

Model

Specifications

Measured Data

Performance

Rating

Make & Model	Issue Tested	MSRP	Warranty (months/miles)	Specifications				Measured Data					Performance					Category	Overall	Testers' Comments				
				Engine Type	Displacement (cc)	Transmission speeds	Final Drive	Wheel Size (front/rear, in.)	Wheelbase (in.)	Tank Capacity (gal.)	Average Fuel Mileage	Rear-Wheel Horsepower	Rear-Wheel Torque (lb. ft.)	Wet Weight (lbs.)	Power to Weight Ratio	Top Speed	0-60 mph, sec.				0-100 mph, sec.	0-1/4 mile, sec.	0-1/2 mile, mph	Braking 60-0 mph, ft.
Aprilia RST1000 Futura	10/01	\$12,999	12/Un	V-2	998	6	Chain	3.50x17/5.50x17	56.3	5.6	39.7	93.9	62.2	543	1:5.78	151	3.24	7.62	11.04	121.12	113.2	Open Sport-Touring	●●●●○	Radical "stealth" styling, excellent all-around performance, standard hard bags. Good fuel injection, but some vibration above 5K rpm. Slightly top-heavy.
Aprilia RST1000 Caponord	9/02	\$10,999	24/Un	V-2	998	6	Chain	2.50x19/4.00x17	61.4	6.6	44.3	82.7	59.2	568	1:6.87	132	3.71	9.68	11.80	111.62	125.4	Open Dual-Sport	●●●●○	Aprilia's 60° V-twin uses counterbalancers. Unfortunately, the clatter these create detracts from its character. Its seat let us down, can you say, "monkey butt."
Aprilia Mille	10/00	\$13,799	12/Un	V-2	998	6	Chain	3.50x17/6.00x17	55.7	5.3	39.1	105.6	65.5	490	1:4.64	165	3.26	6.77	10.73	129.85	113.4	Open Sportbike	●●●●○	Very aerodynamic bodywork. Very fast, with flawless fuel injection, but needs non-EPA tuning for best results. Very small dealer support network.
Aprilia RSV Mille R	2/03	\$17,299	12/Un	V-2	998	6	Chain	3.50x17/6.00x17	55.7	4.8	35.3	110.3	68.0	463	1:4.20	169	3.10	6.22	10.41	133.90	113.7	Open Sportbike	●●●●○	Excellent performance in a relatively comfortable package. Superb suspension and beautiful detailing. Throttle response a bit abrupt.
BMW F650ST	2/97	\$7,490	36/36K	1	652	5	Chain	2.15x18/3.00x17	57.7	4.6	38.9	42.2	38.0	427	1:10.12	100	5.22	n/a	13.76	90.11	114.7	Super Motard	●●●●○	Street version of BMW's versatile F650 can be used for commuting, sport riding and even long-distance touring. Counterbalanced Rotax single is amazingly smooth.
BMW F650GS	7/00	\$8,100	36/36K	1	652	5	Chain	2.50x19/3.00x17	56.8	4.4	53.5	42.3	38.0	430	1:10.17	105	4.89	n/a	13.47	93.39	116.9	Open Dual-Sport	●●●●○	Dual-sport version of the F650, with fuel injection and improved suspension. Sadly, the early models have fuel-injection that suffered from terrible driveability.
BMW R850R	4/96	\$8,990	36/Un	O-2	848	5	Shaft	3.50x17/4.50x18	58.0	5.5	43.7	67.7	53.2	469	1:6.93	112	4.15	n/a	12.87	99.80	127.3	Open Standard	n/a	BMW's sharp-handling bargain boxer is for those who like to do their own accessorizing, or purists who just want to "keep it simple."
BMW R1150GS	9/02	\$15,200	36/36K	O-2	1130	6	Shaft	2.50x19/4.00x17	58.9	7.9	46.0	75.0	69.9	614	1:8.18	125	4.03	11.50	12.33	105.51	145.7	Open Dual-Sport	●●●●○	The 1130cc boxer motor is smooth at cruising speeds, for a large twin, but vibration gets higher near redline. It's responsive, easy to use and has a useful spread of power.
BMW R1100RT	12/96	\$15,995	36/36K	O-2	1085	5	Shaft	3.50x17/4.50x18	62.8	6.6	37.5	79.3	65.6	622	1:7.84	125	4.52	n/a	12.75	103.75	128.8	Open Sport-Touring	●●●●○	This radically styled Beemer became the first bike to wrest the sport-touring crown from Honda's legendary ST1100. It provides fabulous handling and wind protection.
BMW R1100S	2/99	\$15,600	36/36K	O-2	1085	6	Shaft	3.50x17/5.00x17	58.2	4.7	40.7	87.3	65.3	540	1:6.19	139	3.86	9.22	11.78	114.73	123.1	Open Sportbike	●●●●○	The sportiest twin in the lineup, the S model doesn't do anything wrong, but also does not offer the performance of its Japanese or European competition.
BMW R1150R	9/01	\$12,190	36/36K	O-2	1130	6	Shaft	3.50x17/5.00x17	58.3	5.4	41.0	76.9	70.9	552	1:7.18	136	3.89	10.59	12.09	108.21	122.5	Open Standard	●●●●○	Remarkable handling in a tourable package with a low seat height. Smooth running and torquey, but suspension feels a bit underdamped.
BMW R1150RS	12/02	\$15,490	36/36K	O-2	1130	6	Shaft	3.50x17/5.00x17	57.8	5.8	42.2	78.2	66.5	557	1:7.12	135	4.04	10.30	12.13	110.54	122.8	Open Sportbike	●●●●○	Mildly tuned and relatively torquey, the RS makes a good sport-tourer, but still suffers from fuel injection surging problems. Very stylish-looking.
BMW K1100LT	12/97	\$16,890	36/36K	I-4	1092	5	Shaft	2.50x18/3.00x17	61.6	5.8	43.2	88.6	70.9	660	1:7.45	130	4.35	10.74	12.34	109.82	140.3	Luxury Touring	●●●●○	In 1997, the aging K1100LT placed last in our comparison of luxury touring bikes. Little did we know then that an all-new LT was already in the works.
BMW K1200GT	3/03	\$17,990	36/36K	I-4	1171	6	Shaft	3.50x17/5.50x17	61.2	5.4	38.8	103.7	73.7	681	1:6.57	143	3.87	8.69	11.68	119.10	117.5	Sport-Touring	●●●●○	Amazingly smooth with great torque curve. Heated grips and seats standard. Short range for a sport-tourer, though, and left saddlebag very small.
BMW K1200RS	9/97	\$15,990	36/36K	I-4	1171	6	Shaft	3.50x17/5.00x17	61.0	5.5	37.0	109.3	76.9	628	1:5.74	155	3.88	8.20	11.47	122.08	114.6	Open Sportbike	●●●●○	Arguably the most stable bike we've ever tested, the K-RS loves high-speed sweepers. With bar backs installed, it makes a good sport-tourer, as well.
BMW K1200LT	2/01	\$19,200	36/36K	I-4	1171	5+R	Shaft	3.50x17/5.00x17	61.3	6.3	44.9	82.7	73.6	860	1:10.29	115	4.64	13.35	12.87	103.42	126.3	Luxury Touring	●●●●○	The LT set a new standard in luxury touring in '99. Still a performance and comfort leader, it was usurped by the Honda GL1800 (by a hair) in 2001.
BMW R1200C	2/98	\$12,990	36/36K	O-2	1170	5	Shaft	2.50x18/4.00x15	65.0	4.5	42.5	55.5	62.6	568	1:10.23	109	5.22	n/a	13.61	93.79	119.5	Heavyweight Cruiser	●●●●○	Basically an R bike with a detuned engine and suspension, the R1200C is still one of the better-performing cruisers and features an innovative pillion seat/riders backrest.
BMW R1200CLC	1/03	\$16,490	36/Un	O-2	1170	6	Shaft	3.50x16/4.00x15	64.6	3.9	43.5	49.9	61.5	722	1:14.5	102	6.53	n/a	14.80	87.09	119.8	Luxury Touring Cruiser	●●●●○	Great cornering clearance for a cruiser. Lots of fancy extras and a much-improved six-speed tranny, but desperately needs more horsepower.
Buell Blast	4/00	\$4,395	12/Un	1	492	5	Belt	2.50x16/2.75x16	55.3	2.8	55.4	27.3	25.3	389	1:14.15	94	7.19	n/a	15.24	85.00	115.6	Middleweight Standard	●●●●○	Easy handling and low seat are great for beginners, but engine vibration is very high. Great price point, but cheaply finished with a lot of plastic.
Buell S2T	12/96	\$12,795	12/12K	V-2	1203	5	Belt	3.50x17/5.50x17	55.0	5.0	37.5	59.4	64.2	517	1:8.7	115	4.88	n/a	13.05	100.81	115.1	Open Sport-Touring	●●●●○	Buell's original sport-tourer features surprising comfort and handling, but still had a lot of rough edges to be fixed with the next-generation model.
Buell S3	9/97	\$11,999	12/Un	V-2	1203	5	Belt	3.50x17/5.00x17	55.0	5.0	52.8	73.6	70.0	496	1:6.7	135	3.84	9.31	11.77	114.01	120.6	Open Sportbike	●●●●○	The most attractive Buell to date, the S3 provides great wind protection and handling. A poor seat and archaic powerplant keep it from being a great motorcycle.
Buell M2 Cyclone	1/98	\$9,395	12/Un	V-2	1203	5	Belt	3.50x17/5.00x17	55.0	4.6	44.8	68.2	70.4	469	1:6.88	128	3.75	10.15	11.94	109.88	109.6	Open Standard	●●●●○	Designed as a price-point leader, the Cyclone is by far the best value in the lineup. Great torque and quick, if somewhat twitchy steering, makes for an entertaining ride.
Buell XB9R Firebolt	10/02	\$9,995	12/Un	V-2	984	5	Belt	3.50x17/5.50x17	52.0	3.7	39.2	75.2	59.9	450	1:5.98	127	3.94	9.22	11.83	115.67	125.7	Middleweight Sportbike	●●●●○	The Firebolt gives up 200cc and noticeable power to its hot-rod Sportster-powered predecessors. But its smooth, flat torque curve matches the diminutive chassis well.
Buell X-1	11/99	\$10,599	12/Un	V-2	1203	5	Belt	3.50x17/5.00x17	55.0	4.6	39.9	84.4	72.6	495	1:5.86	135	3.52	8.64	11.45	116.53	112.2	Open Standard	●●●●○	Buell's performance flagship X-1 features excellent brakes and very good handling, but engine vibration and a poor transmission limit its appeal.
Ducati 748	5/97	\$12,995	24/Un	L-2	748	6	Chain	3.50x17/5.50x17	55.6	4.5	39.8	85.7	50.3	452	1:5.27	153	3.40	7.63	11.11	122.11	112.4	Middleweight Sportbike	●●●●○	Possibly the most elegant sportbike ever made, the 748 performs as well as it looks. Its sound is pure music, but its ergonomics are pure racer.
Ducati Monster 620ie	6/02	\$6,495	24/Un	L-2	618	5	Chain	3.50x17/4.50x17	56.7	4.0	51.9	54.3	36.5	424	1:7.81	116	4.31	12.29	12.52	104.24	113.7	Lightweight Standard	●●●●○	Ducati's new value leader, the 620's fuel-injected motor produces plenty of thrust with a wide, torquey powerband. Terrific value for the price, especially for a Ducati.
Ducati Monster 750	9/98	\$7,695	24/Un	L-2	748	5	Chain	3.50x17/4.50x17	56.3	4.4	43.1	57.4	44.7	425	1:7.40	118	4.34	n/a	12.66	103.37	109.1	Middleweight Standard	●●●●○	The little Monster is fun to ride but exhibits somewhat nervous steering behavior. An unintimidating powerband makes it popular with new riders.
Ducati Monster City	9/99	\$10,995	24/Un	L-2	904	6	Chain	3.50x17/5.50x17	56.3	4.4	42.2	68.2	54.6	462	1:6.77	122	3.84	11.45	12.20	105.11	117.5	Open Standard	●●●●○	By adding small bags, a windshield and taller bars to the stellar Monster 900, Ducati has created a great city bike with a comfortable riding position.
Ducati Monster 900ie	10/02	\$11,095	24/Un	L-2	904	6	Chain	3.50x17/5.50x17	56.7	4.0	34.9	75.3	54.3	443	1:5.88	134	4.07	9.98	11.65	111.65	122.4	Open Standard	●●●●○	The monster's 904cc L-twin is very smooth and has great pulling power from just off idle, making the bike deceptively quick from point-A to point-B with style and attitude.
Ducati Monster S4	8/01	\$12,995	24/Un	L-2	916	6	Chain	3.50x17/5.50x17	56.3	4.4	47.3	97.4	63.4	455	1:4.67	147	3.42	7.82	10.89	119.42	109.8	Open Standard	●●●●○	Beautifully styled & detailed; a gearhead's delight. Firm, but well-controlled suspension. Pulls with authority, but brakes and clutch are snatchy.
Ducati 900SS	1/99	\$10,995	24/Un	L-2	904	6	Chain	3.50x17/5.50x17	55.6	4.2	45.0	74.7	55.3	451	1:6.04	139	3.64	9.49	11.74	112.72	114.4	Open Sportbike	●●●●○	Razor-sharp handling on the 900SS is as good as many race bikes. Relatively low power output and poor comfort keep it from being a staff favorite, however.
Ducati 996	10/00	\$16,495	24/Un	L-2	996	6	Chain	3.50x17/5.50x17	55.6	4.6	42.8	108.4	68.3	484	1:4.46	160	3.11	6.42	10.58	129.26	115.6	Open Sportbike	●●●●○	Still the most stylish sportbike of all, but not quite up to the power of an RC51 or Mille. Very pricey, with an extreme riding position.
Ducati 999	2/03	\$17,695	24/Un	L-2	998	6	Chain	3.50x17/5.50x17	55.9	4.1	44.9	112.2	68.2	477	1:4.25	172	2.90	6.20	10.36	132.89	111.6	Open Sportbike	●●●●○	Spectacular next-generation styling, power and handling. Worthy successor to the 996. Limited steering lock and useless mirrors, though.
Ducati ST4	12/98	\$14,495	24/Un	L-2	916	6	Chain	3.50x17/5.50x17	56.3	6.0	36.1	99.3	59.9	524	1:5.28	153	3.23	7.39	11.02	124.02	110.0	Open Sportbike	●●●●○	The result of a 916 engine in an ST2's chassis (minus the hard bags) is a thoroughly usable motorcycle providing a nice combination of performance and comfort.
Ducati ST2	12/97	\$12,499	12/Un	L-2	944	6	Chain	3.50x17/5.50x17	56.3	5.5	38.9	71.9	53.9	520	1:7.23	133	3.85	10.35	12.02	109.63	111.7	Open Sport-Touring	●●●●○	Ducati's first sport-tourer with factory hard bags brings new levels of handling to the class but is upstaged when the factory admits that the ST4 is just around the corner.
Harley-Davidson XL1200S	10/99	\$8,495	12/Un	V-2	1200	5	Belt	2.15x19/3.00x16	60.2	3.3	50.4	56.4	65.5	526	1:9.33	110	4.80	n/a	13.15	98.65	114.5	Heavyweight Cruiser	●●●●○	Excellent acceleration for a cruiser is marred by excessive vibration and a mediocre transmission. Decked out in all black, the Sportster is one beautiful machine.
Harley-Davidson FXDS Convertible	11/96	\$13,330	12/Un	V-2	1340	5	Belt	2.50x19/3.00x16	63.9	4.9	44.4	44.4	68.2	675	1:13.95	103	5.99	n/a	14.23	90.27	116.6	Heavyweight Cruiser	●●●●○	Ingenious quick-detach saddlebags and windshield make this a true "convertible." Poor handling and performance detract from its overall appeal.
Harley-Davidson FXDX Super Glide Sport	11/98	\$12,999	12/Un	V-2	1448	5	Belt	2.50x19/3.00x16	63.9	4.9	37.1	58.2	72.0	658	1:11.24	113	5.08	17.27	13.47	95.39	118.1	Heavyweight Cruiser	●●●●○	One of Harley's best performers, the FXDX is among the top-handling cruisers available. An easy-to-use powerband helps make up for clunky shifting mechanism.
Harley-Davidson FLST Softail	11/99	\$12,355	12/Un	V-2	1448	5	Belt	2.15x21/3.00x16	64.5	5.0	31.4	57.7	71.8	664	1:11.51	123	4.82	n/a	13.13	98.99	122.0	Heavyweight Cruiser	●●●●○	A cruiser classic, the stylish Softail's revised Twin Cam 88B engine makes it the fastest, quickest V-twin cruiser we've ever tested. Handling is also top notch.
Harley-Davidson FLSTS	6/97	\$16,995	12/Un	V-2	1340	5	Belt	2.15x21/3.00x16	63.1	4.2	48.7	51.7	65.3	724	1:14.00	107	5.96	n/a						