

# REVIEW - BMW K1200S

## REVIEW BY WILLIAM MORRIS

First off, we'd like to thank Ian and Shaheen at Auto Umhlanga for affording us the privilege of testing this beauty.

## FIRST IMPRESSION

Styling is elegant, sharp and aggressive, giving an overall impression of brutal power. This machine oozes refinement and sophistication. Powerplant is an across the frame, in-line four; a rarity in BMW stables. The 1157cc engine is compact in design allowing a beautifully sleek and slender build. Build quality is top notch - no surprises, considering its heritage and price tag. Judge this book by its cover, it tells no lies.



## CONTROLS AND GADGETS

Placements of basic controls are different than Jap bikes and take a couple minutes to get use to, but once you do, the arrangement is user friendly and actually makes sense. Heated grips are standard and have two temperature options.

## PERFORMANCE

Max power output is 123kW at 10,250rpm; torque a mighty 130Nm at 8,250rpm. Delivery is powerful and smooth all the way though but starts getting real exciting over 7,000rpm. Once in movement this 227.5kg Beemer feels light and can easily be flicked from side to side. Handling is positive and confident, with a hint of playfulness; a truly delightful ride. Braking is a phenomenal experience, thanks to BMW's Motorrad Integral ABS, giving the rider absolute peace of mind at any speed, or even at any angle. This is one bike you can actually brake mid-curve, thanks to the brand new suspension design up front. This unconventional setup, called Duolever, negates all diving motion, giving you far more control under heavy braking.

## COMFORT

BMW has taken a giant leap forward with its world-first (in a series production motorcycle) Electronic Suspension Adjustment (ESA) which has 3 options: comfort, normal and sport, which allow you to adjust suspension on the fly to suit riding style. Set it on "comfort" and I swear they quickly slip an extra bit of cushion in the seat; it just soaks up the bumps and makes cruising an absolute pleasure. Sport mode was my personal favourite and made peg scraping a breeze, the whole bike seemed to stiffen up allowing the rider complete confidence in critical sections. As usual, BMW has considered the pillion rider, whose seating position is roomy and comfortable. I felt that the clutch was very stiff, which got a little tiresome after a while. There was also a fair amount of engine vibration from just under 6,000rpm till about 7,000rpm, but other than that, the twin balance shafts make this one smooth operator.

## RUNNING COST

Claimed fuel consumption at 120km/h is 5.5 l/100km. With tank capacity at 19 litres that should get you about 345km, assuming you drive like a fairy. We travelled a bit over 250km (distance, not speed!) in a day (albeit sometimes heavy-handedly) and pretty much finished a tank.

## OVERALL RATING

A truly multi-talented machine, outstanding in so many areas, makes driving the K1200S one of the most exhilarating experiences you can have on a bike. Can perfection be reached? I am giving this one 9/10!

**PRICE:** R137500.00 Incl. VAT (with ESA)  
R132000.00 Incl. VAT (no ESA)



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