 4wd



I HAD a close shave with this week's test. Not in the pranging sense, but in the clanger department.

I assumed the Hyundai Kona shared the same platform with the recently tested Kia Stonic.

It's a logical assumption - Hyundai and Kia are part of the same group. Both are compact SUVs and companies like to, wherever possible, save money by sharing major components.

Especially the most expensive one to develop and make. But no, the Hyundai is not like the Stonic (based on the Kia Rio), but uses an

entirely new chassis. Unlike the Kia, Hyundai's Kona is available as both a front-wheel-drive car and four-wheel drive.

When you choose the former you get a simple torsion beam rear suspension, and when you order 4WD your car comes with a more sophisticated multi-link rear axle. This is one of the reasons why the Kona has its own chassis. The other is that from later next year there will be an all-electric version.

Also coming next year will be two diesel engines. Unless the Government starts listening to

THE FACTS

Hyundai Kona 1.0 Premium four-door crossover

Price: £18,580

Engine: 1.0-litre three-cylinder petrol, 118bhp 0-62mph: 12sec Fuel consumption: 56.5mpg



people who know what they're talking about (unlikely), the diesel pogrom will continue and buying a diesel car will not be a wise move. Stick then with the current petrol choices of a 118bhp three-

cylinder turbo or a 1.6 turbo unit that produces 175bhp.

The more powerful of the two motors comes with 4WD and, since most buyers will opt for two-wheel drive, we're testing a Kona

GET LEATHERED, LADIES

Motorcycle insurance specialist Bennetts has got together with Ducati UK and the California Superbike School to host two track-based events urging women to take to two wheels and improve their riding skills in a testosterone-free environment.

A range of Ducati bikes will be available to hire for those not wanting to take their own bikes on the circuit, including the incredible new Panigale V4.

One event will be at Brands Hatch in Kent on August 7 and the other will be at Lincolnshire's Cadwell Park on August 15. Cost is £344, less £45 if you hold a Bennetts's policy. bennettsrewards.co.uk



London's recently introduced Toxicity Charge applies to just older diesel and petrol cars, but Islington council has announced that from January next year drivers of ALL diesel cars will be charged an extra £2 per hour to park, regardless of the car's age.

It's completely mad as modern diesels are as clean as any car on the road. The levy will hit hard those who are less well-off and who were encouraged to buy diesel cars by a previous government.