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# Response

## Big Guns

Leave it to *Rider* to correctly pair Yamaha's '06 FJR1300A with BMW's new K1200GT—a comparison just begging to be made (January 2007 issue). I found it interesting that other publications compared other sport-touring bikes to the semi-automatic FJR; this made little sense to me. Even more curious was a competing publication awarding the K1200GT the "best of" prior to testing the two back to back. How presumptuous is that?

That said, I had already purchased a 2006 FJR1300A and was immediately put off by a high-frequency vibration in the handlebars; my right hand was completely numb within 10 minutes while riding home from the dealer. Five minutes later, I thought our future together had already been determined: I wanted a divorce. The FJR was to replace a well set up '99 BMW R1100RT I'd foolishly sold. Post sale, I just couldn't justify BMW's aggressive replacement pricing. So, based on available information and the rather fanatical FJR following, I took a chance and bought the FJR without riding it. It sat in the garage unloved and un-ridden for most of the season. I actually had a buyer for it, but luckily the deal fell through (thank you, Doug). Why lucky? I decided to go after the *vibe* issue's cheapest solutions first; less than a \$100 later, the handlebar vibration was gone! A combination of new grips (Pro Grip Super Bike) and heavier bar-end weights (HVMP's heaviest) sealed the deal. Both of these excellent products made the FJR all-day comfortable. I can now appreciate the power, suspension, handling, brakes and overall competence and refinement the 2006 FJR1300A offers its riders. BMW won't be getting any more of my money as long as Yamaha continues to market this superlative sport tourer. By the way, *Rider's* assessment of the bike is completely spot-on. Thank you for continuing to provide honest and well-written motorcycle evaluations a reader can trust.

STEVE OTTAVIANO VIA E-MAIL

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