

# REVIEW: '12 BMW S1000RR



BMW's 2009 model of the S1000RR did create a sensation in the world. Its futuristic construction and performance was sure to carry it forward for use by next generation riders. The superbike returned in 2010 as a carry-over model, able to sustain these praises. Although a top machine in its category, BMW totally revised the S1000RR for 2012 based on the feedback from super stock race data.

Here we have the 2012 BMW S1000RR, the perfect more road-friendly racing machine.

BMW began with some engine refinements, although the BMW S 1000 RR's engine remains the same mechanically. The 999cc water-cooled inline-four still pushes out 193 BHP at 13000 RPM and 112.5Nm of torque at 9750 RPM. A reconfigured throttle resulted in a crisper throttle response and an optimized torque curve throughout the four available modes (Rain, Sport, Race and Slick).

Speaking about the reconfigured throttle, BMW says "to date, engine control consisted of four individual throttle curves for each of the Rain, Sport, Race, and Slick modes. For the new RR, these have been reduced to two: a characteristic curve for a particularly gentle and sensitive throttle in Rain mode, and a second for immediately direct and spontaneous response in the Sport, Race, and Slick modes.

The rider now no longer needs to adjust to the constantly changing throttle characteristics when switching frequently between Sport, Race, and Slick modes. At the same time, this also served to optimize the load change behaviour. The other techno-savvy features are BMW Motorrad Race ABS and Dynamic Traction Control (DTC) - have both been optimized for better interaction. For 2012, the Race ABS has been upgraded to match the new suspension geometry of the S1000RR. BMW says "by pressing the lever, the rider receives feedback from the Race ABS as to when the traction limit will be exceeded and the control range reached. The rider feels controller feedback as a slight pulsing in the brake levers."

Furthermore, when wheelie detection kicks in, the throttle valves now open much more gently. Also, Dynamic Traction Control (DTC) has been optimized for greater riding and control performance in the Race and Slick modes. "The new DTC application is based on the BMW Race Power Kit for better transparency during highly sporty manoeuvres on the racetrack. The experienced rider can therefore achieve faster lap times."

As stated, the Race ABS and DTC were upgraded due to the changes in the suspension. For 2012, BMW revamped the S1000RR's suspension for improved riding dynamics. Besides a redesigned frame, the 2012 BMW S1000RR's chassis also features a new steering head and tail section. BMW says there's "a 20% larger cross section of the intake air guide in the steering head. The steering head angle is now 66° instead of the earlier 66.1 degrees.

"The wheelbase has now been shortened by 9.3 mm to 1422.7 mm, and the after-run has been lengthened by 2.6 mm to 98.5 mm. The fork bridge offset (front end) is now 2.5 mm shorter at 29.5 mm. In addition, the fork projection is 5 mm shorter than in the predecessor model. These modifications also included revisions to the steering head bearing for a lower breakaway torque and hence greater steering precision."

Besides the chassis, BMW also revised the upside down fork and spring strut, which features a new internal structure for a wider range of damping forces. Also new for 2012 is a mechanical steering damper that has 10 levels of adjustment. It didn't stop there; BMW improved ergonomics and instrumentation, and the 2012 BMW S1000RR also arrives with revised bodywork, most noticeably the fatter rear tail section.

Riders with a particularly sporty focus can now equip their RR with an HP titanium exhaust system (with or without ABE) or the HP race data logger. There are also optional heated grips, which offer two levels of warmth. BMW says the grips can "take the bite out of the early morning run on the racetrack or longer rides in cold weather."

The new colour options are Racing Red with Alpine White, Blue-fire and Sapphire Black Metallic.

With revamped looks, chassis design and upgraded engine elements and electronic updates, the new 2012 BMW S1000RR is all set to climb up the ladder in this segment of Superbikes; granting its riders the much-demanded freedom and control on road.

**Priced at R180 690.00 - Incl. 14% VAT**  
(ABS, DTC, Heated Grips and Gearshift Assist)

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