



Example of a post retrieved from R1200RSForums.com

2017 Aprilia Tuono 1100 RR

I took this bike for a short test ride on Saturday 10th March 2018 while I waited for the dealership to install new tires on the rims of my 2016 BMW R1200RS, and the Tuono did not disappoint. But my video camera did! For the first time it would not connect to my Sena 20S and I was too excited to go ride the Tuono. So no video and boy was I p*ssed. Of all the bikes to NOT record ...!!



The route was a mix of Houston freeway (albeit in Saturday noon-day traffic) and slip (feeder) roads and not much in way of curvy roads, of which there are none in the huge metro Houston area. So cornering was not fully tested. The bike only had 720 miles on the odometer and they were asking \$13k for this very gently, barely used beauty.

As a roadster it has a very small windshield and very little in way of fairings so the riding experience is mostly suited for shorter distances as opposed to long distance interstate riding.



With an inseam of 30 inches the seat is a little higher than on the RS but I was still comfortable on the balls of my feet. Riding position is a bit forward, and unlike the RS you feel like you are right over the front wheel! Still it was comfortable although I would rotate the gear shift lever downward a bit for more comfort while shifting.

The V4 revved very smoothly and true to what others said, the sound is superb even when standing still and being revved, but man, when underway and under throttle, the sound is very sweet.

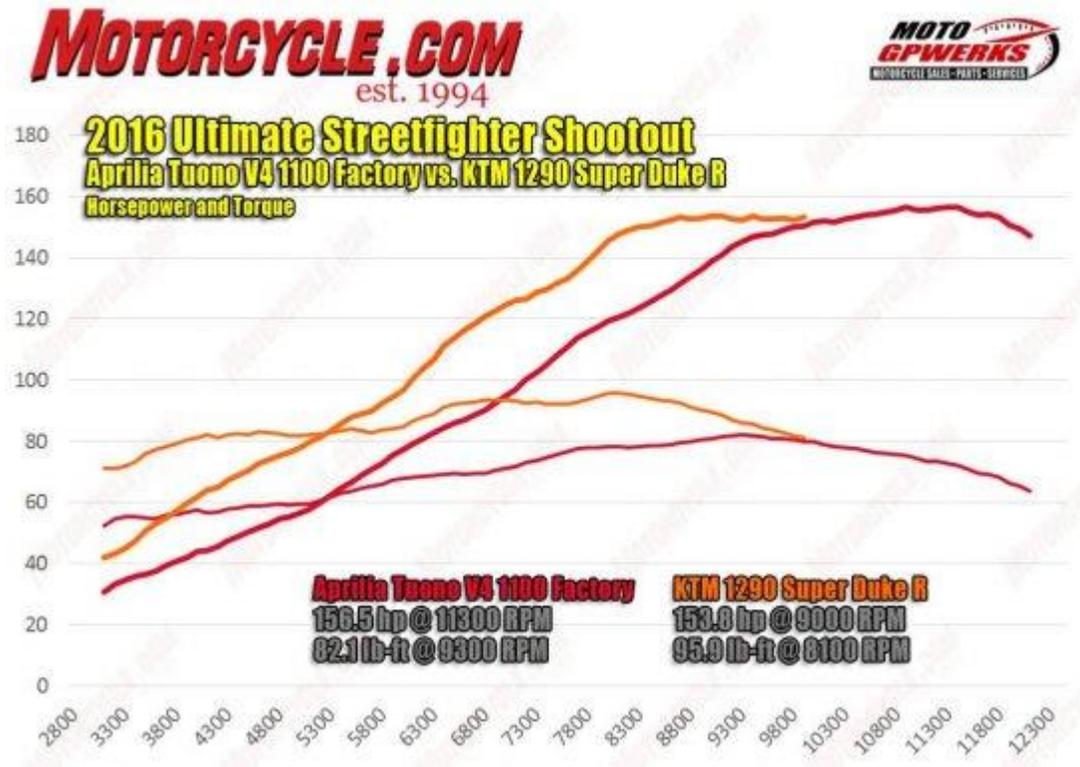


Like the RS, I got accustomed to riding this bike very quickly - maybe even quicker than with the RS, and that is high praise indeed. Aside from the position of the turn signal button etc. all the controls fell easily to hand and the TFT dash was so clear and bright even in direct sunlight with lots of information, it was a thing of beauty; but I did not get much time to look at it other than at stop lights. I did, however, notice that it was in Track mode which I assume is the middle of the three - Sport / Track / Race - which apparently all have full power but differences are in engine braking and TC / ABS inputs. Engine braking was just fine for me.

So we pull out of the dealership parking lot and onto the freeway feeder road and a give it some gas. Whoa! Holy sh*t this was going to be a nice ride. We got onto the freeway and then the fun began!



Throttle response when underway was nice and immediate, but not twitchy (Yamaha FZ-10 comes to mind) and there is no doubt that there is more than 155 hp at the rear wheel (dyno results of 2016 model) from the 173+ hp at the crank. Within one mile I lose the guy from the dealership (I asked him to lead but he was new to the area and let me lead) at an interchange and had to change route so that he could exit and catch up. But that is all good.



The quickshifter up and down performed well but there was a marked pause if not accelerating hard, unlike with my RS which just clicks off the shifts with no pause even when not accelerating hard. Auto-blipped downshifts were right on the mark.

Then we get into some traffic and I notice that the low speed fueling is not perfect but still quite usable, if that is the price to pay for performance in the upper rpm ranges.

But aside from those two characteristics, this bike was a blast to ride. It encourages the inner hooligan and puts one in constant danger of exceeding the speed limit. A real point and shoot street-fighter that would be great on the track as well as canyon carving (I am told). Lost the guy again (permanently this time) before getting back to the dealership.

Practically, the seating position is quite comfortable and the copious airflow is very smooth and of course there is no wind buffeting. The bike falls easily into turns and transitions nicely from side to side. Balance seems great, and the Brembo M50 brakes are sublime. Heat generation was not excessive and was well controlled from the exhaust piping under the pillion seat.

In conclusion - this bike indeed lives up to the hype in the moto mags, and what surprised me the most was how easily I adapted to the bike ... within minutes it was like we were old friends from long ago. Maybe it is calling me

Grumpy Goat, Mar 12, 2018