

Connecticut, which made the cover of the June 2000 issue of this fine magazine.

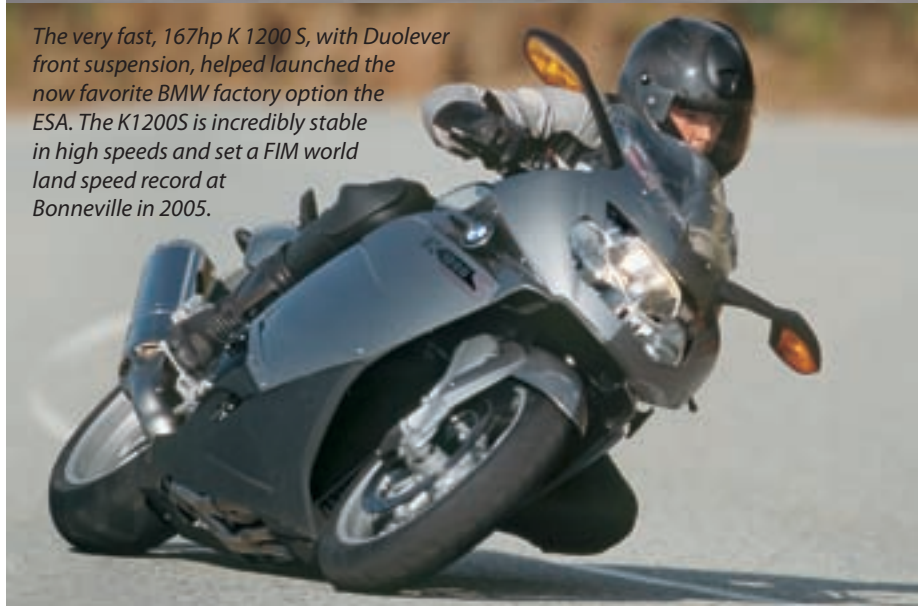
Now nine years and 64,000 miles later, my love affair with "Nandi" is still continuing. Although I have the privilege of riding different bikes but every time I take Nandi out, whether for a commute in all kinds of weather or a joy ride, it brings a smile to my face. K bikes have been bringing smiles to many hardcore, committed riders for decades. The K75 for example with its smooth, highly reliable, counter-balanced engine has run quite successfully in the Iron Butt Rally, and has also been the choice of global adventurers.

The year 2004 is a historically important one for BMW. This was the year that BMW introduced a new product philosophy. BMW's post 2004 engineering vision is to produce bikes that not only remain faithful to the brand's time-honored qualities of reliability, advanced engineering, premium components and safety, but also to become highly competitive in the areas of performance and esthetics. With this new goal in mind, power-to-weight ratio has become the new mantra at BMW. Their fine machines that used to be the heaviest in their respective categories are now the lightest. For example, the new K1200S is the lightest in the Hypersport class, as so is the new K1200GT amongst the multi-cylinder Touring bikes.

With this new philosophy in mind BMW changed their K series line up in 2004, by introducing the 1157cc, across the frame (transverse) mounted, liquid-



The 152hp K1200GT has grabbed Cycle World's best Sport Tourer two years in a row. It's the lightest and most sophisticated multi-cylinder Touring bike on the road today.



The very fast, 167hp K 1200 S, with Duolever front suspension, helped launched the now favorite BMW factory option the ESA. The K1200S is incredibly stable in high speeds and set a FIM world land speed record at Bonneville in 2005.

2008 K1200S

Riding the Latest Generation K Bike

By Shahram Shiva #84481

What better way to acknowledge the 25th anniversary of the K bike and all its history and heritage than to test ride the most recent K series motorcycle from BMW.

Although I had done a long-term test on a 2007 K1200R Sport, I hadn't ridden a K1200S since 2006. Therefore I was eager to hop on the 2008 and explore the refinements and advancements that have been made on this awesome machine in the past two years.

The 2008 BMW K1200S feels

surprisingly different than the previous versions that I have ridden. As a whole the K12S is unlike the K1200R or the K1200R Sport, even though they share a similar platform. There is certain sophistication that's inherent in the "S" which can't be found in others.

Although the 2008 K12S looks identical to the previous versions it feels entirely different. The upgrades to the transmission are noticeable, the annoying loud clunk into 2nd and 3rd are gone, the bike overall feels much more responsive and faster. Even the Duolever front suspension feels more responsive than the

previous version, and that could be just a by-product of the overall refinement of this fine machine.

Reading comments from members on my forums, the riders on the 2007-08 K bikes are reporting far less maintenance visits than the previous built years. Overall this is all very good news for one of the most unique motorcycles on the road today. The combination of ABS, anti-dive Duolever front suspension, Paralever shaft drive and refined styling married to the most powerful engine from BMW is certainly a tempting concoction that is irresistible. The K bikes are back!