

Below: From the beginning, the R1100GS was a success, providing outstanding all-round performance, particularly on the tarmac. *Australian Motorcycle News*

Right: Despite its size and weight, a strong rider could still manage to make the R1100GS work off-road. *Australian Motorcycle News*



the R850GS continued unchanged to use up the supply of earlier components.

THE R1100R & R850R

As the air-cooled boxer range limped into its final years of production, with minor variations on the existing theme, the range of new boxers was expanded. After 18 months, the new R259 boxer was proving outstandingly successful, and motorcycle production escalated during 1993 and 1994 to nearly 45,000, buoyed by the F650. The success of a new generation of naked bikes, such as Ducati's Monster and BMW's own R100R, prompted the release of the naked R1100R for 1995. There was also a similar, but smaller displacement version, the R850R, although this wasn't as popular.

Continuing a long BMW tradition of mix and match, the R1100R took the milder tuned, higher torque, engine of the R1100GS, placing it in the more sporting R1100RS chassis with R1100GS front and rear subframes. Without a fairing, this was termed a 'grass roots' motorcycle, and again, BMW had created





Below: The C650 Sport (left) was new for 2016 and the C650GT (right) was significantly revised.
BMW Group Press

Bottom: The single-cylinder mid-size C400 scooter was available for 2018, followed by this more comfortable GT version for 2019.
BMW Group Press



C400X. The new drive unit included a single cylinder engine, CVT gearbox, and secondary drive by a drivetrain swingarm. Displacing 350cc, with an 80 x 69.6mm bore and stroke, the four valves (32.5mm intake and 27.2mm exhaust) were set at an included angle of 27.5 degrees and operated by a chain-driven single overhead camshaft and forked rockers. The compression ratio was 11.5:1, and with a 40mm throttle and BMS-E2 engine management the maximum power was 34 horsepower at 7,500rpm. A counterbalance shaft was gear driven from the camshaft. To maintain a low centre of gravity, the cylinder was positioned horizontally, while drive was by an integrated CVT (Continuously Variable Transmission) gearbox.

The tubular steel frame included a cast-iron bearing support for the double-sided aluminium swingarm, and included rubber mounts to reduce vibration. The suspension featured a 35mm upside-down fork and twin rear shock absorbers, while the front wheel was a 3.5x15-inch, the rear was reduced to a 4.25x14-inch to allow the fitting of a Flexcase for storage. Front braking was by twin 265mm



front discs with radial 28mm single piston floating calipers and the braking system included a Continental MK 100 MAB 2-channel ABS unit allowing independent control of the front and rear wheel circuits. As on the C650, the geometry and feel were designed to replicate motorcycle characteristics. The C400GT joined the C400X for 2019, this offering increased comfort and touring capability.





wide range of options, extending to hard luggage and navigation, the R1200RS was intended for the rider intimidated by a full-blooded sportsbike or adventure bike, but too young for a cruiser or maxi tourer. Somehow, BMW managed to once again find space in their line-up for another model without it having to compete directly with others in the range. This was no mean feat considering the boxer range already consisted of the R1200R and R1200RT, and the multi-purpose S1000XR was released simultaneously. Initial sales were also encouraging, the R1200RS finding 4,208 buyers during 2015. The R1200RS was unchanged for 2016, but shared the transmission and ABS Pro updates with other liquid-cooled boxers for 2017. Colour options for 2018 included a bronze/black, with gold brake calipers and a stainless steel fuel tank cover.

