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**THE 2011 BMW R 1200 R AND BMW R 1200 R CLASSIC**

**The Dynamic New Roadsters From BMW Motorrad**

**Woodcliff Lake, NJ – November 22, 2010…** BMW Motorrad is continuing its long tradition of roadster building with the new BMW R 1200 R and R 1200 R Classic and presents the revised successor models to the successful R 1200 R. Both combine a modern sporty and classical motorcycle design with greater riding enjoyment.

Generating higher torque, the new boxer engine provides an extra boost of power. The new BMW R 1200 R models deliver greater power and acceleration at the top rpm range, whereas the boxer in the predecessor model had already provided superior acceleration under all conditions. Derived from the BMW HP2 Sport, the new boxer with 1170 cc and DOHC valve gear, is the same as the engines in the BMW R 1200 GS and BMW R 1200 RT.

Thanks to ultra-modern technology, the new BMW roadsters are unique in the roadster segment. Whereas the basic version of the BMW R 1200 R emphasizes the sporty all-around character with new cast light alloy wheels, the R 1200 R Classic presents wire spoke wheels for a touch of refined nostalgia.

The distinction between the two new roadster models also includes the color of the paintwork and other details. For instance, the R 1200 R Classic pays homage to the classic roadsters with metallic sapphire black paintwork in conjunction with a center stripe in plain alpine white extending over the tank and front wheel fender.

The basic version of the R 1200 R is available in mat metallic smoky grey or metallic red apple: two color schemes representing a dynamic, elegant, and modern interpretation of the roadster.

These two color variants when combined with wheels and drivetrain in Nürburg silver highlight the sporty, dynamic side of the roadster.

The R 1200 R Classic, on the other hand, offers a refined contrast and emphasizes components like the Telelever, drivetrain, cylinder head covers, frame, and fork in silver. Their classical, refined quality is also expressed in the completely chrome-plated exhaust system mirrors, whereas the basic version provides a sporty touch in the form of a muffler in brushed stainless steel in addition to black rearview mirrors.

Despite the differences in visual appeal presented by the R 1200 R and R 1200 R Classic, they are the same technically.

A two-part main/rear frame offers a weight-saving structure of steel tubing and is designed with the engine as a load-bearing element for maximum stiffness and rigidity. The front suspension of the new BMW R 1200 R uses the BMW Telelever in conjunction with a new fork structure. Its high quality enlarged diameter of the fork tubes (from 35 to 41 mm) contribute decisively to shaping the face of the new R 1200 R. The rear suspension is equipped with a single swing arm with BMW Paralever.

Both the R 1200 R and the R 1200 R Classic can be optionally equipped with electronic suspension adjustment (ESA). This allows adjustment of the spring pre-load and the suspension’s compression and rebound damping at the rear wheel, and the suspension’s rebound damping at the front wheel – a system that provides optimized road handling and comfort.

Improved braking performance in emergency applications or varying road conditions can be achieved with the addition of optional BMW Motorrad integral ABS (partially integral version) and automatic stability control ASC.

Extensive optional equipment and accessories for the new R 1200 R and R 1200 R Classic are also available.

**The following is an overview of the primary features of the new BMW R 1200 R and BMW R 1200 R Classic:**

* Unique color concepts and equipment features to differentiate the two models.
* More dynamic response, now with double overhead camshafts in each cylinder.
* Maximum torque raised to 88 lb/ft at 6,000 rpm, and rated power raised to 81 kW (110 hp) at 7,750 rpm.
* Maximum engine speed now raised from 8000 to 8500 rpm for an even wider usable power range.
* Increased torque values for improved engine performance.
* Cylinder-head covers now with two instead of the previous four mounting bolts and a new, dynamic styling.
* Shorter, sportier muffler in brushed (R 1200 R) or chrome-plated (R 1200 R Classic) stainless steel.
* Electronically controlled exhaust flap for an improved sporty sound.
* Cast light alloy wheels (R 1200 R).
* Wire spoke wheels with light alloy flat collar rims (R 1200 R Classic).
* ESA (electronic suspension adjustment) (optional factory installed equipment).
* BMW Motorrad integral ABS in the partially integral version (optional factory installed equipment).
* Automatic stability control ASC (optional factory installed equipment).
* Redesigned cockpit with two round analog instruments.
* New hydraulic reservoirs with a smoked glass look.
* Extensive range of optional factory equipment and accessories.

**Technology and Design**

**The new R 1200 R and R 1200 R Classic – sporty modern or emphasized classical.**

Greater value, appeal, and dynamics are the hallmarks of the two new BMW Motorrad roadsters, although with different character. While the color concept and equipment of the basic R 1200 R version underscore its claims as a modern, sporty, and dynamic naked bike, the design of the R 1200 R Classic targets fans of refined roadsters with the classical touch.

Although the two present differing visual impressions, they are on common ground in terms of technology.

**New boxer engine delivering perceptibly higher torque for even improved performance.**

The new DOHC boxer engine provides a maximum torque of 88 lb/ft, higher than the 85 lb/ft of the predecessor model (at an unchanged 6,000 rpm), for greater acceleration. In addition, there is a significant increase in torque and expansions of the torque curve in the lower and central speed ranges that are especially important on twisty back roads. In addition, the maximum engine speed, now raised by 500 rpm to 8,500 rpm, presents an even wider range of usable power. The maximum power output is now 81 kW (110 hp) at 7,750 rpm (previously 80 kW/109 hp at 7,500 rpm).

The valves are timed via chain driven double-overhead camshafts (DOHCs) in each cylinder and they are actuated with rocker arms that are very light for increased engine speeds. The radial arrangement of the four valves allows a highly compact design for the combustion chamber.

The horizontal arrangement of the camshafts in the direction of travel required two special technical features for the new boxer: each camshaft controls one intake and one exhaust valve. Due to the radial valve arrangement, the cams were cut to a conical shape. The valve head diameters were enlarged to 39 mm on the intake side and 33 mm on the exhaust side compared with the 36 mm and 31 mm respectively for the predecessor model. Valve clearance compensation is based on lightweight hemispherical shims.

The predecessor bore-to-stroke ratio of 101 to 73 mm was retained, for an unchanged displacement of 1170 cc. Also retained were the crankshaft, the connecting rod, and their bearings, whereas the two cast aluminum pistons were redesigned for the new combustion chamber conditions.

The revised air intake system features throttle bodies with 50 mm bores instead of the 47 mm bores of the predecessor model. In addition, the new engine also features redesigned air intakes and an air filter element with improved airflow. Engine temperature is controlled by a newly developed oil cooler. The oil-cooler intake has been redesigned for better flow properties and improved styling.

The desire for a performance boxer engine sound that also conforms to legal requirements is fulfilled in the new BMW R 1200 R models, which now include an exhaust flap actuated with an electric servomotor as well as opening and closing mechanisms. Compact rear silencer typical of roadsters, now shortened by 2.4 inches, offers an improved design.

Power is transmitted as before by the six-speed gearbox that had previously been redesigned for the 2008 model with enlarged bearing diameters and modified shaft pitch. Featuring a new, high quality surface coating, the maintenance free shaft drive was adopted for the rear wheel.

**Superior suspension technology for sporty riding on back roads.**

Like their predecessor, the new BMW R 1200 R models are based on the tried and tested, two-part frame structure that integrates the engine as a supporting element. At the same time, the steering head angle and castor are tuned to the handling and stability that a roadster needs for dynamic riding. The rear, weight-optimized section of the tubular space frame contributes to its lightweight appearance.

The suspension makes use of the telelever and paralever designs familiar from other boxer engine models. These are a key contributor to the roadster’s stable riding response and agile handling. The new R 1200 R models are equipped with a completely redesigned fork with a greater fork tube diameter (now 41 mm instead of the earlier 35 mm) for even greater stability of the front end. The turned and subsequently anodized surface of the forks creates a high-tech appearance.

Whereas the basic version of the new BMW R 1200 R has cast light alloy wheels of a sporty style, the R 1200 R Classic has embarked on another, much more classic path. In the traditional roadster manner, it features high quality wire spoke wheels in conjunction with light alloy flat collar rims, cast aluminum hubs, and tubed tires.

**BMW Motorrad integral ABS (partially integral) as option.**

The front brake discs have a diameter of 12.6 inches and the rear brake discs 10.4 inches.

Optional BMW Motorrad integral ABS in the partially integral version provides the rider with the maximum level of additional safety, in particular during emergency and hazard braking.

**New cockpit.**

The new BMW roadsters feature a completely revised cockpit with a high quality look typical of roadsters. The rider can now view at a glance the speedometer and rpm speeds on the adjacent round instruments, which are illuminated in orange for night rides. In addition, a display indicates the current gear and the time.

The functions of the instrument panel can be expanded with an onboard computer that provides further information, e.g. range, average consumption, and outside temperature.

The predecessor tubular steel handlebar has now been replaced with a tapered aluminum version. In conjunction with a redesigned fork bridge and hydraulic reservoirs with a smoked glass look, the new R 1200 R models present an appearance of quality and greater roadster design. Whereas the basic version of the R 1200 R features all black plastic rear-view mirrors, the R 1200 R Classic presents chrome-plated versions that create a vintage appearance.

**Additional equipment designed to provide a true roadster experience.**

Both R 1200 R models now feature a center stand as standard. Greater comfort, in particular for the passenger, is offered by the new comfortable seat. As part of its optional equipment and optional accessories, BMW Motorrad offers seats with a sporty design and varied seating heights. Standard features on the new BMW roadsters include clear turn signal lenses.

Additional details include the cover over the classical round headlamp and the new rear grab handles.

**Optional equipment and optional accessories – the perfect way to individualize your BMW**

Optional equipment is factory- installed; it is integrated in the production process. Optional accessories are installed by the BMW Motorrad dealer, so the motorcycle can be equipped with options following delivery, as well.

**Optional equipment.**

\* Also as optional accessory retrofits.

* BMW Motorrad integral ABS (partially integral).
* Electronic suspension adjustment ESA.
* Automatic stability control ASC.\*
* Tire pressure control monitor TPM (basic R 1200 R version).
* On-board computer.
* Heated grips.\*
* Sport windshield.\*
* Anti-theft alarm system.\*
* Seat, low (height 30.3 inches).\*
* Sport seat (height 31.5 inches).\*
* Comfort seat, high (height 32.7 inches).\*
* Low suspension (height 29.5 inches).
* Chrome plated muffler (basic R 1200 R version).
* Saddlebag mounts, large incl. luggage carrier.
* Saddlebag mounts, small.

**Optional accessories.**

\*\* Also available as optional factory-installed equipment.

**Storage space range.**

* Saddlebags.\*\*
* Inner soft bag for saddlebags.
* Saddlebag mounts, large incl. luggage carrier.\*\*
* Saddlebag mounts, small.\*\*
* Topcase, small, watertight, 28 l.
* Inner soft bag for topcase, small.
* Backrest pad for topcase, small.
* Tank bag, watertight.
* Tank bag, universal.
* Softbag 2, small.
* Softbag 2, large.
* Luggage roll 2.

**Ergonomics and comfort.**

* Seat, extra low (height 29.9 inches).
* Seat, low (height 30.3 inches).\*\*
* Sport seat (height 31.5 inches).\*\*
* Seat, high (height 32.7 inches).
* Comfort seat, high (32.7 inches).\*\*
* Sport windshield, clear.\*
* Windshield, high.

**Safety.**

* Anti-theft alarm system.\*\*
* Automatic stability control ASC.\*\*

**Technology.**

* Heated grips.\*\*
* LED rear light.
* Akrapovic sports muffler.
* BMW Motorrad Navigator IV.
* Bracket for BMW Motorrad Navigator IV.
* Engine protection bar.
* Cylinder head cover guard, aluminum.
* Cylinder head cover guard, plastic.
* Cylinder head covers, chrome plated.
* On-board toolkit.
* Paddock stand.
* Adapter for paddock stand.
* Extra socket, rear.

**Design.**

* Cylinder head covers, chrome plated.
* Custom mirrors, chrome plated.
* Protective cap for Telelever.
* Spoke wheels.

**Color concepts that emphasize the character**.

The basic versions of the R 1200 R and the R 1200 R Classic immediately present a stark contrast between their equipment features like the cast light alloy versus wire spoke wheels or the rear muffler in brushed versus chrome-plated stainless steel. The different characteristics are reinforced by their separate color concepts that underscore the sporty, dynamic all around design of the new R 1200 R and, present a classical, refined roadster profile.

This deliberate differentiation between the two new roadster models is expressed on the R 1200 R Classic in its particularly elaborate paintwork. The traditional roadster heritage is epitomized with a metallic sapphire black in conjunction with a central stripe of plain alpine white extending over the tank and front wheel fender.

The basic version of the R 1200 R is available in one of two color schemes: mat metallic smoky grey, or metallic red apple presenting a modern roadster interpretation. With a combination of Nürburg silver on the wheels and drivetrain, the basic version of the R 1200 R presents its sporty design, which includes the rear muffler in brushed stainless steel and the all black rearview mirrors.

The R 1200 R Classic presents silver colored components like Telelever, drivetrain, cylinder head covers, frame, and fork in stark contrast to the body panels. This model underscores the classical, refined look that includes a chrome-plated exhaust system and mirrors.

**Technical Specifications**

**BMW R 1200 R, BMW R 1200 R Classic**

**Engine**

Displacement 1170 cc

Bore/Stroke 101/73 mm

Power 110 hp @ 7,750 rpm

Torque 88 lb/ft @ 6,000 rpm

Design boxer

Number of cylinders 2

Compression/fuel 12.0:1/ regular unleaded (95-98 RON)

Valve timing DOHC, rocker arm

Valves per cylinder 4

Intake/exhaust valves 39/33 mm

Throttle valve diameter 50 mm

Carburetion BMS-K+

**Electrical System**

Alternator 720W

Battery 12V/14 /Ah

Headlight Low Beam: H11

High Beam: H11

Starter 1.2 kW

**Transmission**

Clutch Single disc dry clutch, hydraulically actuated

Gearbox Claw-shifted six-speed gearbox

Primary ratio 1.737

Gear transmission ratio I 2.375

II 1.696

III 1.296

IV 1.065

V 0.939

VI 0.848

Rear wheel drive Shaft drive

Final ratio 2.75

**Chassis**

Frame Steel tubular space frame

Front wheel suspension BMW Telever

Rear wheel suspension BMW Paralever

Spring travel, front/rear 4.7/5.5 inches

Front wheel trail 4.7 inches

Wheelbase 58.9 inches

Steering head angle 62.9˚

Brakes Front Twin disc brake,

12.6 inches, radial fixed four-caliper brake

Rear Single disc brake,

10.4 inches, floating two-caliper brake

ABS BMW Motorrad integral ABS (partially integral,

optional equipment)

Wheels R 1200 R: cast wheels

R 1200 R Classic: wire spoke wheels

Front 3.50 x 17”

Rear 5.50 x 17”

Tires Front 120/70 ZR 17

Rear 180/55 ZR 17

**Dimensions and weights**

Total length 84.5 inches

Total width with/without mirror 35.7 / 33.3 inches

Seat height (without rider) 31.5 inches (standard)

31.5 inches (sport seat)

32.7 inches (comfort seat, high)

32.7 inches (seat, high)

29.9 inches (seat, low)

29.5 inches (low seat/low suspension)

Unladen weight, incl 90% fuel 492 lbs

Permitted total weight (GVW) 992 lbs

Fuel tank capacity 4.8 gallons

**Performance**

Fuel consumption Approx. 52 mpg city (4.1 liter/100km @ 90 km/h)

Approx. 51 mpg hwy (5.5 liter/100km@ 120 km/h)

Acceleration (0-62 mph) 3.5 seconds

Maximum speed Over 130 mph

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## BMW Group In America

BMW of North America, LLC has been present in the United States since 1975. Rolls-Royce Motor Cars NA, LLC began distributing vehicles in 2003. The BMW Group in the United States has grown to include marketing, sales, and financial service organizations for the BMW brand of motor vehicles, including motorcycles, the MINI brand, and the Rolls-Royce brand of Motor Cars; DesignworksUSA, a strategic design consultancy in California; a technology office in Silicon Valley and various other operations throughout the country. BMW Manufacturing Co., LLC in South Carolina is part of BMW Group’s global manufacturing network and is the exclusive manufacturing plant for all X5 and X3 Sports Activity Vehicles and X6 Sports Activity Coupes. The BMW Group sales organization is represented in the U.S. through networks of 338 BMW passenger car centers, 336 BMW Sports Activity Vehicle centers, 143 BMW motorcycle retailers, 100 MINI passenger car dealers, and 31 Rolls-Royce Motor Car dealers. BMW (US) Holding Corp., the BMW Group’s sales headquarters for North America, is located in Woodcliff Lake, New Jersey.

Information about BMW Group products is available to consumers via the Internet at:

[www.bmwgroupna.com](http://www.bmwgroupna.com/)

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