

REVIEW: BMW R1200RT

REVIEW BY HEIN JONKER

Of all the BMW Tourers, the "RT" or "Road Tourer" is my favourite, good value for money and packed with features and new styling.

Despite the claimed weight reductions, it still looks bigger but offers more luxury features, stepping away from the Sport Tourer category.

I am quite impressed with the R1200RT which is significantly better motorcycle than the R1150RT and the brand new look that is so different. Anyone who sees touring bikes as big, heavy and difficult to handle will be in for a fresh surprise once they get on the new R1200RT. I know I was...

To put things in perspective, some super sport tourers weigh up to 10kgs more than the R1200RT, impressive don't you think.

When I took the R1200RT out I thought it to be more refined, sportier easily moves from side to side and the boxer motor provides more power up top and more torque down low than the R1150RT, that's for sure. I felt spoilt with more luxury features, better protection against the elements and better performance. Comfort was excellent and the feet-handlebar-seat position was perfectly balanced offering a good touring ride over-all. These are some of the features I enjoyed most: Electronic Suspension Adjustment, Cruise Control, Heated Grips and Electrically Adjustable Windshield which kept the wind away from my whole upper body including the shoulders. The front fairing of the R1200RT has been designed to hide the rider away behind it, especially the legs as well. Who wants a cruiser type ride on a tourer? Even the mirrors are placed to keep the wind of your hands and are perfectly positioned for a quick squiz on what's going on behind you.

The typical boxer vibrations have been greatly reduced by the addition of a balance shaft which now feels more soothing in nature. BMW has moved away from the Motronic MA 2.4 EMS and now offers its proprietary BMW-K EMS or Engine Management System upon which I detected no surging and even the fuel injection mapping seemed to have been sorted out. The R1200RT, even for its weight, achieves much better mileage than the R1150RT with the contributing factors such as lower weight, higher compression ratio, more aerodynamic and the improved EMS. Transmission is nice and smooth, another improvement from the earlier R1100RT. The 6th gear is shorter requiring less down-shifting at cruising speed when passing.

Braking is still very impressive with the partly integrated ABS brakes; rear brake only activates the rear and the front brake activates both front and rear. As for suspension BMW has added a warmly welcomed ESA (Electronic Suspension Adjustment) to the R1200RT which truly aids and refines the way the bike carries you, your passenger and luggage.

The R1200RT is lighter, more powerful and handles much better combined with more luxury features therefore providing you with a more enjoyable ride.

Who needs it?

With a very broad target market looking at the older more serene rider it is set to please and grow on you in all the areas of touring.

Price

R128 750.00 + R5500.00 for the ESA option. Incl. VAT



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