

1965 750cc Royal Enfield Interceptor

1965 Cycle World Road Test Annual

Overall...

“Most motorcycles have have an indefinable something we call character, and because they have this quality, they also almost invariable have appropriate names. We do not know what the average Royal Enfield Interceptor owner is calling his machine these days, but we would offer “King Kong” as a suggestion. No other name that comes to mind so completely describes the Interceptor—it is truly big and hairy. Of course, others have its size, but none have the Interceptor’s sheer brute performance, It is, by an impressive margin, the fastest true road machine we have ever tested. Fast in the sense that it will reach 120mph, and cover a ¼ mile from a standing start in 13.8 seconds, with a terminal speed of 96 mph...”



Specifications...

List Price.....	\$1,2247.00 FOB L.A.
Frame Type.....	tubular, single-loop
Suspension, front.....	telescopic fork
Suspension, rear	swing arm
Tire size, Front.....	3.50-19
Tire size, rear.....	4.00-18
Engine type.....	Vertical twin, ohv
Bore & stroke.....	2.79 X 3.66
Displacement, cubic inches.....	44.9
Displacement, cubic centimeters.....	736
Compression ratio.....	8.5 to 1
Bhp@rpm.....	52.5@ @6000
Carburetion.....	(2) 1 3/16" Amal Monobloc
Ignition.....	magneto with auto advance
Fuel capacity, gallons.....	3.0
Oil capacity, pints.....	5.0
Oil system.....	Dry sump
Starting system.....	Kick, folding crank

Performance...

Practical maximum speed, mph.....	114 (after ½ mile run)
Maximum speed in gears @7000rpm	
4 th	120
3 rd	89
2 nd	65
1 st	43
Mph per 1000rpm.....	17.2
Acceleration in mph & seconds	
0-30.....	2.5
0-40.....	3.1
0-50.....	4.3
0-60.....	5.5
0-70.....	7.4
0-80.....	9.3
0-90.....	12.2
0-100.....	15.2
Standing ¼ mile, seconds.....	13.8
Speed reached, mph.....	96

Source: Billy61@earthlink.net