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# American Thunder

Winter 2007/2008



Newsletter Of The Independent  
UK Buell Enthusiasts Group

## 2008: A Year Of Buell Celebrations

In what promises to be an exciting year, we celebrate both the UKBEG 10th Anniversary and the Buell Motorcycle Company 25th Anniversary. The UK Buell Enthusiasts Group has experienced many highs and lows since April 1998 but we're still here and stronger than ever. Thanks to the dedicated team of volunteers that keep the [www.ukbeg.com](http://www.ukbeg.com) web site running, UKBEG has flourished and the reintroduction of this newsletter has helped to consolidate our success.

There's at least 18 UKBEG events planned for 2008. We've got most of the UK pretty well covered and there's even a long weekend in Germany. See page 6 of this issue for details. We celebrate UKBEG's 10th Anniversary at Black Bear



HD/Buell in Newmarket.

The actual date and details of this event will be announced early in the New Year.

Pictured left is the design that will appear on the UKBEG 2008 T-shirt. They will go on sale early in the New Year and *all* the profits will go to UKBEG's adopted charity, the Papworth Hospital Cystic Fibrosis Unit. We chose this charity in memory of one of our members, Emma Jane Radford, who passed away 22-04-04, aged just 26.



The Buell 25th Anniversary celebrations take place in Wisconsin, July 2nd to 6th, at various locations, including the Buell plant in East Troy and surrounding areas. Some of the events planned include music and festivities at Milwaukee's Summerfest grounds, Buell racing, plant tours, bike displays, demo rides, and dealership activities.



## WWW.UKBEG.COM

Visit the Groups web site for all the latest up to date information. In addition to a social forum and general chat you'll find a specific section that covers all Buell technical questions. There's a wealth of knowledge that has been built up over a period of 9 years and all of it is easy to access. Both tube-framed and XB models have their own sections that cover all known faults and popular modifications. This aspect is one of the main strengths of our web site. The 'Events & Rides' forum is the place to visit for news about what's happening and where. This section details our more formal Buell events (which are also shown within this newsletter) and locally based runs and meets which may just have 2 or 3 days notice.

We welcome new members on the web site – but even if you don't want to post a message you're quite welcome to browse all the content.



Forum member 'Kildaman's Firebolt in Western Scotland during last Winter.

## Buell X1 Lightning. Owner: Mark Lyon.

Mark attended the UKBEG Buell meet which was held in Cumbria, on October 14th 2007, and kindly provided the following information about his X1 special.

The bike is a 1999 model and has covered a total of approximately 10,000 miles. Mark owned it from new and carried out all the modifications you see in the pictures. Unfortunately some 3 years later he had to sell the bike as part of a divorce settlement. Fast forward to 2007 and a friend of Mark's reported that he'd seen his X1 special languishing in the corner a local car dealers showroom. With the exception of a new horn which had been fitted, it was virtually untouched and just as he'd sold it 4 years ago. Mark managed to persuade the car dealer to sell the bike and has now started his second period of ownership.



The Polygon single-sided swinging arm is the most eye-catching part of the bike. This is the second version of the arm because the original broke near the pivot point and has since been strengthened. The rear wheel and hub is from a Ducati 916 and works in reverse with the drive and brake now on the right side instead of the left. The assembly works well and Mark is very pleased with it. The rear pulley is from the USA and has 'Buell Racing' laser cut into it – though Mark can't remember what make it is. Rear suspension is taken care of by an AST unit.



The seat unit has been jacked up at the rear by using two spacers located at the bottom front mounts. Polished aluminium sheet forms the seats undertray, but this may be replaced with stainless steel in the future.

Mark relocated the battery under the seat and this proved to be the most difficult aspect of the bikes transformation. He spent countless hours fabricating a special battery tray and adapting the wiring loom so the battery fitted perfectly.

Mark replaced the standard X1 fuel injection system with a Mikuni HSR 42 carburettor and Crane single fire ignition.



Other notable features include: Renthal bars, JAGG oil cooler, Crossroads and Joker Machine billet parts, braided oil/breather lines, polished wheels and engine cases. The right hand case has also been cut down.

Mark is very pleased that he's managed to buy back his Buell X1 and doesn't plan to sell it ever again!



## Buell XB9S Lightning. Owner: Norrie.



Forum member, Norrie also attended the UKBEG Buell meet in Cumbria and made the long journey from Edinburgh on his stunning XB9S.

The bike is a 2003 model but was first registered in September 2004. Norrie has owned it from new and bought it from Just Harleys in Newcastle. At the time of writing the bike had covered 11,500 miles.

Most of the polishing was carried out by GLM Metal Polishers which were based in Devon, but have since moved to Australia. The frame was polished on the bike by Mike Fox, an Edinburgh based custom bike builder. Norrie bought a spare swinging arm and seat rails and sent them away to be polished, allowing him to keep the bike on the road while the work was being carried out. He also bought a spare set of wheels and had them painted by a local firm to match the bike.



Polishing the frame only entailed the removal of the airbox cover and air scoops to gain access. The headstock was supposed to be polished as well but the ignition is fixed in with security bolts so that wasn't done – although you can hardly notice it. Norrie plans to have this done eventually, along with the yokes and fork legs. The bike just oozes quality with polished covers, brackets, guards and levers etc. Ceramic coated exhaust pipes by Camcoat complete the overall look.



Norrie's bike also sports a carbon fibre extended rear hugger, low profile air intakes, LSL crash protectors, custom points cover, front and rear axle sliders in aluminium, LED rear light with built-in indicators, Kellerman front indicators, bar end mirrors, Ultimate airbox, Buell race kit and most fasteners have been replaced with stainless steel versions.

## Buell XB9S Lightning. Owner: Mike Cobb.

Continuing the theme of polished Buells, this one lives on the other side of the Atlantic – Florida, USA, to be exact. Mike Cobb posted some pictures of his XB9 in the UKBEG 2007 Buell photo competition and provided the following details of his bike.

Mike's Buell is a 2003 model and has covered 8,512 miles. He bought it with 2,100 miles showing, but the bike had a misfire which was traced to a faulty HT lead and a wire in the headlight assembly which had rubbed through. Mike managed to solve these problems with help of the UKBEG web site.

Here Mike details some of the work he's carried out on his Buell:

I've spent approximately 1000 miles tuning with ECMSPY and probably 20+ hours on a dyno working on the tuning in different areas to get my fuel and zones where I like them. I've now added plenty of power and torque, and my dyno charts indicate that my XB9 is now producing more than a stock XB12 – thanks to the UKBEG guys and ECM-SPY/winols.

Bike specifications:

Stock motor, paint is a Fire Flake red, Conti Road Attack tyres, Taylor Racing HT leads, Buell race plugs, Jardine pipe, Free Spirits chain idler, 520 Vortex rear sprocket, 520 Metaltek Racing front sprocket, 520 KGB chain, Cross Roads bars, the tail shave and the race ECM has been re-tuned with ECMSPY.

All polishing and paint work was done by myself at home in the garage.



## First Impressions: 2008 Buell XB12X Ulysses. Chris Jessop.

I made the decision to buy a new XB12X in August when the full specification of the updated Thunderstorm engines and new front forks on the Ulysses were announced. These and other changes to the 2008 model addressed all of the issues which some owners had complained about on the earlier versions. Despite several test rides since the launch of the XB12X in 2005 and liking the bike very much, I didn't consider it worth replacing my existing Moto Guzzi Brevia 1100 – a bike which had been totally reliable and proved well suited to long distance tours both in the UK and abroad.

The new specs made the 2008 Ulysses a very tempting bike so I took the plunge and placed an order with Black Bear in Newmarket on the 8th September and collected it on the 3rd November.

At the time of writing the bike has covered over 1,500 miles and my decision to replace the Brevia with a Ulysses has been totally vindicated. It is a supremely capable machine with a perfect blend of comfort, power and torque. One of the most impressive features is the long travel suspension, which is plush but firm enough to provide perfect handling. It easily soaks up the worst that British roads can throw at it. It's the sort of machine that just begs to be ridden long distances and it wouldn't be an overstatement to say that it's the most comfortable motorcycle I've ever owned. The relationship between bars, footpegs and seat suits me perfectly.



The 2008 air-cooled Buell Thunderstorm engines have a new DDF13 fuel injection system and a new ECM with increased computing capacity. There's also a new crank position sensor, which now makes thirty reads per revolution, compared to the previous two reads per revolution, for more precise control of fuel mapping and timing. On the road this equates to faultless fuel injection at all throttle openings. The bike is a joy to ride in slow moving town traffic. The 2008 Ulysses also has new 47mm diameter front forks with an increased steering lock of 74 degrees. Earlier versions had 43mm diameter forks and 54 degrees. Low speed manoeuvrability is excellent and the increased steering lock is a great help in tight situations. The front wheel spindle is offset so that the wheelbase remains at 1370mm.

I've resisted the temptation to buy any accessories for the bike yet, it is good enough straight out of the crate for what may well be limited use during the winter months. I will probably fit pannier cases, either German made Touratech or Buell's own Hepco & Becker system, to suit its intended touring role when the better weather arrives next year. The only modifications to date are the usual recommendations for the XB range: a Free Spirits spring-loaded belt tensioner will be fitted soon, which gives the belt and transmission bearings an easier life, and Maz Matsell (see advert on page 6 and pictures below) modified the engine breather system so the engine now inhales fresh clean air instead of combustion by-products. A neat drain tube with a plug now runs down the front of the engine, exiting near the oil cooler. Maz recommends removing the plug every 600 to 1,000 miles to drain away emulsified oil etc. The US spec amber reflectors have been removed from the front forks. They're only fixed on with a sticky pad and simply twist off. Experience has shown that dirt and moisture collects behind the reflector and reacts with the anodised fork leg. In some cases this has resulted in severe corrosion which has remained hidden behind the reflector. I've also replaced the black engine cover screws with stainless versions. Shown below is the list

of the socket cap head bolts needed:  
'Thunderstorm Cover' Right Hand Side Of Engine

4 off 1/4"UNC X 1" Long (9 TO 12.4NM)

3 off 1/4"UNC X 3" Long (9 TO 12.4NM)

7 off 1/4" X 7/16" Small OD Washers

Right Hand Case

4 off 1/4"UNC X 1" Long (9 TO 12.4NM)

4 off 1/4" X 7/16" Small OD Washers

Primary Chaincase

13 off 1/4"UNC X 2" Long (9 TO 12.4NM)

13 off 1/4" X 7/16" Small OD Washers



Continued on page 5...



Maz performed an optional 527 mile engine oil and filter change while the bike was in his workshop and Black Bear carried out the first service at 962 miles on the 17th November. To date, my Ulysses has performed faultlessly and I expect it to be as reliable as the Moto Guzzi it replaced. Only time will tell of course...

European specification 2008 air-cooled Buells have to meet Euro 3 emission and noise regulations. This means that UK Thunderstorm engines are 'restricted' with small bore header pipes and a catalytic converter in the muffler. US specification 2008 models produce a claimed 103 BHP @ 6800 rpm and 84 ft.lbs torque @ 6000 rpm. European 2008 models produce a claimed 94 BHP @ 6800 rpm and 77 ft.lbs torque @ 5500 rpm. On paper this would appear to be quite a difference, but on the road my bike has plenty of power and torque for 'real world' riding. The Buell grin factor is still there of course – despite Euro 3 robbing some 'oomph' from the engine. In the fullness of time after-market exhaust systems will be available for the 2008 bikes and they will increase power and torque levels to something like the US figures. I'm in no rush to change mine but may well consider an after-market system in the future.

Pirelli Scorpion Sync tyres are fitted as standard and they feel well suited to the bike. Combined with stiffer springing and larger diameter front forks, the front end feels planted and the tyres give you complete confidence. No fuss or drama, they just get on with the job.

Heated grips are now fitted as standard on the 08 Ulysses and they work a treat. They can be too hot though if wearing thin gloves. The 2 position control for the grips is on the right hand switch block – it's easy to operate with your thumb. Very effective hand guards offer additional protection from the wind. I thought the standard screen might be a bit on the short side but this hasn't proved to be the case. I'm 6ft 3" and find it just about perfect. Wind blast hits me squarely across the top of my shoulders and excessive helmet noise isn't an issue.

Buell call the Ulysses an 'Adventure Sports' bike and I reckon that just about sums it up. After 32 years of riding bikes, I think I may well have found my perfect motorcycle...



**Jonathan Hunt, Black Bear's Buell Technical Specialist, performing the first service.**



### **Pillion Opinion – Jane Jessop.**

As you may know I ride my own bike (a Moto Guzzi Brevia 750) but occasionally I ride pillion with Chris. I was keen to see what the Ulysses was like so a round trip of 320 miles to Black Bear for the 1,000 miles service was ideal for me.

Being vertically challenged I was nervous about the height of the rear seat but soon got used to it. As we set off the engine sounds and feels alive and raring to go. Once we were on the motorway the bike just purred along doing only 3500 rpm between 70-80 mph. The suspension is very smooth, the brakes very good and not too harsh. Through roundabouts and twisty bits the tyres felt great too. I love engine braking and this bike feels brilliant doing that.

The tall riding position is great for waving at Eddie Stobart drivers as we pass them. Its also good for looking over hedges, Newmarket race course looked a very smart place – great for nosy people! The pillion seat and footpeg layout is spot on – my legs are in a natural position, unlike many modern bikes which pay scant attention to passenger comfort.

On the way back home I did get some back pain, but it was very cold. It may also have been caused by the extra 08 Buell sales brochures in my back pack. Chris should have heated 'hips' so I can have warm hands.

I've ridden pillion on many big bikes, Japanese fours, flat twins, assorted V-twins and even a S3T Thunderbolt, but this Ulysses takes some beating. It's grin factor ten!!





**'The Emporium' - The UK's Independent Buell Specialist**  
 Unit B6, New Mill, Park Road, Dukinfield, SK16 5LX.  
 Telephone: 0161 343 3077 or 07860 433939.

**Contact: Maz Matsell for all your Buell repair & service requirements.**

## UKBEG Buell Weekend - Germany - 22nd to 26th August 2008

This Buell weekend promises to be one of the highlights of 2008. It is being held at the Hotel zur Post, D-56818 Klotten/Mosel, Germany. Location details: [www.hotelzurpost-klotten.de/english/index.html](http://www.hotelzurpost-klotten.de/english/index.html)



The weekend runs from Friday 22nd to Tuesday 26th August, staying a total of 4 nights. Our hosts, Klaus and Bettina Berens, have kindly agreed to reserve the whole of their hotel for our exclusive use and offer special rates for Buell enthusiasts. The hotel has 11 double/twin and 2 single rooms. In the event of the hotel becoming fully booked, additional rooms in the neighbourhood can be made available – all with hotel services included.

To book, contact Klaus direct: telephone 00 49 2671 7116 or e-mail [info@hotelzurpost-klotten.de](mailto:info@hotelzurpost-klotten.de) Please quote '**Buell Weekend**'.

Special rates per person, per night, inc. breakfast and 3-course evening meal: Double/twin rooms = 59 Euro. Single rooms = 68 Euro. Apartment guesthouse = 55 Euro.

The Hotel zur Post is part of the 'Motor Bike Hotels' group and can offer free garage parking, dry-room, service/repair corner and wash place. They also offer guided tours free of charge. The picturesque village of Klotten is ideally placed for the Mosel Valley, Eifel Mountains, Hunsrueck Mountains and the world famous Nürburgring. This region contains some of the finest roads in Germany and motorcyclists from all over Europe visit the area during the riding season.



## UK Buell Enthusiasts Group Events Diary 2008

There's a full program of UKBEG Buell events and meets taking place in 2008. The **Events Diary**, within our web site [www.ukbeg.com](http://www.ukbeg.com), shows up to date information and contains hyperlinks to the different locations shown below. Please contact Chris Jessop for further details about any of these events. Tel: 01924 518224 evenings .

December 30th Sunday 2007	UKBEG 'Cabin Fever' Meet	National Motorcycle Museum, Solihull
March 16th Sunday	UKBEG Buell Day	Brooklands, Weybridge, Surrey
March 30th Sunday	UKBEG Buell Meet	TBA
April (Dates TBA) Sat/Sun	UKBEG 10th Anniversary Weekend	Black Bear HD/Buell, Newmarket, Suffolk
May 13th to 18th Tue/Sun	UKBEG NW200 Trip	Northern Ireland
May 25th Sunday	UKBEG Buell Day	Sammy Miller Museum, Hampshire
June 1st Sunday	UKBEG Buell Meet	The Falkirk Wheel, Scotland
June 13th to 15th Fri/Sun	UKBEG Yorkshire Weekend	Ingleton, Yorkshire Dales
June 21st/22nd Sat/Sun	UKBEG Buell Weekend/BBQ	Dockgate 20 HD/Buell, Southampton
July 2nd to 6th Wed/Sun	Buell Motorcycles 25th Anniversary	Wisconsin, USA
<b>July 19th Saturday</b>	<b>UKBEG Main Event</b>	<b>Lincolnshire Aviation Heritage Centre</b>
	<b>Emma Radford Buell Festival</b>	<b>East Kirkby, near Spilsby</b>
August 9th/10th Sat/Sun	UKBEG Classic Racing Weekend	Cadwell Park, Lincolnshire
August 17th Sunday	UKBEG Buell Meet	Haynes Museum, Sparkford, Somerset
August 22nd to 26th Fri/Tue	UKBEG Germany Weekend	Eifel Mountains/Mosel Valley/Nurburgring
September 7th Sunday	UKBEG Buell Meet	Llanberis, Snowdonia
September 21st Sunday	UKBEG Buell Meet	TBA
October 5th Sunday	UKBEG Buell Meet	TBA
October 19th Sunday	UKBEG Buell Meet	TBA
December 28th Sunday	UKBEG 'Cabin Fever' Meet	National Motorcycle Museum, Solihull



## Buell XB9 Owners Survey



**Pictured left is forum member, Dave Jacob.**

This is my XB9R at Snetterton in September 2007. The bike now wears Continental Road Attacks which cured a stability problem caused by the Dunlop 207's which were on it when I bought it.

So far the Continental's are wearing very well and the confidence these tyres have given me on road and track is amazing. The track was still drying after a morning of rain when this shot was taken.

The bike was hesitant on full throttle from closed. After scouring the [www.ukbeg.com](http://www.ukbeg.com) web site I removed the air box snorkel, cut the white wire and drilled holes in the airbox lid and the problem was sorted.

**Forum member, Brian Loudon, wrote this appraisal of his Buell:** I bought my XB9SX from St Leger HD/Buell, Doncaster, in June 2006. It was a good deal at £700 under list price. I bought the Kick Ash version, standard with the optional low seat. It has been a wonderful little bike and always starts first time. I let it warm up and then take it steady for the first mile or two – she then lets me know when she is ready to go.....

She isn't as responsive as my old S3T Thunderbolt on US gearing, but she is everything I want in this type of bike. I still haven't got the suspension fully set up yet so I do get the odd wobble, but only when I get it wrong. I find it calming and fun. She makes me smile looking at it and I laugh when I ride it.

For longer journeys I get the rev range into about 3,500 – 4,000 rpm, at this point I'm doing 65-75 mph and she is in her sweet spot. No vibes or coughs and splutters, just calm and solid. If I need anything more for overtaking or bends, I just open her up a bit, instant response and great fun.

I've had no mechanical problems at all but then again I do let her warm up before riding. Due in part to the weather and quality of parts, I have got a few rust spots on the exhaust but they are not getting any bigger. I do use FS365 spray on it when she is in the garage and the usual clean down after each ride. The only accessory fitted to the bike is a tank mask to protect the air box cover. I don't think she needs anything else. She's just as Erik designed her – a cracking bike!

**Forum member, 'Richy', submitted these details of his Buell which is used for motorcycle courier duties:**

My XB9S is not only used for work, I use it for rallies and weekend blasts etc. It has performed as well, if not better than Japanese bikes I have owned. I know it looks as though it has had a lot of work done in the last 18 months but you have to bear in mind the 45,000 miles. I've had to do a lot more work on other bikes and 2 Yamaha's (FJ12 and TDM) that died a long time before reaching the same mileage.

I have to say I was nervous about using what is basically an untried bike but it does exactly what I want and then some. The back up I get from Just Harleys is second to none. As I type this they are busy fitting more rear wheel bearings and they will contact me as soon as they're done. There's none of this ringing them to chase it up. The 2 year warranty is a godsend, the excellent service I get from Just Harleys is not what you get from a Japanese, Italian or British dealership – not in the North East anyway.

List of components replaced under warranty during 18 months and 45,000 miles:

Head light bulb blew and melted the main fuse and box.

Crank sprocket bolt came loose.

Two final drive belts.

Header pipes.

Warped rear disc.

Oil pipe.

Side stand bolt snapped.

Three sets of rear wheel bearings.

Front exhaust stud.

Corroded fuel pump wiring.

Rear brake caliper carrier.

Two tensioner pulleys.

My changes to the bike:

Frame pucks, front fork and swinging arm bobbins, XBR footrests, exhaust can, headlight bulbs, rack, Givi box and a tank bag.

I use Metzeler Mez4 tyres and they last around 8-10,000 miles. Service costs work out at £150-£190 for the 5,000 mile and £280-£380 for the 10,000 mile, depending on extra work.

I would like to add that I'm disabled with MS and the bike is a doddle to ride even with my dodgy legs.

**Forum member, 'Jonesy', sent details of his recently acquired XB9S:** My bike is a 2003 Sunfire Yellow XB9S with 8,500 miles on the clock. I've only had it since June but the current modifications are: K&N air filter, R&G front fork and swinging arm sliders, frame pucks, Free Spirits spring-loaded belt tensioner, Remus exhaust and Pirelli Diablos. I've had no problems whatsoever apart from the standard muffler rotting. Petrol consumption for a full tank works out at 100-120 miles on a good day, or if I'm riding hard between 80-100 miles. Continued on page 8...



**'Hotrods & Harleys'**  
 Unit 9, Manor Park, 35 Willis Way, Poole, Dorset, BH15 3SZ.  
 Telephone: 01202 673 972.  
 Contact: Tubbs for Buell repair, service and tuning.

**Forum member, 'Totalnutah', submitted these details of his XB9R:** My 2004 XB9R has an LSL top yoke conversion with Renthal bars. I've also fitted Lightning footpegs as they are an inch lower, which gives a more comfortable riding position. The bike has a K&N air filter, a Stealth stainless steel exhaust and a Free Spirits clutch conversion. Buell specialist, Tubbs of Hotrods & Harleys (see advert above) has worked on the tuning with Chris, the bikes original owner. The bike was set up using a dynamometer and air flow through the air box has been maximised. Tubbs web site: [www.hotrodsandharleys.co.uk](http://www.hotrodsandharleys.co.uk)



This picture (right) was taken during a day trip to Wales with forum members Tug and Kev. My XB9R is the white one, in the middle of the line-up.

**Forum member, Martin Vermey (Bud) of Twin Motorcycles B. V. in Holland, submitted these details of his XB9R:** I've owned my XB9R from new in June 2003. It started life as a standard blue one but has since been extensively modified. The original engine covered 25,000 km (15,500 miles) and the only problems were a warped front brake disc, replacement wheel bearings – before the recall, oil lines had rubbed on the exhaust bracket and the rear cylinder exhaust gaskets needed replacing. At 25,000 km I fitted a 1160cc big bore kit. After fitting the kit the engine had a big end failure at 33,000 km (20,500 miles) and two stator failures. The bike has now covered 50,000 km (31,000 miles) and during that time I've replaced the steering head bearings, idler pulley bearing, exhaust straps and a fork seal. This was the result of a heavy landing after a wheelie...oops. Together with my friend, Dris Hammadi at Twin Motorcycles, we've created a Buell drag racer which is pictured below. Full details of this bike can be found at: [www.dragbike.nl/forum/viewtopic.php?t=26](http://www.dragbike.nl/forum/viewtopic.php?t=26)



The main modifications to my street XB9R:  
 Race kitted.  
 1160cc big bore kit.  
 PC3 for fuel injection.  
 Lucky Hands race exhaust system.  
 XB12 headers.  
 DB dark smoke screen.  
 High Site rearsets.  
 Hyperpro front and rear springs.  
 Flatblack paint job.  
 Black front forks with Tin coated sliders.  
 Magura radial hydraulic clutch and front brake units.  
 2 x 70mm H7 headlights.  
 RRC black superbike bar conversion.  
 Porn orange wheels.  
 Wave rear brake disc.  
 8 pot XBRR caliper.  
 Race front fender.  
 Ermax under tray.





## Buell XB12X Ulysses - 'Ulyrat'. Owner: Gordon White.

I bought my Ulysses a year and half ago having had my Triumph Tiger and left heel written off by a 'sorry didn't see you' driver.

I like to try out different engine configurations each time I get a new (to me) bike and not having had an in-line V-twin before, when I spotted the picture in a magazine whilst flat on my back in hospital, I knew what I'd be using some of the compensation for.

The Ulysses suits all my biking needs, comfortable no-strain riding position, 90 mph two-up with luggage touring ability, mild off-road exploration (green lanes on byways) and back road scratching.

She's now done 10,000 miles. The original Dunlop rear tyre needed replacing at approx. 6000 miles (now on Pirelli Scorpion) and I get roughly 150 miles to the tank full before reserve.

The only issue at the moment is a 'glitch' off idle, which is probably caused by the timing being out. Other than that it's just been the usual recalls – side stand and bank angle sensor.

I've not been on [www.ukbeg.com](http://www.ukbeg.com) for long, so [www.badweatherbikers.com](http://www.badweatherbikers.com) and [www.advrider.com](http://www.advrider.com) have been great sources of information and knowledge.

Having not worked since the accident I've had loads of time to modify it to suit my requirements and remedy its shortfalls.

I'm into ratbikes ( [www.ratbike.org](http://www.ratbike.org) ) which explains the cosmetics but it's not to everyone's taste, I grant you.

Modifications include:

Original racks with hard cases.	Givi top box.
Cee Bailey taller screen.	Remus exhaust.
Modified air box cover.	Bagster tank bag.
'Tank' panniers.	Lowered front mudguard.
Headlight mod to operate both on main and dip beam.	
Driving lights and spots to improve night riding.	
Polly Heaters inc. snow-mobile hand heaters.	
Hein Gericke hazard warning light kit.	Handlebar muffs.
Marker lights on rear mudguard.	Reflective stuff everywhere.
Re-routed crankcase breathers.	Re-positioned indicators.
Notches in hand controls.	Perspex headlight guard.
Sheepskin saddle cover for winter use.	



I'm well pleased with my Buell. The engineering and thought that has obviously gone into it, combined with the design features and grin inducing ride characteristics outweigh the niggles and minor issues to give it character. Which ultimately means I plan to keep it until it's been ridden into the ground.



### UKBEG Event Reports

#### Buell Meet at the Fleet Air Arm Museum, Yeovilton - 19th August 2007.

Our Somerset based Buell meet wasn't affected too badly by the wet weather we've all 'enjoyed' this summer – most riders managed to dodge the few showers that were floating about. A total of 17 Buells attended and it was probably one of the most enjoyable meets of the year. The choice of venue helped because the inter-active museum proved to be fun and very interesting.

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In addition to local riders we had a few from further afield – notably forum member Norm who rode all the way from London.

The Fleet Air Arm Museum covers a large area and it takes some time to see everything (they advise allowing four hours) but almost everyone went round it. A few Buell riders brought their families with them and this helped to make it such an enjoyable experience. The museum's restaurant had a good selection of food, which is an important consideration when there's a visit by hungry Buell owners! Also visiting the museum that day was the Cobra Car Club which made an interesting diversion. A very successful day and a location which we will probably use again.



### **Buell Meet at Jodrell Bank, Cheshire – 23rd September 2007.**

This particular UKBEG Buell meet had the fourth highest attendance of any event in 2007 with 32 Buells. We managed to attract riders from all over the North West and Midlands. We also had two riders, forum members Mo (Graham) and Dougal, from East Anglia, who completed round trips of 500+ miles. The weather was best described as mixed which made the turnout even more pleasing. UKBEG members never fail to amaze us with their levels of commitment.

There was a good selection of Buells with almost all types being represented. It's great when so many different models turn up – it gives new Buell owners the opportunity to see (and hear) some of Erik's earlier designs.

The Jodrell Bank Observatory proved to be an excellent choice of venue with its visitor centre and café set in the beautiful Cheshire countryside. Jodrell's original facility was built in the 1940's and played an important part in the development of radar during World War Two. The visitor centre tells the story behind the 76-metre Lovell Radio Telescope and man's early exploration of the universe. The virtual trip to Mars in the 3D cinema was well worth the extra charge of £1.50. Another successful day which exceeded all our expectations. UKBEG Buell meets may be informal in nature but judging by the response to this and others, we seem to have the format just about right.



### **Buell Meet at the Lakeside Railway, Cumbria – 14th October 2007.**

The penultimate UKBEG Buell meet of 2007 took place at the Lakeside & Haverthwaite Railway, near Ulverston, Cumbria. Despite a less than perfect weather forecast the day turned out pretty good and even the sun put in an appearance.

A total of 15 Buells attended this meet, which is far more than we expected. Once again UKBEG members didn't disappoint us. Prior to the meet itself a few riders met up at Devils Bridge for a bacon sandwich and a hot drink. The Bridge is a well known meeting place for riders and the whole area has a well deserved reputation for having some of the best roads in Northern England. We always plan at least one Buell meet in Cumbria every year and usually hold it in this area. One of the most pleasing aspects of this meet was the fact we managed to meet up with some



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of the original members of 1998/2000 UKBEG which we'd not seen for years. It was good to see that they'd remained true to the brand and still owned their Buells. In addition to local Buell riders, a few of our regular long distance specialists attended the meet.

The original railway station at Haverthwaite is almost as it was in the 1950's. The signal box, ticket office, tea room and platform area are well preserved. It's like stepping back in time and helped to give the meet an added dimension. The steam trains take passengers to Lakeside Station at the southern end of Lake Windermere. At Lakeside the trains connect with a steamboat, which then cruises up the lake to Ambleside. Haverthwaite's engine shed proved interesting with various steam engines undergoing service and restoration.



## New Range Of Buell Clothing For 2008

Allan Brownridge of Buell UK sent us details of this new range of Buell clothing etc. All items will be available from official UK Buell dealers in the New Year. Pricing details were still to be announced as of 9th December 2007.



And finally – forum member 'Catman' proves it's possible to scrape the pegs on his Ulysses at RAF Odiham.

