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American Thunder

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Newsletter Of The Independent
UK Buell Enthusiasts Group

UK Buell Enthusiasts Group

Erik Buell Racing - Full Circle

We're over the moon that Erik Buell has established a new company, Erik Buell Racing. The press release issued 20th November about this exciting new venture appears on page 3.

As many of you will know, racing is in Erik's blood and the race track is where the very first motorcycle bearing the Buell name appeared. It is unfortunate that no more road bikes are being built but at least we can follow Erik's racing exploits and keep the Buell flag flying. Visit the new web site www.erikbuellracing.com for the latest news. We will, of course, carry news about Erik Buell Racing in future issues of American Thunder.

Pictured below, Finland, 7th November 2009, a Buell XB12S in the first snow of the season. **Timo Närä** submitted this picture along with his European tour feature which appears on pages 16 and 17. Also in this issue, **Jill Brown** (page 6) and **Chris Britton** (page 7 and 8) write about their Buell Blasts and **Tony Scott** (page 18) writes about his first impressions of a recently acquired 2010 Buell 1125CR – Tony was one of the lucky few that managed to secure one before supplies dried up. Note: A total of 3,232 2010 spec Buells were made before production ceased.



There's a strong emphasis on Buell racing in this issue, partly inspired by the Buell RR1000 'R' ex-works race machine which appeared at the Stafford Classic Motorcycle Mechanics Show in October.

The UK Buell Enthusiasts Group had its most successful year in 2009. Thanks to **Ash** the new web site is stable and secure, and we organised the largest number of events ever. We also raised over £9,000 for our adopted charity, the Papworth Hospital Cystic Fibrosis Unit, in memory of UKBEG member, Emma Radford.

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UK Buell Enthusiasts Group Independent Web Site: www.ukbeg.com

UKBEG Emma Radford Memorial

Papworth Hospital
NHS Foundation Trust



Since April 2004 UKBEG has raised approximately £12,000 for the Papworth Hospital Cystic Fibrosis Unit.

This money was raised in memory of Emma Jane Radford, a UKBEG member who passed away on the 22nd April 2004, aged just 26.

The majority of these funds have come from the May 2009 UKBEG Buell Challenge, an endurance run between Land's End and John O'Groats, and a proportion of the admission charge at our annual main event, the UKBEG Emma Radford Buell Festival, which is held at the Lincolnshire Aviation Heritage Centre, East Kirkby, near Spilsby. Additional funds have been raised from the sale of items kindly donated by both Buell UK and Buell USA.



Pictured right is Barney, Emma's Buell which is now owned by her sister Sarah, at the 2008 event in East Kirkby. Barney is always parked out in front of the main Buell motorcycle line-up.

We've created a donation page in Emma's memory on the Papworth Hospital fundraising web site. The page allows online donations to be made 24/7 from any location. Please visit: <https://www.bmycharity.com/V2/ukbeg> for details of how to make an online donation.



Papworth Hospital Charity

Papworth Hospital is registered charity number 1049224.

Buell Motorcycles - The Last Ride - 26th October 2009

As reported on the Walworth County web site:

Approximately 100 Buell motorcycle owners staged one last ride on Monday, 26th October, to support the company and the bike they've come to love.

The ride, which began in New Berlin and ended at Buell's East Troy factory, included riders from as far away as West Virginia and Alaska.

"To let this die without at least a whimper of protest seems just wrong. I think we should at least stand up and say, 'We do not approve,'" said Buell rider Bill Stachour.



"We're upset with what Harley-Davidson Motor Company has done. They've pulled the rug out from under our feet as customers and fans, as well as the employees and Erik Buell himself," said Jason Katch.

Fans were asking Harley to sell the Buell brand rather than shut it down, so someone else can build the famous line of bikes. The closure of Buell will cost an estimated 180 workers their jobs.

"We chose not to sell Buell, and simply end production, simply because of the interdependencies that exist between Buell and Harley-Davidson. That is the decision we made, and that is not a reversible decision," said Harley-Davidson spokeswoman Pat Sweeney.

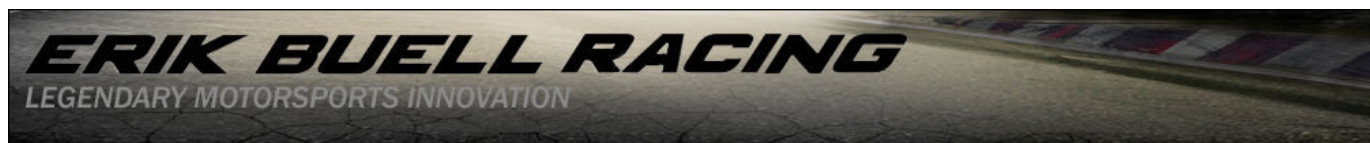
October 2009 - The Last Days Of The Buell Motorcycle Company

A sad time for all die-hard Buell enthusiasts – the final days of production at the Buell Motorcycle Company. Pictured right: 29th October, Henry Duga and Jack Reinhart of Buell with the last Buell produced – a 2010 XB12Scg.

Pictured below: 30th October, it's the end of the line for Buell, as the last of 136,923 motorcycles produced rolled off its East Troy assembly line. The Buell manufacturing facility at East Troy will finally close its doors on the 18th December 2009. Pictures courtesy of Buell USA.



November 2009 - Erik Buell Establishes Erik Buell Racing



Milwaukee, Wis. -- (Friday, November 20, 2009) Harley-Davidson, Inc. announced today that following the company's recent decision to discontinue the Buell motorcycle product line, Erik Buell, Chairman and Chief Technical Officer of Buell Motorcycle Company, will leave the company to establish Erik Buell Racing, an independent motorcycle race shop.

Erik Buell Racing will specialise in the supply of race-use-only Buell motorcycle parts and race preparation services for engines and motorcycles, and the building and sale of Buell 1125R-based race-use-only motorcycles under license from Harley-Davidson, as well as providing technical support to racers of Buell motorcycles.

"I'm looking forward to helping Buell racers keep their bikes flying," said Erik Buell. "We've got some exciting race development projects in the works and it will mean a lot to me personally to see Buell racers competing for wins and championships in the 2010 season and beyond."

"I'm pleased that Harley-Davidson is assisting Erik in establishing this business to continue supporting the racing efforts he has had so much passion for over the years," said Buell President and COO Jon Flickinger. "Harley-Davidson and the Buell Motorcycle Company will always be proud of their affiliation with Erik, and we wish him well in this new endeavour to support Buell racers."

Erik Buell Racing will be based in East Troy, Wisconsin and will be staffed by Erik Buell and a veteran team of personnel. For more information, after December 1, 2009, contact:

Erik Buell Racing, 2799 Buell Drive, Unit C, East Troy, Wisconsin 53120. Web site: www.erikbuellracing.com

Buell Blast – A Cool Thumper

Although rare on this side of the 'pond', the Buell Blast was the single (pun intended) most successful motorcycle ever made by the company.

Launched in 2000, the Blast was available until 2009. Over 21,000 units were produced – the majority of which were sold in the US.

Designed as a US market only, 492cc, user friendly, low maintenance motorcycle, the Blast proved very popular with rider training organisations and thousands of first time buyers who wouldn't be intimidated by its modest 34 BHP output and 360 lb. / 163 kg. dry weight. Vertically challenged riders found the 27.5 inch / 69.9 cm standard seat height much to their liking and if that was still too tall, a 25.5 inch / 64.8 cm low profile seat was available.

2009 Buell Blast Press Release:

The Buell Blast is an inspiring motorcycle on many levels. This distinctively-styled, easy-handling and affordable single can instil confidence in new riders, while offering the performance and refined agility to suit the most seasoned motorcyclist. With simple ownership and maintenance requirements, and 69 miles per gallon fuel economy, the Buell Blast is a sensibly fun ride.

Real World Riding Experience

A 492cc air-cooled, four-stroke, single-cylinder engine powers the Blast with 34 horsepower and a wide powerband for swift starts and quick acceleration, and plenty of power for the highway. The muffler located below the engine provides a low centre of gravity and helps keep the exhaust away from the legs of the rider and passenger.

Weighing just 360 pounds dry and providing controls with reduced effort and reach, the Blast is easy handling for most riders. A Showa gas-charged rear shock and 37 mm Showa forks feature progressive-rate springs that offer a controlled and comfortable ride. An automatic choke and low-effort brakes are also designed to make the Blast easier to operate. It can also be fitted with an optional low-profile seat that reduces seat height to just 25.5 inches, so just about any rider can reach the ground to balance at a stop. The standard Blast seat height is 27.5 inches.

Combines Economy with Experience

The Blast is designed as an easy way to get into the real-world riding experience with self-adjusting hydraulic valve lifters and a Kevlar-reinforced drive belt that doesn't need lubrication or adjustment. A 2.8-gallon fuel tank delivers a cruising range of nearly 200 miles at 69 mpg fuel economy. The Blast is built to be durable, with tough Surlyn composite body panels. The colour is moulded into the Surlyn, so light scratches can be buffed out. In fact, the Blast is the training vehicle for the Rider's Edge New Rider course, which has trained more than 100,000 riders since 2000.



Continued on page 5...

2009 Buell Blast Specifications:



Engine: Air-cooled, 4-stroke, single-cylinder
Valves: OHV, two valves per cylinder, hydraulic adjusters, self-adjusting
Bore x Stroke: 3.500 in. x 3.125 in. (88.90 mm x 79.38 mm)
Displacement: 30.0 cu. in. (492 cc)
Compression Ratio: 9.2:1

Torque: 30 ft.lbs. @ 3200 rpm (40.7 Nm @ 3200 rpm)
Horsepower: 34 hp @ 6500 rpm

Fuel System: 40 mm Keihin carburettor with auto fuel enricher system, side draft
Intake: Tuned, velocity expansion chamber
Exhaust: Tuned, tri-pass resonance chamber

Lubrication: Dry-sump Oil Capacity (Lubrication for Blast) 2.0 quarts. (1.9 L)
Oil Filtration: Screw-on disposable element

Drivetrain:
Primary Drive: Chain, 1.676:1 (57/34) ratio
Final Drive: Kevlar belt, 2.963:1 (80/27) ratio
Clutch: Wet, multi-plate
Transmission: 5-speed, constant mesh
Gear Ratios:

- 1st 2.688
- 2nd 1.850
- 3rd 1.433
- 4th 1.181
- 5th 1.000

Chassis:
Frame: Wide beam HSLA steel backbone frame with built-in oil reservoir, Uniplanar powertrain vibration isolation, Titanium colour finish
Front Fork: 37 mm Showa conventional forks
Rear Shock: Showa non-adjustable, gas-charged compression shock

Wheels: Stardust Silver

- Front: 5-spoke cast 2.5 in. x 16 in. (63.5 mm x 406.4 mm)
- Rear: 5-spoke cast 2.8 in. x 16 in. (69.9 mm x 406.4 mm)

Brakes:

- Front
 Dual piston, floating caliper; 320 mm, stainless steel, fixed rotor
- Rear
 Single piston, floating caliper; 220 mm, stainless steel, fixed rotor

Suspension Travel:

- Front Wheel 4.52 in. (115 mm)
- Rear Wheel 4.09 in. (104 mm)

Dimensions:
Overall Length: 77.8 in. (1976 mm)
Overall Width: 29.3 in. (743 mm)
Seat Height:

- Standard 27.5 in. (699 mm)
- Low Profile 25.5 in. (648 mm)

Ground Clearance: 3.88 in. (99 mm)
Rake (steering head): 25.0°
Lean Angle:

- Soft Contact, Right 29°
- Soft Contact, Left 31°
- Hard Contact, Right 32°
- Hard Contact, Left 31°

Trail: 3.4 in. (86 mm)
Wheelbase: 55.0 in. (1397 mm)

Tyres (Pirelli):

- Front MT75 100/80-16M/CTL 50T
- Rear MT75 120/80-16M/CTL 60T

Fuel Capacity 2.80 gal. (10.6 L)
Reserve: Fuel Capacity 0.55 gal. (2.1 L)
Fuel Economy: (EPA urban/highway test) 69/73 mpg (3.4/3.2 L/100 km)

Weight:

- Dry Weight: 360 lbs. (163 kg)
- Gross Vehicle: 780 lbs. (354 kg)

Weight Rating Load Capacity: 390 lbs. (177 kg)

Electric Equipment:
Battery (per Battery Council International Rating):
 Sealed lead acid, maintenance-free, 12V, 12-amp/hour, 200 cca
Charging: 297W AC alternator, solid-state regulator/rectifier
Starting: 1.2 kW electric with solenoid shift starter motor engagement
Lights:

- Headlamp (sealed beam) 55-watt low beam, 60-watt high beam
- Tail/Stop Lights 5W/21W
- Turn Signal Lights 10W manual cancelling

Instruments:
 Electronic speedometer with LED. odometer and tripmeter; built-in LED, indicator lamps for low oil pressure, high beam, turn signals, neutral

Clutch: Reduced clutch effort with shorter reach lever

Shift Pedal: Fully adjustable shift pedal enables personalised fit

Body Panels: Moulded-in colour body panels resist dents/chips; most scratches easily buff out

Turn Signals: Flexible, resist damage

Under Seat Storage

2009 Buell Blast Colours
 Sunfire Yellow, Midnight Black



'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.

2002 Buell Blast

By Jill Brown – UK

My bike was brought across to the UK in 2002 and was at first part of a Riders Edge course fleet of bikes. It was in a group of bikes which was written about by Rich King for American-V magazine.

After the bike had been used for the Rider Edge group in Builth Wells, the bike was sold on to Jodie Martin (who used to be or still is a member of UKBEG) She had it for a couple of years and it was then owned by 2 others before I bought it in January 2007. It had done 3,824 miles when I bought it. The previous owner obviously hadn't looked after it and there were many parts which were rusted and neglected.



The bike had Dunlop tyres on it which were the original type for the bike. The ones it came with were obviously very old, and had hardened and cracked over the years. After I had slid to a halt one time too many, I decided that they needed changing although they still had tread on them. I changed them for Avon Vyper Strykes and have been very happy with this choice of tyre even though it is a scooter grade. Saying that they are S grade which is suitable for the top speed of the bike and are very sticky and responsive. The rear tyre is notorious for short life, and I have just replaced the rear after nearly 4,500 miles.

I get my bike MOT'd and serviced by Vernon Motorcycles, who are based in Farlington, Portsmouth. They have always serviced my husband's FJR and are happy to look after my Buell as well. If I need any parts for my bike, I get them from Chicago Harley, as they are cheaper and quicker than Dockgate 20.

Fuel consumption is approximately 65 mpg. Oil consumption is approximately 1/4 pint per 100 miles!!! I am going to get Tubbs (@ Moore Speed Racing, Poole, Dorset, telephone 01202 746 141) to have a look at my bike as, although Blasts are notorious for oil consumption, this is a little excessive.

I have made a few mods to my bike since owning it. I have changed the original screen for a Givi A750 to give a little more wind protection. I have changed the plastic timing cover for a bit of Harley bling!! The seat is now an original one as opposed to a low seat. All other changes are with original parts, such as ignition module, rear shock, and manifold coupler. I have also added a clock so that I can go for a ride during my lunch hour and know at what point I need to turn around and head back to work!!!! I have powder coated my wheels, as the original metal finish was very dull and dirty looking. The white wheels are hard to keep clean but look a lot better.

I love my Blast. It has given me the confidence to ride, being of slightly shorter than average stature. If anyone could hear me whilst riding my bike, I am sure they would doubt my sanity, as I whoop and shout with joy and pleasure at the freedom it gives me. I just love my bike. I wish everyone could enjoy riding as much as I do...

Buell Blast Engine Development

The Blast uses an air-cooled, four-stroke 492cc single-cylinder engine. Oversquare with its 88.9 mm bore by 79.375 mm stroke, the power plant is both very familiar to Buell owners and, at the same time, very different.

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Design budget targets dictated a strong attraction to the Harley parts bins, but the result is an engine designed for, and found only in the Blast.

The engine weighs 142 lb. (64.5 kg) and in standard tune produces 34 BHP at the crankshaft. This is developed by a 40 mm Keihin carburettor feeding a two-valve head that squishes the mixture down to a 9.2:1 compression ratio.

The cylinder head is unique, but similar to earlier Buells – the inner core is basically a 1200 Sportster. Two cams, identical to the XL Sport rear cylinder cams, operate the ubiquitous Twin Cam lifters against shortened pushrods. The Blast was the first Buell to use a neat polymer pushrod cover rather than conventional twin chrome tubes.



The 492cc engine uses a Sportster-derived, but much lighter, lower end and connecting rod attached to a standard 1203cc Buell piston. The cast, high-pressure permanent mould engine cases are specific to this motorcycle. The casting method used on these cases allows for a varying wall thickness (as opposed to die casting). This was necessary to provide sufficient strength in specific areas such as where the swingarm attaches. A plus with these cases is the accessibility of the oil filter.

The Keihin carburettor is fitted with an 'automatic enrichener.' This is a microprocessor that receives feedback from a temperature sensor, selects the proper ignition curve and starts the engine up without the rider having to do anything but turn the key and press the starter button. Another unique feature is the 'skip-fire' ignition. Whereas most rev-limiters retard or kill the ignition when the limit is reached, this one switches it off and on very rapidly. The result is an engine misfire at the 6500 rpm limit, rather than an all-or-nothing system.

The wet clutch is the same as found on the larger Buells, but runs five, rather than eight, plates. This gives a lighter clutch feel but if the engine is tuned and you want to run eight plates, they fit straight in. The clutch basket is connected to the transmission via the same Triplex chain used on the rest of the range. Uniquely, the Blast has a clutch sprocket that uses eight fasteners instead of four. The torque pulse of this single is greater than that of any of the Buell twins. The reason is not because of a huge bang but because of the relatively low (almost 75% less) rotating inertia compared to the 1203cc twin.

The Blast transmission gear set is identical to that of the 1203cc Buells – same gears, same ratios. A lower final drive ratio (2.7:1 vs. 2.26:1) ensures that performance is in line with the displacement. Power to the rear wheel is delivered by an 18 mm wide Kevlar belt. This is 37% narrower than the belt used on the larger Buells.

2006 Buell Blast

By Chris Britton – USA

American Thumper: How I learned to stop speeding and love the Blast

Chris ('Motorrad' on the UKBEG web site) lives in Maryland. He purchased his Blast from the original owner in 2008 and as of November 2009 the bike had covered 4,800 miles.

Sometimes you can have more fun going fast on a slow bike than going slow on a fast bike. As an owner of both an XB12Ss and a Blast, I have good experience with both situations. Although neither fails to put me in a good mood, the sheer, elemental fun of hopping on my light, responsive Thumper and riding along at what feels to me like a much faster ride than it really is brings me back to what I feel to be the most elemental aspects of biking, and why I came to love it in the first place. The Blast is aptly named, as it is a blast to ride: very light, the one-lunged little brother of the big naked Buells, sharing a similar bloodline: a well placed, torquey, air-cooled lump of an engine, underslung exhaust, mass centralisation, a big front brake rotor, and belt drive.



At 5'-6", I stand flat-footed astride the bike, and that seat height, combined with the bike's light weight, make for a confidence-inspiring feel. Likewise, the riding position feels very natural and upright.

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Sliding back on the long seat, you can lower yourself down onto the tank for a sportier posture, but you can ride in a relaxed, comfortable, standard seating position for hours as well.

The bike starts easily with an auto-choke and the same switchgear as on the XB. Like any Buell, it needs time to warm up, and the throttle is much less temperamental after running through town slowly for five minutes or so. With the gearshift, there's nary a snick to be felt; it's all clunk. Vibration and noise are also vital parts of the experience – what else does one expect from a 500cc single?! All these traits, however, add to the elemental connection between man and machine that is lost with too many bland, modern power plants. So off you go, making more noise than such a small bike has a right to, giving a fair bit of emphasis to your shifting, and keeping your knees away from the tank so the vibes don't drive you batty.



The Blast is so responsive that I find it almost irresistible to practice dodging and swerving around every mark and imperfection in the road, feeling how light and flickable the bike is. It's twitchy but stable, and begs to be pushed off the straight line. Top speed, at around 85-90 mph, is not impressive, but the adrenaline flows nonetheless, as you push to overtake, hit the rev limiter at... um, oh, there's no rev-counter... and you hold on for dear life to the bike, throbbing and pulling it's little lung out as the oncoming drivers get closer and closer and you upshift to stop the sudden stutter. OK, so it's not for everyone, this sort of adrenaline rush, but doesn't that torquey, effortless acceleration of the 1200 V-twin Buells make a simple overtaking manoeuvre a little *too* easy?



The Blast is a bike of few parts and simple maintenance. These days, one would be hard pressed to find a street bike with as few parts, and this, combined with the no-hassle aspect of the non-adjustable suspension, belt drive, and simple, age-old Sportster-based technology, makes for a dependable everyday ride that still begs to be taken the long way home. You can throw it around the corners with good, high rev's, but the bike also settles right in on the highway, cruising smoothly from 50 – 70 mph, even for longer distances. The flyscreen is similar to the Buell naked standard of XB or tuber, i.e., more about hiding some wiring than deflecting air.

The lack of many features to fuss with on the bike is a shortcoming but also a strength. Without a rev-counter, your senses stay in touch with the engine's rev's. The suspension is not adjustable, and it's a bit soft for my taste, but I don't give a moment's thought to whether I have it tuned right for me as with an XB – I just hop on and away I go, sinking too far into the too-thick and too-soft foam of the standard seat. These

issues can be addressed: you can install a rev-counter, get a custom seat, buy an aftermarket shock; but this type of bike is set up for you to get on and ride, pretty much as it is. I'm not sure all that effort would be worth it, the way changing tyres to be rid of the OEM Dunlop's definitely is. Also, some basic intake, exhaust and carb modifications beg to be made, and these can be done with little fuss to improve performance. Tuning the bike is old-school – no diagnostic leads connected to laptop computers and tweaking of fuel mapping here!

Fuel consumption averages 60 to 65 mpg. Oil consumption is negligible – I just keep an eye on it and top it off a bit once in a while, as needed.

The Blast offers simple, straightforward fun, and the more intense feeling of riding on a machine that is pushed close to its limits. If you are ok with the bike's limits and the big, oil-drum looks of the rear pulley, there's a lot to be said for this 500cc American Thumper. The engine is elegantly simple, maintenance and upkeep are generally easy and minimal, and so you tend to spend more time enjoying the ride and less time in the garage.

Blast off!

1985/86 Buell RR1000 'R' Ex-Works Race Machine

This interesting Buell formed part of the race machine display at the Stafford Classic Motorcycle Mechanics Show in October.

During the show I managed to have a long chat with the bikes owner, **Steve Ledsham**, who kindly spared the time to explain the history and technical details of the bike. A couple of weeks after the show I contacted Steve via email to obtain permission to use his Buells written history.

I took all the pictures which appear in this feature about Steve's Buell. I hope they do the bike justice – it looks absolutely gorgeous in the metal.

Steve's Buell was built originally as a Battle of the Twins (BOTT) race bike in 1985/86 and raced by Gene Church at Daytona in 1986. The bike was updated to its current specification in 1993 and raced in the Italian BOTT series at Monza.

Below, Steve writes about his unique Buell:

Some years ago I bought an early Buell, the chassis is an RR1000 and has 02/86 forming part of a short chassis number; Note, all of the production RR1000's carry a full VIN number, but mine does not. Erik Buell described this chassis in correspondence (c1991) as one of two lightweight chassis he built for his own race efforts in 1986. These two chassis's predate the RR1000 road bikes and from a variety of sources I have been told that RR1000 chassis number 2 went to Don Tilley and became Lucifer's Hammer 2.

My chassis 02/86 including swing arm, front fairing sub-frame, engine mounting castings, isolastics and tie bars, Ohlins rear shock, breather/separators, seat and a complete race prepared XR1000 engine, primary, gearbox and exhaust came from Erik Buell in 1991/92; basically a bike less forks, brakes and wheels. The bike pictured was completed in 1993 and competed in the Italian round of the Battle of the Twins championship. I purchased the bike from the builder/ owner in 2004.

Several years after purchasing the bike and in an attempt to locate period race parts and advice I sent an email to Don Tilley. In a response from Tilley Harley Davidson; Don asked another to respond on his behalf, they stated that their Buell project only lasted a couple of years and that they had "nothing left" and suggested I speak with Henry Duga of Buell.

What exactly Don's statement "nothing left" means I don't know, but it does sound like he doesn't have the Lucifer 2 Buell variant or at least the chassis. I do know that the second incarnation of Lucifer 2 (XRTT framed version) does exist and I'm advised that Don's workshops reassembled this bike quite recently using the original engine. If this is the case then rationally the existence of a Lucifer 2 Buell variant is not possible as the engine can only ever be in one chassis and very recently Lucifer 2 using the XRTT frame was being paraded at race meetings in the USA.

On the evidence I have; my early Buell chassis 02/86, correspondence supplied when I purchased the bike, emails, some rational and educated guessing I think I might have the Lucifer 2 Buell chassis, but can't be sure. I do know that my chassis is one of 2 pre-production bikes and the debate surrounds the interpretation of the chassis number; either 02/86 refers to a backup or race chassis 2 or 02/86 refers to the second chassis to be produced. In my limited knowledge the 1st chassis made is always stamped 1 and so forth.



UKBEG 2010 Events Diary

Please visit the Events Forum on www.ukbeg.com for full details or telephone Chris Jessop on 01924 518224.

December 27th, Sunday. (2009)	UKBEG Cabin Fever Meet	National Motorcycle Museum, Solihull.
March 21st, Sunday. (2010)	UKBEG Buell Meet	RAF Museum London, Hendon.
April 3rd, Easter Saturday.	UKBEG 12th Birthday BBQ	Black Bear, Newmarket.
April 11th, Sunday.	UKBEG Buell Meet	Jodrell Bank Observatory, Cheshire.
April 24th & 25th, Saturday & Sunday.	UKBEG Bristol Area Weekend	See page 19.
May 1st to 3rd, Saturday to Monday.	UKBEG Buell Challenge	RAF Museum Cosford, Shropshire.
May 16th, Sunday.	UKBEG Buell Meet	Glencoe.
May 21st to 23rd, Friday to Sunday.	UKBEG Scottish Weekend	Belgium.
June 5th & 6th, Saturday & Sunday.	Buell Day	Kirkstone Pass & Patterdale.
June 11th to 13th, Friday to Sunday.	UKBEG Cumbria Weekend	Kirkstone Pass & Patterdale.
June 17th to 20th, Thursday to Sunday.	UKBEG Invite To Silverstone Moto GP	Ardennes.
June 25th to 28th, Friday to Monday.	UKBEG Belgium Weekend	Big Pit, Blaenafon, South Wales.
July 4th, Sunday.	UKBEG Buell Meet	
July 17th, Saturday.	UKBEG Main Event Emma Radford Buell Festival Lincolnshire Aviation Heritage Centre, East Kirkby, near Spilsby. Location details: www.lincsaviation.co.uk	
August 7th & 8th, Saturday & Sunday.	UKBEG Deliverance 3	(Adam's BBQ) Oswestry, Shropshire.
August 22nd, Sunday.	UKBEG Buell Meet	Sammy Miller Museum, Hampshire.
September 19th, Sunday.	UKBEG Buell Meet	Llanberis, North Wales.
October 3rd, Sunday. (Date TBC)	UKBEG Buell Stand	Copdock Bike Show, Ipswich, Suffolk.
December 4th & 5th, Sat & Sun.	UKBEG 'Sproutfest'	Rugby.
December 28th, Tuesday.	UKBEG Cabin Fever Meet	National Motorcycle Museum, Solihull.

1985/86 Buell RR1000 'R' Ex-Works Race Machine – continued from page 9:

Some time back I was sent some photographs of an RR1000 chassis under construction with a modified XR750 engine fitted and the low oil tank (road RR1000's had their oil tank under the seat). Henry Duga has confirmed that these photographs are of Lucifer 2. Using the head stock length and diameter and also known engine dimensions as data points I scaled off frame dimensions and tube positions and compared them to my chassis: The dimensions are the same. Also comparing later photographs of the completed Lucifer 2 and comparing bracket positions e.g. coil and fairing sub-frame again proved to be the same.

I have been in correspondence with the Buell factory in an attempt to establish which bike I have but Henry Duga advises that no records exist of non VIN bikes so establishing which chassis went where is difficult, but I am sure there is someone out there who could shed a little more light on this subject.

The bike was built to its current specification in 1993 and overhauled in 2003 receiving a new big end, Carrillo rods, new forged pistons and titanium valves and collars. The gearbox and primary transmission were also rebuilt. The bike handles and runs superbly.

Following the 2003 overhaul and being tested just once the bike was consigned to a private collection in Italy.

Continued on page 11...



A little history: In the mid 80's to achieve AMA (American Motorcyclists Association) homologation a manufacturer had to present a bike largely complete and meeting existing regulations, in this case to demonstrate financial and manufacturing ability to build another 50 machines. However the AMA might have allowed a little latitude to an American manufacturer using Harley Davidson engines to take on the might of European manufacturers in BOTT racing!

In the early 80's European manufacturers had successfully argued that the capacity limit should be raised from 750cc to 1000cc thus allowing Ducati, Moto Guzzi and others to race their bikes competitively, however this made Lucifer's Hammer 1 (750cc) too slow to be a front runner against the bigger capacity of the European works bikes. Lucifer's Hammer 1 needed to grow a little therefore, the engine was enlarged by mating a XR750 bottom end with a XR1000 top. The extra power produced demanded a better chassis and Erik Buell was asked to build the chassis which later became known as the RR1000. The bike was developed / raced showing great promise and made some "what might have been" headlines but ultimately failed to win a major race in the USA. Alas Gene Church got hurt racing Lucifer's Hammer 2 and ultimately retired from racing and Don Tilley's interest in the project waned. When manufacturers successfully argued a reduction in the engine capacity limit from 1000cc to a new limit of 900cc the Buell / XR750-XR1000 was effectively outlawed and ended BOTT racing and the Buell Lucifer's Hammer 2 story.

There was some thought of reducing the capacity of the Buell framed bike to maintain eligibility but I don't believe this happened. The final variant of Lucifer's Hammer 2 using the same configuration XR750/1000cc engine but in a XRTT chassis was not to my knowledge raced in BOTT due to the capacity limit but was successful in other classes – possibly BEARS. (Editors note: BEARS is the acronym for British, European, American Racing and Supporters. BEARS was first formed by the late great John Britten and a couple of his friends in Christchurch, New Zealand in the early 1980's)

Battle of the Twins racing had grown steadily in importance since the early 80's, attracting a Harley-Davidson works presence in the form of 'Lucifer's Hammer', so it was only natural that Erik Buell's new creation would swiftly find its way onto the racetrack. No event attracts more attention in



America than the Daytona 200 and that is what Buell set his sights on. At the start of the 1987 '200', Gene Church's, Don Tilley-entered, Buell RR100R pulled out a huge lead on lap one, easily outdistancing the Ducatis and clocking 178mph through the speed trap. Church though had little time on the bike in practice and his unfamiliarity with it saw him end up in the straw bales, breaking a wrist.

Although Daytona remained a tantalising 'might have been', there were plenty of successes around the corner. A Buell won the New Zealand BEARS championship in 1989 and Scott Zampach took the American domestic series in 1990.



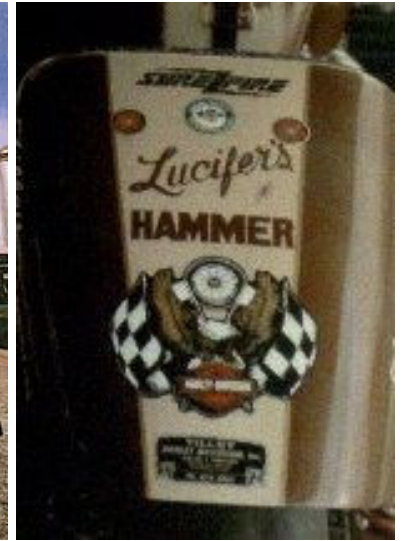
Lucifer's Hammer

This history of Lucifer's Hammer compliments Steve Ledsham's Buell RR1000 'R' feature on pages 9 to 11.

The Lucifer's Hammer story starts in 1982 when Dave McClure rode a prototype XR1000 street bike at Daytona which indicated that Harley-Davidson were developing something special for the tracks, a full-on racer project.

The team of Don Tilley (working on the engine), 4 times AMA champion for H-D, Carroll Resweber (chassis) and Peter Zylstra (overall design), led by Dick O'Brien, were

given the opportunity to use the machine as a test-bed and gauge public reaction. Harley-Davidson had plans to release the bike as a roadster (XR1000).



At Daytona, in the Spring of 1983, Lucifer's Hammer was the first big twin for a decade to carry Harley-Davidson's famous black and orange racing stripes. Jay Springsteen won the Battle of the Twins event and later in October, Gene Church (pictured above) was victorious in the Battle of the Twins event finals.

The engine consisted of a modified competition XR750 bottom end and light alloy heads mated to cast iron Sportster barrels. Twin 42 mm smoothbore Mikuni carburetors took care of induction and for the 10.5:1 compression ratio, 110 octane aviation fuel was the choice. To improve combustion each cylinder boasted twin spark plugs. During tests the engine developed 106 BHP @ 7,500 rpm, but Don Tilley wasn't too sure whether the bike could hold that due to reliability issues so he imposed a rev ceiling of 7,000 rpm, at which point the big twin was still pumping out 104 BHP. The power delivery spread was excellent with strong power being produced from 4,000 rpm onwards. The 4 speed gearbox proved to be more than adequate.

The surprising thing about the chassis was that Carroll Resweber used a XR750 frame which was crashed by AMA champion Mark Brelsford at Daytona in 1972, fully ten years before the Hammer's 1983 win. Of course, the basic single spine and twin tube cradle frame was heavily reworked with extra gussets and bracing, and it was mated to an all-new box-section swing-arm. The suspension consisted of 40 mm Forcellini Italia forks and twin Fox gas shock absorbers. Brembo brakes were fitted, with twin 300 mm floating front discs and a single 250 mm rear disc.

The bike ran on Campagnolo magnesium wheels, 16" front and 18" rear, both shod with Goodyear racing tyres. It weighed in at 130 kg and the bike had a highly credible top speed of 158 mph. Pretty amazing considering it only had 4 gears and a 10 year old frame!

After the successful 1983 debut, Gene Church and Lucifer's Hammer won three AMA Battle of the Twins titles.

Lucifer's Hammer specifications:

Engine: 998cc. OHV, 4 stroke, V-twin.

Transmission: 4-speed.

Power: 104 BHP.

Weight: 286 lbs. (130 kg)

Wheelbase: 1,420 mm.

Top speed: 158 mph.



Continued on page 13...

Actually that was not the only Lucifer's Hammer. There was another Lucifer's Hammer and this was a Buell RR1000 – pictured right.

The second Lucifer's Hammer or LH2 was a marriage of an XR750 lower end with an XR1000 top end. LH2 had a 5-speed transmission – whereas LH1 had a 4-speed. The chassis was a Buell RR1000, the second RR1000 that Erik Buell made.

There's some confusion in this part of Lucifer's story because motorcycle manufacturers had to be able to make 50 production versions of the bike to homologate it, to comply with AMA regulations. It is thought that #2 to #50 were all Buell RR1000 but only the first bike was named Lucifer's Hammer.



There is another version of the story which says that LH1 or the original was built when Harley-Davidson saw the chance to compete once again at Daytona in the BOTT series. Jay Springsteen raced a few times to a couple of victories and later it was given to Don Tilley to work on. Tilley did a lot of good work to add power and reliability – all this was done to break the dominance of Ducati. Either way Don Tilley is the real story behind that bike. And the fact that the frame actually belonged to Mark Brelsford's bike is true. Mark's bike was called 'Goliath'.

The name Lucifer's Hammer? – some say it came from a legend, while others say it was named after a post apocalyptic novel with the same name.

Tilley HD Racing – in 1983 the AMA announced a series of races for two-cylinder bikes, the Battle of the Twins. Before that, in the early 80s, when Don Tilley started building race bikes, Gene Church was a promising young rider that worked in his dealership. Gene had great success on the dirt track circuits so the team decided to try road racing. With Jay Springsteen and later with Gene Church, from 1983 to 1987, Tilley HD simply dominated BOTT in the USA.

2006/2007 Buell XBRR 1339cc Race Machine

The Buell XBRR was announced on the 23rd January 2006. The official press release for this bike is shown below:

Erik Buell and company come full circle with the introduction of the 2006 Buell XBRR, a limited-edition production racing motorcycle designed exclusively for closed course competition.

A spiritual successor to Buell's first motorcycle, the 1983 RW750, the XBRR is poised to change the face of privateer racing with a professional-level, race-ready, production-based platform featuring top-shelf racing technology and typical Buell innovation.

"The XBRR combines the current culmination of Buell's leading edge chassis technology and Harley-Davidson's air-cooled V-Twin powertrain development in a platform designed by and developed for dedicated racers," said Erik Buell, Chairman and Chief Technical Officer, Buell Motorcycle Company.



For Erik Buell, the XBRR marks a return to his racing roots. As a successful privateer road racer early in his career, Buell eventually built his own race bikes for the AMA's then-premier Formula 1 class. The RW750 was a hand-built race bike, and it became the first official Buell motorcycle. Two were produced before the AMA discontinued the class after 1985.

Continued on page 14...

The Buell XBRR features a modified XB Thunderstorm 1339cc (103.6 mm bore x 79.4 mm stroke) air/oil-cooled V-Twin motor rated at 150 BHP (measured at the crankshaft). The engine is fed by a dual-downdraft 62 mm throttle-body electronic fuel injection system and a ram-air intake system integrated with a new wind-tunnel developed carbon fibre fairing.

The XBRR is the first production Buell since the 1988-89 RR1200 to feature a full fairing. Its lightweight carbon design integrates ducts for cooling of the engine and oil cooler. The fairing was extensively wind tunnel tested to improve aerodynamics and reduce drag.

The XBRR chassis is the revolutionary XB design with fuel-in-the-frame and oil-in-the-swingarm, modified with a billet axle adjustment system and chain-drive to allow gearing changes for different race tracks. Suspension travel is managed by fully adjustable Ohlins units, with 43 mm front forks and a remote-reservoir rear shock.

A new ZTL2 (Zero Torsional Load) eight-piston front caliper grabs a standard XB front rotor providing outstanding braking performance, but with less weight than conventional designs. New XBRR six-spoke magnesium wheels weigh 33 percent less than standard XB wheels.

Instruments include tachometer, indicator lamps for shift, power on and low oil pressure.

The XBRR features a unique Buell Racing paint scheme.

Buell XBRR features:

- * 1339cc (81.7 cid) Thunderstorm Powertrain:
 - o 4.080 inch (103.6 mm) bore and 3.125 inch (79.4 mm) stroke
 - o 12.5:1 compression ratio
 - o Dual 62 mm down-draft fuel-injection throttle bodies
 - o WAVE-analysed header and mass-centralised muffler
 - o 150+ peak engine horsepower at 8000 rpm (per SAE J607)
 - o 100 ft. lbs. peak engine torque at 6500 rpm (per SAE J607)
- * Black 6-Spoke Cast Magnesium Racing wheels:
 - o Front: 3.5 inch (88.9 mm) x 17 inch (431.8 mm) wheel with 120/70R-17 tyre
 - o Rear: 5.5 inch (139.7 mm) x 17 inch (431.8 mm) wheel with 190/55R-17 tyre
- * Buell ZTL2 reversed rotor front brake with eight-piston Nissin caliper
- * Ram Air system integrated with full racing fairing
- * Carbon fibre bodywork
- * 43 mm Ohlins adjustable front suspension with inverted forks
- * Ohlins fully-adjustable rear suspension with coil-over monoshock with remote reservoir
- * 55-degree lean angle (hard contact)
- * 30.5-inch (775 mm) seat height
- * 21-degree rake and 3.4-inch (86 mm) trail
- * Cast-aluminium swingarm with billet axle adjustment system
 - o Centre position wheelbase 52.8 inches (1341 mm)
 - o Range wheelbase 51.8 - 53.8 inches (1315 mm - 1367 mm)
- * Buell Racing paint scheme
- * To accommodate eligibility in a wide variety of racing classes, an engine modification kit will be available to help conform the XBRR to a wide range of class regulations.

Buell will produce 50 XBRR motorcycles with a short initial run in late February and the balance made in April.

U.S. MSRP is \$30,995.



Continued on page 15...

Buell Racing History

From the very first RW750 racing has been important to Buell, both the man and the company. Even when the company focused on producing road bikes, racing has remained ever present in the background.

The RW suffered a premature death but the next race bike, the RR1000, had more success than its sales numbers would indicate. Fifty-one bikes were delivered with VINs and a couple, like Lucifer's Hammer 2, were shipped without engines and lacked VINs. This is a small number on which to build a racing record, especially when the overwhelmingly majority of these bikes never saw a race track. Those that did acquitted themselves very well.

In the 1990 AMA Supertwins series, the RR1000 got six firsts and a second. Most of these belonged to Buell owner Clarke Ohstrom of Virginia, but Scott Zampach scored at least one. Both men qualified for the AMA Lightweight Twins Championship race at Daytona in October 1990 where Zampach took first and Ohstrom third. The reward for their success was a rule change lowering the maximum allowable displacement to 900cc. This enabled Ducati to become dominant once again.

The first win by a Buell in international competition came at the hands of Hiroaki Komatsu who won the Tsukuba round of the Japanese BOTT in 1989. Also in 1989 an RR1000 sponsored by Warr's of London and piloted by Mark Priestley won the French round of the European BOTT championship. The RR1000 was also quite successful in the New Zealand BEARS championship.

In 2006 Buell released the XBRR race bike. Taking full advantage of the AMA Formula Extreme rules, this bike was very loosely based on the XB12R. The program was greeted with great enthusiasm; four bikes were fielded at Daytona by dealers headed by Warr's of London who had hired ex-GP racer Jeremy McWilliams – pictured top right, with XBRR, race number 999.

He was running well up in the top ten when all the bikes began to have clutch problems and retired. Teething problems dogged these bikes throughout 2006 but several other dealer teams purchased bikes and began to compete in various classes. In 2007 the XBRR finished first and third in the very competitive French ProTwins race series.

Warr's XBRR pictured middle right at Cadwell Park in May 2007 at the Buell Performance Academy event.

In 2008 the release of the 1125R liquid-cooled V-twin meant that Buell now had a modern, high performance machine that was capable of competing with the rest of the world. It wasn't long before the new bike found its way onto the race track. Danny Eslick won the 2009 AMA Daytona Sportbike Championship – the Buell Motorcycle Company's first professional AMA road racing championship. Pictured bottom right is Shawn Higbee riding



2005 Buell XB12S Lightning

By Timo Närä – Finland

Timo (jinX on the UKBEG web site) writes about his XB12S and a couple of long distance tours.

It all started with a Kawasaki Ninja back in 2007. Well, actually a bit earlier. I had my license for a light motorcycle when I turned 16 and after two years of a fond relationship and many happy kilometres with a NSR I finally turned 18 and got to drive a car. For several years I managed to keep myself from buying a bike, with many good reasons not to. Some of you might know what I mean.

April 2007, on a Wednesday that had started pretty good one of my dearest friends came to visit. And he comes with a FZR1000, simply saying; "Hi mate! I bought this!" Next Monday I went to the bank. The day after I bought the Ninja.

For a year I had fun with it. Loved the way it looked and sounded. A good ride it was. Came June and for a week I drove like a maniac, 120 mph each day to work. After some thoughts of losing my life, my license or possibly both I had to change the bike. One look at a Buell and that settled it.

June 19th I marched to a local dealer and got the one I now own to a test drive. Love at first bite I have to say. Took it for a two hour ride, went back and asked to have it for the rest of the day. I now know what the dealer was grinning about. A new sell...

The next day I joined a group called The UK Buell Enthusiasts Group. Didn't know what to expect from there. Some good advice perhaps. What I found was a happy group of friendly Buellers with a great sense of humour, willing to help each other and get together at various events and locations.

I was already planning a trip through Sweden and Norway to Scotland when I realised that the UKBEG's main event (pictured middle right) is held on the same weekend I would be around. One thought led to another and I made my stay in Scotland two days shorter than originally planned to reach Lincolnshire and the Aviation Centre in time. Then I found out that Norrie was coming from Edinburgh to the event and I accompanied him for the ride south.

We shared a room in a small hotel. At the Haywain Motel I first met Chris and Jane. There were some other Buelligans at the hotel too and we had some good time that evening. The next day was the event and surprise, surprise, I did get the Long Distance Award – pictured bottom right. After the event I stayed another night in Lincolnshire, then left for London. With a little help from a friend of mine I managed to get to some beautiful roads and scenery near London. I saw the Stonehenge (of course), Cheddar Gorge, Stratford Upon Avon, the Fish Hill, etc, etc. After three great days it was time to leave to France and start the journey home. I drove straight through France, Belgium, the Netherlands and Germany, then I took a ferry to Sweden and another to Finland.

After covering 6072 km on the trip and 100 km back home, the drive belt snapped.....



Good luck it lasted all the way home. The tensioner wheel bearings were worn out so it rubbed against the belt causing it to heat up and break in the end.

In the winter of 2008-2009 I painted the left side of the frame, polished the frame under the seat and installed a new set of indicators to the XB. After a long wait for all of the snow to melt away I finally got it out for a ride. And it did please the eye in its new, a bit more sophisticated look.

The idea of a new trip was already starting to firm up and this time I took two friends with me. In May we took a ferry to Germany from Helsinki, drove in one day to the border of Switzerland, went to see the Alps, Liechtenstein, Austria and headed to Czech Republic. From Prague back to Germany and then a ferry to Finland.

A weeks route with approx. 3000 km the whole way. Some great scenery, great roads, great people, great partying and great friends. With a great bike of course. I spotted only one other Buell on the trip. It was a pink XB9S in Luzern, Switzerland.

At the beginning of the trip I noticed something strange about the front brake. The seal at the bottom of the shock absorber was leaking oil to the brake disc. I managed to do the whole trip with it just fine, although the best corners had to be driven a bit more easy. As a friend of mine said, you just have to avoid unexpected situations. Still I'm a bit proud of my unique Buell with ABS-brakes.

After the trip I haven't done any longer rides. Just around the neighbourhood, which means not more than 300 km a day. I also had to change the front wheel bearings and I found that the steering head bearing's a bit loose, so they will have to be replaced during the winter.

In Finland the winter has become more and more wet during the last decade. I still can remember the white Christmases. Without the snow we can extend the riding season, but as it's wet, cold and dark, most of us don't. I've been out with the bike few times a week still. Nothing beats removing all the work stuff out of your head than a relaxed ride through little villages and the carriageways between them. We had some snow here in early November, but it melted away during the night.

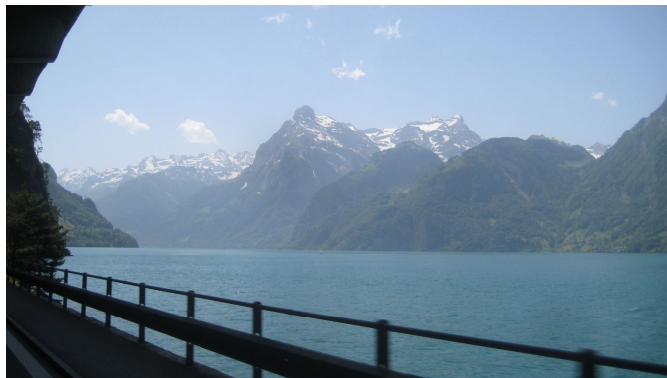
Summers are nice and warm, mostly resembling the weather in Britain, but we don't have all the seasons in one day.

During this winter I have some plans for the bike. Of course the list of maintenance has some basic checks and replacing some bearings in it and if I have the time and money is found, I might modify the tail a bit. Also the airbox will have some new look. Something you've never seen before, but that's a different story all together. Next summer I will have a trip with the bike again. Perhaps back to Scotland or Iceland. We'll see.



From wet, cold and dark Finland, a warm, cheerful and Merry Christmas.

Timo.



2010 Buell 1125CR – First Impressions

By Tony Scott

Tony ('Deepsix' on the UKBEG web site) kindly submitted this article just a few days after taking delivery of his new 1125CR during week commencing 16th November.

Having used the 1125R and CR at a few of the Buell Performance Academy events at Mallory and Castle Combe, I had been impressed by the performance and handling but wasn't sure if they were what I really wanted for the road. I had convinced myself that I ought to really go down the Ulysses route next; I fancied some luxury touring.

Once the news of the end of production of Buell motorcycles broke, that changed my mind and thought it would be good to have one of the last of the line as far as development went. Seeing the CR in white with all the 2010 modifications just confirmed it. Getting one was another matter though. Luckily I arrived ashore at a good time to trawl the internet and dealers to see what the chances were. Not too good it seemed, but I put a deposit down with a couple of dealers and Shaws in Sussex kept me well informed and came up with the goods. I was very impressed with their set up, it's well worth a run over there; excellent workshop and custom shop facilities, they even have a picnic area and covered bandstand on site. Not only that it's virtually all A272 from my place to there! (Classic Southern biking road)

I think I have one of only three or so white ones in the UK and can't believe my luck. I won't even attempt to work out the dealer distribution criteria suffice to say..... I am 'Well Chuffed'.

It's a strange concept the CR. It's Buell's modern take on the Café Racer theme, though it looks nothing like a Triton, Tribsa or even the V twin Norvin. But if you think about it; sticking a contemporary high performance engine in a well sorted frame is exactly what a Café Racer was all about. I had thought the R version looked more Café Racer than the CR which seems more Streetfighter to me but who am I to argue? I did stop at two cafes on the way home with the bike, to sit and look at it from the steamy windows so maybe there's something in it after all. It certainly draws attention when parked up but it is a Buell after all. I doubt if I'd be wrong if I said most bikers have never even seen a CR.

Being more used to the tube frame Buells the CR immediately shines on its flick-ability. It seems so light and responsive. It promises a great time ahead even though I couldn't utilise its full potential due to running in and new tyres on damp roads. I had thought being 6 foot would mean it might be a bit uncomfortable, but running an S1 it seems like a Rolls Royce in comparison, though obviously not by Ulysses standards.

Some of the revisions to the 2010 models include; standard flat bars, water pump bearing, front brake piston seals, extra rear wheel bearing, modified cam chain guides, sight window for oil level checks (apparently a pain on earlier models) LED rear light, battery charging lead pre installed etc. It all makes it worth trying for a 2010 model but they are pretty thin on the ground. As a riding experience any one of the 1125s will not disappoint though.

I'm looking forward to coming back to it after Christmas and finishing running it in. This is going to seem like the longest trip offshore ever now!

First impressions.....well impressed!



UKBEG Buell Emerald Isle Challenge - May 2010

Event dates: 1st to 3rd May 2010 - May Day Bank Holiday weekend.

Pictured right – a very happy group of UKBEG members at Land's End, 3rd May 2009, after riding 874 miles from John O'Groats for this years Buell Challenge:

We hope the 2010 UKBEG Buell Challenge is equally as successful and another great adventure.

The 2010 UKBEG Buell Challenge is a 1,000 mile endurance run around the coast of Ireland. In addition to having fun riding Buell motorcycles, this events main purpose is to raise money for our adopted charity, the Papworth Hospital Cystic Fibrosis Unit, in memory of UKBEG member Emma Radford.

Although this event is primarily intended for Buell motorcycles all makes are welcome to take part.

A registration form appears on page 20 or can be downloaded at: <http://www.ukbeg.com/downloads.php>

We would like to thank Allan Brownridge of HD/Buell UK who has secured the last stocks of genuine Buell T-shirts in the USA.

Itinerary:

Saturday 1st May:

Start point: Waterford Harley-Davidson, between 9.30 to 10.00 am.

Web site: <http://www.waterfordharleydavidson.com>

Monday 3rd May:

Finish point: Hook Head Lighthouse, near Waterford, before 5.30 pm.

Web site: <http://www.hookheritage.ie>

The suggested route for the 2010 UKBEG Buell Challenge will be issued to all riders who register for the event.

Saturday 1st May = approx. 320 miles. Waterford to Ballintoy.

Sunday 2nd May = approx. 335 miles. Ballintoy to Galway.

Monday 3rd May = approx. 350 miles. Galway to Hook Head Lighthouse, near Waterford.

Accommodation:

Participants are free to use these hostels or make their own arrangements.

Note: these hostels offer basic, no frills, self catering accommodation.

Friday 30th April:

Beech Haven Hostel, Tramore, near Waterford.

Web site: http://www.beechhavenhouse.com/hostel_index.html

On-line booking: <http://www.hostels-ireland.com>

Saturday 1st May:

Sheep Island View Hostel, Ballintoy.

Web site: <http://www.sheepislandview.com>

On-line booking: <http://www.hb-247.com/aff/bbcouk/northern-ireland/ballintoy/8658>

Sunday 2nd May:

Oughterards Canrawer House Hostel, near Galway.

Web site: <http://www.oughterardhostel.com>

On-line booking: <http://www.hostels-ireland.com>

Monday 3rd May:

Beech Haven Hostel, Tramore, near Waterford.

Web site and on-line booking details as Friday 30th April.

Ferry details:

We've booked these crossings but participants are free to make their own arrangements:

Friday 30th April: Holyhead to Dublin - 12.00 hours.

Tuesday 4th May: Dublin to Holyhead - 14.30 hours.

Irish Ferries web site and on-line booking:

<http://www.irishferries.co.uk>

Important: for those of you booking on-line with Irish Ferries - let me have your booking reference number and once we have reached 5 confirmed bookings I will be able to obtain a retrospective 10% discount. This will appear as a credit on your card used to make the booking.



Registration Form - UKBEG Buell Emerald Isle Challenge

Please write your details clearly – thank you. Your details will be kept confidential and not divulged to a third party.

Closing date for entries is Friday 16th April 2010

Your full name: _____ Forum name _____

Your address: _____

Your postcode: _____

Your T-shirt size: _____ (Small, Medium, Large, XL or XXL)

Your telephone number: _____

Make & model of motorcycle you intend to use for the challenge: _____

(It is an endurance run for Buell motorcycles but all makes are welcome to take part)

The registration fee is £13.00.

Please make cheques payable to: **Jane Jessop.**

For your £13.00 registration fee you will receive:

An official Buell/UKBEG event T-shirt*.

Papworth Hospital sponsorship forms.

Route guide.

*Note: Your cheque will not be cashed until the T-shirts are ready to be shipped. Early registration will give us some idea of how many shirts to order and in which sizes.

£10.00 from each registration will go towards the charity. The remaining £3.00 covers P&P etc.

Please send this completed form and payment to:

UK Buell Enthusiasts Group

PO Box 271

Dewsbury

WF12 0WA

The UKBEG Buell Emerald Isle Challenge will take place over the May Day Bank Holiday weekend of 1st to 3rd May 2010. The purpose of the Challenge is to raise money for UKBEG's adopted charity, the Papworth Hospital Cystic Fibrosis Unit, in memory of Emma Jane Radford, a member of the group who passed away in April 2004, aged just 26.