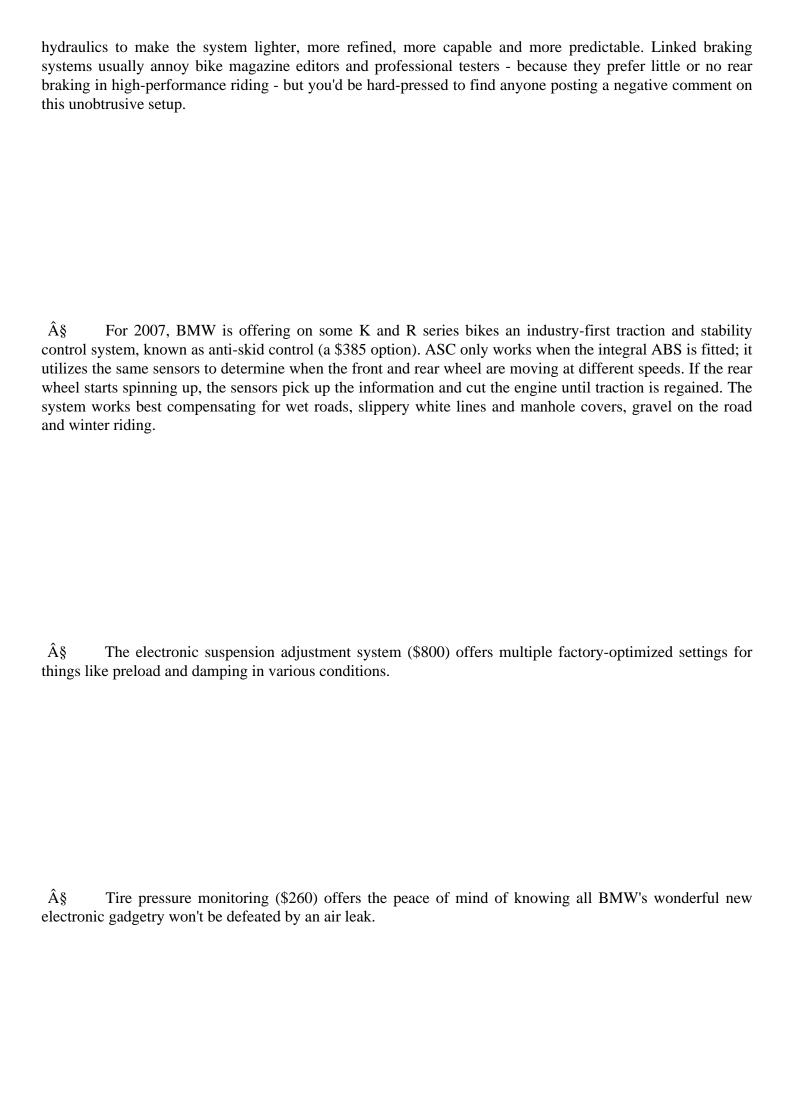
New BMW bike is a motorcycle for all seasons by Jerry Garrett Headed uphill on a fairly steep on-ramp, I spied a gap ahead in the heavy freeway traffic. I gave a good goose to the throttle on the new BMW K1200GT sport-touring motorcycle and aimed for the gap. I ended up a good quarter-mile ahead of where I'd intended to go. Good grief! What powers this thing? NEW BMW - The new BMW K1200GT is a motorcycle for all seasons. It has optional heated seats, handgrips and electronic stability controls. CNS Photo. The quick answer is an enhanced version of BMW's 1,157-cubic-centimeter inline four-cylinder engine. It's enhanced by 17 percent more horsepower and 11 percent more torque than its predecessor. With 152 horsepower and 96 foot-pounds of torque, it's more like a motorcycling equivalent of BMW's high performance automotive M Series. Let's call it the M12.

If you can find anyone brave, foolhardy or clueless enough to ride along on the backless back seat, you're not likely to know they are there. Open the throttle as I did on the freeway ramp, and you might find they are,

indeed, no longer back there.

The zero-to-60 for this bike is some stupid number I won't even print here. Top speed is somewhere well north of 120 mph - and yes, you can run it comfortably at those speeds.
Operator comfort is assured by a fairing as crisply creased as a paper airplane, and it seems about as aerodynamic. A windscreen, electrically operated by a handlebar-mounted toggle, allows nearly 4 inches of adjustment; lower it to set new speed records, or raise it for maximum protection from wind, rain, cold and bugs. Optional heated seats and hand grips (standard on some BMW models) add to the protection from inclement weather. (It's really amazing how much less the cold bothers you when your buns are warm.)
The K1200GT is one of the smartest choices for a four-season bike. In addition to the aforementioned creature comforts, this touring/sportbike hybrid handles as well as any two-wheeler on the road today. This isn't surprising when you realize the Duolever front-wheel suspension and Paralever rear come from the K1200S sportbike. But you now need to factor in these must-have upgrades:
\hat{A} The new partially integrated anti-lock braking system is more carlike in that it uses valves and



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