Published by: Chris & Jane Jessop.

UK Buell Enthusiasts Group PO Box 271 Dewsburv WF12 0WA

Tel: 01924 518224 (evening) cj.buellgroup@ntlworld.com

American Thunder

Autumn/Winter 2010

Newsletter Of The Independent **UK Buell Enthusiasts Group**

UK Buell Enthusiasts Group

Pegasus/Erik Buell Racing Typhon 1190

Launched at the Essen Motor Show in early December, the prototype Typhon 1190 is the result of a collaboration between Germany's Pegasus race team and Gruner Engineering. They've transformed the Erik Buell Racing 1190RR-B race machine into a raw, naked street-fighter, a machine which could have been produced by the Buell Motorcycle Company if it had survived the Harley-Davidson cutbacks in October 2009. With its stripped down styling and aggressive looks, the Typhon 1190 could almost be a modern day version of the original Buell hooligan streetfighter, the 1996–1998 S1 Lightning.

After the Pegasus Race Team and rider Harald Kitsch won the 2010 Sound of Thunder Championship with the brand new Erik Buell Racing 1190 RR-B, the team began looking for a new challenge – the Typhon 1190.

Erik Buell was denied a chance to build a proper naked version of his final sportsbike, the 1125R. If he had, perhaps he would have redesigned the bulbous side-mounted radiators and found another way to liquidcool the Buell Helicon engine.

vphot.



Contents:

Page 2:	UKBEG Emma Radford Memorial.
Page 2:	Erik Buell Racing 1190RS Street Bike.
Page 3 & 4:	Buell XB12X Ulysses – 30,000 mile Owners Report.
Pages 5 to 13:	Complete Production History Of Buell Motorcycles – Model Years 1983 to 2010.
Pages 14 to 16:	: Barnstormer – Joe Trippodo.
Page 16 to 17:	Pegasus/Erik Buell Racing Typhon 1190.
Page 18:	UKBEG 2011 Events Diary.

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 £18,500 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 our annual Buell Challenge 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 have a web page for on-line donations: www.bmycharity.com/V2/ukbeg

Papworth Hospital is registered charity number 1049224.





Although Erik Buell's non-compete agreement with Harley-Davidson is still active, Erik Buell Racing is already looking ahead to February 2011, when he can once again begin making street bikes.

Marketing for the EBR 1190RS has

already begun with a new logo (above) on their standard range of clothing etc. This is being done not through the EBR web site www.erikbuellracing.com, but rather through Erik Buell's Rat Pak records web site www.ratpakrecordsamerica.com/erikbuell.cfm.

The 1190RS is thought to deliver 180HP at the rear wheel, putting it straight into competition with all the latest superbikes. What's not clear yet is how EBR is actually going to manufacture the 1190RS. EBR has the bike in pre-production/ prototype form, but so far EBR doesn't have a manufacturing facility that is capable of producing anything like an acceptable number of bikes. Especially bikes that can be built with enough economy of scale to make them affordable to anything other than the extremely well-heeled rider.

As of November 2010 only one picture (right) exists of the prototype. Although details of the bike are scarce, we do know that the Erik Buell Racing 1190RS will be based on EBR's 1190RR race bike, which in-turn was based on the now defunct Buell Barracuda 2. Harley-Davidson closed down Buell in October 2009 before the Barracuda 2 could make it into production.





Buell XB12X Ulysses - 30,000 mile Owners Update

By Chris Jessop:

My last XB12X owners update appeared on page 5 in the Autumn 2009 issue. The mileage then was 23,300.

On the 3rd April 2010 the 25,000 mile service was carried out by the supplying dealer, Black Bear HD/ Buell in Newmarket.

25,752 miles, 17th April 2010, prior to taking part in the 1,000 mile UKBEG Emerald Isle Challenge, we had the following work done at Black Bear:

<u>New drive belt fitted</u> – this was precautionary. The original belt looked tired and worn, but remained undamaged.

<u>New rear Pirelli Scorpion tyre</u> – again this was precautionary. It replaced a tyre that was 3/4 part worn and had a puncture repair.

<u>New twin headlamp assembly</u> – the original units had lost their reflective plating and in addition to looking awful, weren't very powerful.

Remus stainless steel silencer – this replaced the bikes 3rd standard silencer which had once again turned to rust almost overnight. The Remus is solid, well finished, road legal, and has a nice tone to it.

29,945 miles, 24th September 2010, the bike passed its first MOT. My Ulysses wasn't 3 years old until the 3rd November but the MOT was carried out earlier than needed because I intended to take the bike off the road for 4 to 6 weeks for its 30,000 service.

29,969 miles, October 2010, 30,000 mile service. Prior to this mileage, all service work had been carried out by Jonathan Hunt, Black Bear's Buell Technician. Jonathan's high standard of work and dedication to the Buell brand is second to none.

From 30,000 miles onwards, to help keep running costs down, I will do all the routine service work and Black Bear will look after the more specialised areas such as wheel removal and the fitting of tyres, bearings etc.

30,210 miles, 3rd November 2010, 3 years old.

As of December 2010 my Ulysses has now covered 30,400 miles.

This 2008 spec Ulysses is the first Buell XB model that I've owned and despite all the gloom and doom on various Buell owners web sites about XB's, I've been very pleased with mine. Reliability has been outstanding and it's never let me down once.

Out of all the Buell models produced between 1983 and October 2009, I can't think of a better machine







than the XB12X Ulysses to cover large distances on. Its long travel suspension is superb and the riding position, combined with an extremely comfortable seat, can't be beat.

Continued on page 4...

A brief history of wear and tear.....

2008 spec Buell XB12X Ulysses, bought new on the 3rd November 2007 from Black Bear, Newmarket.

Rear tyres - all OE Pirelli Scorpions - average life: 6,242 miles.

Front tyres - all OE Pirelli Scorpions - average life: 10,403 miles.

Bearings - unfortunately the Buell XB12X wasn't designed and built by Moto Guzzi. Jane and I have 50,484 and 38,300 miles on our Guzzi's – both machines are still using their original chassis/wheel bearings.

Front wheel bearings - now on 4th set.

Rear wheel bearings - now on 2nd set.

Steering head bearings - now on 2nd set.

Fuel consumption - average 55 to 60 mpg.

Oil consumption - average 1,250 to 1,500 miles per 500 ml.

Erik Buell Racing

Erik Buell Racing LLC 2799 Buell Drive - Unit C East Troy, WI 53120, USA

General Information: <u>info@ebracing.com</u> Sales: <u>sales@ebracing.com</u> Tech Questions: <u>tech@ebracing.com</u>



UKBEG Events - Indemnification Statement

The UK Buell Enthusiasts Group (hereafter known as UKBEG), its newsletter American Thunder, its presence on the Internet and in other various forms including (but not limited to) its national and international events.

The UKBEG organisation, its representatives, office holders, officials, sponsors or any individual member(s) of the UKBEG connected to it in any manner, can never be held liable for, or assume any responsibility for the following:-

any person's participation or attendance at any event, ride-out or meeting held under the auspices of the UKBEG;

any property lost, stolen or damaged during such events, ride-outs or meetings;

any physical or mental injury sustained during said events, ride-outs or meetings;

All individuals accept complete responsibility for his/her own self while attending or participating in any event, with no recourse against the UKBEG or any individual connected in any manner to the UKBEG, or acting as its officer, agent, employee, consignee, vendor or sponsor.





Complete Production History Of Buell Motorcycles Model Years 1983 to 2010

Production figures for this feature were supplied by the Buell Motorcycle Company, Milwaukee, in March 2010.

Model and volume history of Buell motorcycles produced with an official VIN or PIN – Model Years 1983 to 2010.

Buell model years, like Harley-Davidson, typically ran from the Summer Dealer Meeting introduction (July) until the following early summer months. E.g. Model Year 2008 would run from July 2007 to June 2008.

A total of 137,004 Buell motorcycles were produced between 1983 and October 2009, when production ceased.

Horsepower and torque figures quoted are for US specification Buells.

Family Totals		Platform Tota	als
RW Battlotwin	2	RW	2
Westwind	306	RR/RS	416
Lightning (Tube-Twin)	6,574 18,779	Tube-Twin	35,917
Cyclone Blast	10,564 22,785	Blast	22,785
Firebolt Lightning (XB)	17,892 41,518	ХВ	68,946
Ulysses XBRR	9,480 56	1125	8.938
1125R / RR 1125CR	5,839 3.099		<u>-,</u> Total = 137 004
	Total = 137,004		101,004

<u>RW750</u>

Model year: 1983

Number built: 2

Displacement: 748cc

Horsepower: 163.5 @ 10,500 rpm Torque: 83.6 ft.lbs @ 9,500 rpm

RR1000 Battletwin

Model year: 1987

Number built: 51

Displacement: 997.5cc

Horsepower: 70 @ 5,600 rpm Torque: 70 ft.lbs @ 4,400 rpm





Page 6



'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.

RR1200 Battletwin

Model years: 1988 to 1990

Number produced: 59 1988 = 9 1989 = 34 1990 = 16

Displacement: 1203cc

Horsepower: 68 @ 6,000 rpm Torque: 72 ft.lbs @ 4,000 rpm

RS1200 Westwind

Model years: 1989 to 1992

Number produced: 208 1989 = 7 1990 = 94 1991 = 78 1992 = 29

Displacement: 1203cc

Horsepower: 68 @ 6,000 rpm Torque: 72 ft.lbs @ 4,000 rpm

RSS1200 Westwind

Model years: 1991 to 1992

Number produced: 98 1991 = 35 1992 = 63

Displacement: 1203cc

Horsepower: 68 @ 6,000 rpm Torque: 72 ft.lbs @ 4,000 rpm









S2 Thunderbolt

Model years: 1995 to 1996

Number produced: 1,694 1995 = 1,471 1996 = 223

Displacement: 1203cc

Horsepower: 76 @ 5,250 rpm Torque: 78 ft.lbs @ 4,500 rpm

S2T Thunderbolt

Model year: 1996

Number produced: 429

Displacement: 1203cc

Horsepower: 76 @ 5,250 rpm Torque: 78 ft.lbs @ 4,500 rpm

S1 Lightning

Model years: 1996 to 1998

Number produced: 4,680 1996 = 1,453 1997 = 1,767 1998 = 1,460

Displacement: 1203cc

Horsepower: 91 @ 5,800 rpm Torque: 85 ft.lbs @ 5,200 rpm

S3 Thunderbolt

Model years: 1997 to 2002

Number produced: 2,672 1997 = 673 1998 = 607 1999 = 956 2000 = 352 2001 = 82 2002 = 2

Displacement: 1203cc

Horsepower: 91 @ 5,800 rpm Torque: 87 ft.lbs @ 5,200 rpm









S3T Thunderbolt

Model years: 1997 to 2002

Number produced: 1,779 1997 = 384 1998 = 630 1999 = NIL 2000 = 349 2001 = 164 2002 = 252

Displacement: 1203cc

Horsepower: 91 @ 5,800 rpm Torque: 87 ft.lbs @ 5,200 rpm

M2 Cyclone

Model years: 1997 to 2002

Number produced: 8,803 1997 = 1,138 1998 = 943 1999 = 2,039 2000 = 3,096 2001 = 892 2002 = 695

Displacement: 1203cc

Horsepower: 83 @ 5,800 rpm Torque: 80 ft.lbs @ 4,500 rpm

S1 White Lightning

Model year: 1998

Number produced: 2,210

Displacement: 1203cc

Horsepower: 101 @ 6,000 rpm Torque: 90 ft.lbs @ 5,500 rpm

M2L Cyclone Low

Model years: 2001 to 2002

Number produced: 1,761 2001 = 987 2002 = 774

Displacement: 1203cc

Horsepower: 91 @ 6,000 rpm Torque: 85 ft.lbs @ 4,900 rpm









X1 Lightning

Model years: 1999 to 2002

Number produced: 11,228 (This figure includes limited edition variants such as the 'Red Stripe' etc.) 1999 = 3,544 2000 = 3,576 2001 = 2,458 2002 = 1,650

Displacement: 1203cc

Horsepower: 101 @ 6,000 rpm Torque: 90 ft.lbs @ 5,500 rpm

X1M Lightning Millennium

Model year: 2000.

Number produced: 661

<u>Blast</u>

Model years: 2000 to 2010

Number produced: 22,785 2000 = 2,280 2001 = 4,751 2002 = 3,787 2003 = 2,921 2004 = 1,245 2005 = 1,620 2006 = 1,437 2007 = 1,488 2008 = 1,360 2009 = 1,349 2010 = 547

Displacement: 492cc

Horsepower: 34 @ 6,500 rpm Torque: 30 ft.lbs @ 5,500 rpm

XB9R Firebolt

Model years: 2003 to 2007

Number produced: 7,484 2003 = 6,297 2004 = 153 2005 = 440 2006 = 226 2007 = 368

Displacement: 984cc

Horsepower: 92 @ 7,500 rpm Torque: 68 ft.lbs @ 5,500 rpm







XB9S Lightning

Model years: 2003 to 2004

Number produced: 4,332 2003 = 4,255 2004 = 77

Displacement: 984cc

Horsepower: 92 @ 7,500 rpm Torque: 68 ft.lbs @ 5,500 rpm

XB9SL Lightning Low

Model years: 2003 to 2004

Number produced: 1,513 2003 = 1,094 2004 = 419

XB12R Firebolt

Model years: 2004 to 2010

Number produced: 10,408 2004 = 3,937 2005 = 1,802 2006 = 1,056 2007 = 1,584 2008 = 801 2009 = 975 2010 = 253

Displacement: 1203cc

Horsepower: 103 @ 6,800 rpm Torque: 84 ft.lbs @ 6,000 rpm

XB12S Lightning

Model years: 2004 to 2008

Number produced: 10,852 2004 = 5,111 2005 = 2,321 2006 = 529 2007 = 1,708 2008 = 1,183

Displacement: 1203cc

Horsepower: 103 @ 6,800 rpm Torque: 84 ft.lbs @ 6,000 rpm















XB12Scg Lightning

Model years: 2005 to 2010

Number produced: 5,561 2005 = 734 2006 = 290 2007 = 1,409 2008 = 1,263 2009 = 1,508 2010 = 357

Displacement: 1203cc

Horsepower: 103 @ 6,800 rpm Torque: 84 ft.lbs @ 6,000 rpm

XB9SX Lightning City X

Model years: 2005 to 2010

Number produced: 9,632 2005 = 3,095 2006 = 2,296 2007 = 1,427 2008 = 834 2009 = 1,699 2010 = 281

Displacement: 984cc

Horsepower: 92 @ 7,500 rpm Torque: 70 ft.lbs @ 5,500 rpm

XB12Ss Lightning Long

Model years: 2006 to 2010

Number produced: 7,013 2006 = 2,205 2007 = 1,724 2008 = 909 2009 = 1,892 2010 = 283

Displacement: 1203cc

Horsepower: 103 @ 6,800 rpm Torque: 84 ft.lbs @ 6,000 rpm

<u>XBRR</u>

Model year: 2007

Number produced: 56

Displacement: 1338cc

Horsepower: 150 @ 8,000 rpm Torque: 100 ft.lbs @ 6,400 rpm









XB12X Ulysses

Model years: 2006 to 2010

Number produced: 7,432 2006 = 4,279 2007 = 1,396 2008 = 975 2009 = 686 2010 = 96

Displacement: 1203cc

Horsepower: 103 @ 6,800 rpm Torque: 84 ft.lbs @ 6,000 rpm

XB12STT Lightning Super TT

Model years: 2007 to 2008

Number produced: 1,755 2007 = 1,649 2008 = 106

Displacement: 1203cc

Horsepower: 103 @ 6,800 rpm Torque: 84 ft.lbs @ 6,000 rpm

XB12XT Ulysses

Model years: 2008 to 2010

Number produced: 1,911 2008 = 869 2009 = 831 2010 = 211

Displacement: 1203cc

Horsepower: 103 @ 6,800 rpm Torque: 84 ft.lbs @ 6,000 rpm

<u>1125R</u>

Model years: 2008 to 2010

Number produced: 5,836 2008 = 3,927 2009 = 1,814 2010 = 95

Displacement: 1125cc

Horsepower: 146 @ 9,800 rpm Torque: 82 ft.lbs @ 8,000 rpm











11/2



<u>1125CR</u>

Model years: 2009 to 2010

Number produced: 3,099 2009 = 2,868 2010 = 231

Displacement: 1125cc

Horsepower: 146 @ 9,800 rpm Torque: 82 ft.lbs @ 8,000 rpm

XB12XP Police

Model years: 2009 to 2010

Number produced: 137 2009 = 122 2010 = 15

Displacement: 1203cc

Horsepower: 103 @ 6,800 rpm Torque: 84 ft.lbs @ 6,000 rpm

XB12SX Lightning City X

Model year: 2010

Number produced: 860

Displacement: 1203cc

Horsepower: 103 @ 6,800 rpm Torque: 84 ft.lbs @ 6,000 rpm

<u>1125RR</u>

Model year: 2010

Number produced: 3

Displacement: 1125cc

Horsepower: 171 @ 11,500 rpm Torque: 86 ft.lbs @ 10,000 rpm

Model totals:

RW 750 = 2 RR1000 Battletwin = 51 RR1200 Battletwin = 59 RS1200 Westwind = 208 RSS1200 Westwind = 98 S2 Thunderbolt = 1,694 S2T Thunderbolt = 429 S1 Lightning = 4,680 S3 Thunderbolt = 2,672 S3T Thunderbolt = 1,779 M2 Cyclone = 8,803 S1 White Lightning = 2,210 M2L Cyclone Low = 1,761 X1 Lightning = 11,228 X1M Lightning Millennium = 661 Blast = 22,785 XB9R Firebolt = 7,484 XB9S Lightning = 4,332 XB9SL Lightning Low = 1,513 XB12R Firebolt = 10,408 XB12S Lightning = 10,852 XB12Scg Lightning = 5,561









XB9SX Lightning City X = 9,632 XB12Ss Lightning Long = 7,013 XBRR = 56 XB12X Ulysses = 7,432 XB12STT Lightning Super TT = 1,755 1125R = 5,836 XB12XT Ulysses = 1,911 1125CR = 3,099 XB12XP Ulysses Police = 137 XB12SX Lightning City X = 860 1125RR = 3 **Total = 137,004**

The Barnstormer Mindset - by Joe Trippodo

Has anyone else noticed the similarities between motorcycles and aviation? On the surface you say what similarities? Let's start with the term "pilot", Moto journalist refer to the rider as a pilot, and the instrument cluster as the cockpit. Nobody refers to automobile operators as pilots, they are drivers, sometimes cockpit is used in autos, but more often than not it's "Dashboard", or just, the dash.

The phenomenon is deeper than mechanical terminology or moto-slang. We have to start in the beginning, when motorcycles and aeroplanes were young, I'm talking the turn of the century, 20th century that is. The type of individual who would strap himself to a homebuilt flying machine and hit the throttle is exactly the same guy that would straddle an engine perched between two bicycle wheels, and hang on as speeds touched 60mph. Only wealthy people could afford cars, but any dare devil with a modest income could get his hands on a motorbike. Speed is universal, and both aeroplanes and motorcycles addressed that need. Cars did to a degree, and they were dangerous, but cars were unobtainable in a disdainful way. Planes, were unobtainable in a romantic adventurous way.

WW1 came and put aviation on the front lines for the first time. The war also elevated motorcycles to a lofty status. Motorbikes were employed as messengers and scouts, to an infantryman stuck in the trenches, the aeroplane was clean, and it represented action and heroics. The same infantryman knew he had no chance of getting into a plane, but the dispatch rider streaking past at 40mph, dressed in leather flying jacket, complete with silk scarf and goggles, well that was pretty darn close, and he might get himself transferred to the Dispatch Corps if he was persistent. The work was important too, the dispatch rider carried orders from the high command to the field commanders, if a rider didn't get through to the forward units, people could die, and this created a sense of daring and bravado that has been forever associated with motorcycles.

Between the wars, civilian motorcyclist dressed like flyers, with jackets, gloves, helmets and boots purchased as war surplus, and ideal for the application. This inadvertent wardrobe choice, cemented the public's association between aviation and motorcycles. Cars are two dimensional, with front/back or side/side forces at play. Aeroplanes are true three dimensional machines with the up/down factor added. Motorcycles have bridged the gap; bikes flirt with the third dimension by leaning in curves and using centrifugal force to stay in motion. This makes a motorcycle, a two and a half dimension machine, plus the way that bikes generate G-force, is very similar to an aircraft's turning and pressing of the pilot into the seat. Cars didn't do any of that, and they didn't spark the same level of daring, or provide the same level of high adventure, because bikes didn't need roads the same way as cars.

WW2 came and went with tremendous advances in aviation, and motorcycles alike. The Axis used BMWs, DKWs, and Zundapps as troop transport, gun platforms, scout vehicles and messengers. The Allies used Harley Davidson WLAs and BSA M20s, along with numerous other brands. This enamoured an entire generation of young men on both sides with motorcycles. When the war was over, everybody who could go home; went home. But peace is boring to young men, and for the first time aviators crossed over to the motorcycle as a substitute for flying. The "Hell's Angels" and the "Booze Fighters" were American Bomber Squadrons before they were infamous motorcycle gangs. Young men returned from the war after 5 years of combat and couldn't get used to working on the farm again, or worse, not working because there was less work available. Luckily for these young men, there was an unlimited source of cheap Army surplus motorcycles just waiting to give them the same adrenaline rush they were accustomed to. These guys would pilot their machines as fast and as far as they could, when mechanical skills were exhausted, the only way to get more speed was to weigh less. They began to "chop" or "Bob" off extra weight and unnecessary parts, this was the birth of the Chopper or Bobber as we know it. These pilots stuck together in Para-Military units called clubs; they organised themselves into squadrons with a military like chain of command. Clubs had leaders, small group leaders, logistics, enforcers; they borrowed everything they could from the most exciting time of their lives, the war. They also brought uniforms in the shape of matching leather jackets, squadron patches, ranks, and paint schemes/insignia for the bikes themselves.

Now let's look at what I call the "Squadron Mentality", us modern riders separate ourselves into groups and subgroups. We behave like WW2 pilots in an old Spencer Tracy film. For example, when riding along at 70 mph, you spot a lone tail light in the distance; you instinctively know it's another bike. You have to make identification, you have no choice, and you can't help yourself. You speed up and start to gain on the bike in front of you like it's a possible target. You line up for a quick burst from your guns, just in case it's a "Bogie". Then you try to get close enough to tell what it is, you approach from the left and below, you eyeball the other pilot until you recognise the machine. If it is one of your squadron mates, as in same type of cycle, we pull up alongside and give a wing wag and a wave, then pull away slowly.

If the Machine is from another squadron, say a heavy touring bike laden down with passenger, excess gear, and a huge stuffed teddy bear strapped to the tour pack, and you are piloting a sleek Sport Touring bike, solo and just enough creature comfort to stay fast. You are headed into the second half of a 500 mile day, you slow as you approach, give a half wave, and power off at 100 mph, leaving no doubt that the overweight cruiser has no hope of catching up to you, so it shouldn't even try. The same situation with a full on sport bike, they don't even slow for the wave, they just keep on at 100+ mph, even if they slow back down to 70 mph just around the bend, so long as the Tour King knows it is slow.

The Tour King has his moment of victory, usually at a gas station, the sport guys are drinking water, and rubbing their sore wrist and backs, while trying to get the circulation flowing into their butts. The Heavy Bomber, just rolls in with the music playing, the passenger on the cell phone, and drinks in the handlebar cup caddies. The pilot refuels and says "see ya boys, I've got to make another 200 miles before dusk" knowing that the sport bike pilots don't have another 50 left in them.

It is very interesting when a mixed bag of bikes and pilots get together for a long mission. The Tour bikes will line up in a staggered formation, and prepare to eat up the miles, the sport tour riders will form a sub group and stay several hundred yards ahead of the main group, sometimes pulling so far ahead they lose sight, and have to slow down (AAGGHHHH!!! That is so painful to them) so the group can catch up. The Sporting twins will weave in and out of the heavy tour bikes, like fighter planes escorting bombers, sometimes reaching out and accepting a bottle of water from a tank bag, in some kind of bizarre mid air refuelling dance.

The sporting twins will set the fuel stop pace, since they don't have the range. The big tour bikes will forego every other fuel stop, to prove they are superior at long range operations. The full on sport bikes will travel alone, faster on the road, but only for short bursts, and taking longer fuel stops, or they may justify a trailer and become "*Carrier Based*".

That brings us to "Trailer Queens" and "Poverty Riders", they have their own ideas of correct procedure and sometimes are anti-social to the point of embarrassment.

Trailer Queens are bikes that are too uncomfortable, unreliable, old, or valuable to be ridden for any distance greater than from the parking lot to the event. While the antiques are justified in this, the tour bikes and cruisers you see on trailers belong to the Poverty Riders, they are the Poor, Poor, Pitiful Me crowd. They say things like "I don't have enough time to ride my bike to Sturgis, so I'll load my RV and hook up the trailer, and get 8 mpg at 65 mph for 20 hours so I can arrive fresh, because I'd rather be seen on my bike than actually ride it", or " My bike is so custom-ised, that I can't ride it", or worse "I spent so much money on paint and chrome that if it gets wet, I'll never get it to look right again"

While we live in a free country, and you can of course do as you please, I think that, whiskey is for drinking, cigars are for smoking, and motorcycles are for riding, end of story. Just my opinion; it costs nothing, and is worth even less.

Barnstormer II, What We Fly and Why – by Joe Trippodo An Appendix of Machine Types

In an earlier article we discussed the link between motorcycles and aviation. That article delved into the mental aspect of the two wheeled pilot, now we will look at the obvious similarities between the types of motorcycles and their aircraft counterparts. I will try to define the different types of modern motorcycles, and stuff them into the corresponding aircraft categories.

Parallel Twins are the early fighters of the war, like first generation Tiger Moths and Steermans, dependable and responsive but not overly powerful or fast.

V-Twin/Naked Cruisers are like the light attack bombers like the Douglass A-26, Mosquito, or Heinkel 111. Sporting in nature, with a good operating range, but just not quite light and manoeuvrable enough.

V-Twin Sport(ish) Bikes like Ducati 1000GTs, H-D Sportsters, and Moto Guzzi (also BMW flat twins) are the mid WW2 fighter aircraft. They are robust, powerful, and fairly agile for their class. They are able to operate from primitive airstrips. These are the Curtis P-40 War Hawk, Grumman P-47 Thunderbolt, the Focke Wolfe 190 and Spitfire. These bikes, like the aircraft they mimic are loud and belligerent.

Continued on page 16...

Modern Sport V Twins like Ducati 999/1198/etc, Buell 1125R, Aprilia Tuono, and a few other models, are the late war performers like the P-51 Mustang, P-38 Lightning, Me 109. These bikes are the top of the V-Twin evolution, like the above mentioned planes were the Kings in their day. They are fast, agile, with good subsystems and very pilot friendly, a natural choice for an old school dogfighter.

"Vespa" and Other 2-Stroke Scooters and Mopeds - These are the unarmed artillery-spotter aircraft like the O1 Birddog, or Fiessler Storch. They are not fast but since there is no accounting for taste they are sexy to those who like the light, slow movers with classic timeless lines and low operating costs. They won't take you very far but they will loiter around a local area with a sound and smell that, well, let's face it, takes us all back to Saigon."

The big touring models like the Honda Gold Wing, the Triumph Rocket Three, the H-D Ultra Classic Touring Edition, and several other mega tour bikes are all crew served, and all belong in the heavy bomber category.

Sub grouped by model:

H-D FL series – American B-17 Flying Fortress, Big, Loud, Heavy, and always carrying more weight and suffering more abuse than the manufacturer intended. These bikes perpetually exceed operational parameters.

Triumph Rocket Three and Yamaha Star – are B-29 Super Fortresses, too big, too fast, and ungainly to look at but admirable performers, and beloved by the men who pilot them.

The Honda Goldwing/ BMW K1200LT – are the B-52 of motorcycles, proven reliability, great range and comfort as well as impossible to overload. **Virtually Unstoppable**.

Modern Sport Tourers – like Honda ST1300, Yamaha FJR, Kawasaki Concourse, BMW RT and RS series are the F-111/B-1 Bomber/Stealth bombers of the day. They are fast and agile, with good range and capacity.

Dual Sport Bikes – like the BMW GS, Buell Ulysses, Moto Guzzi Stelvio, KTM Adventure, and a slew of others, they all fall into the ground attack fighter like the Skyraider or the A-10 Wart Hog. They are not sexy or streamlined, they are utilitarian, they do everything great but you don't know why. To the people who count on them, everything else comes up short.

Modern sport bikes don't need defining, they are the F-16s, Harriers, F-18 Hornets, MIG 22, name any razor sharp fighter jet you care to, so long as comfort is sacrificed for performance. The pilots of these machines are all numbers guys, the two wheeled equivalent of "Maverick and Goose", or maybe an ageing Chuck Yeager fan. They only count wins, and have no use for it unless it helps them go faster.

Pegasus/Erik Buell Racing Typhon 1190

Continued from page 1....

To get around the radiator space issue, the Pegasus/Gruner team designed and constructed a front-mounted radiator assembly that extended deep into the bike's bellypan. They incorporated a hole in the middle of the radiator for the front header pipe to poke through, moving the radiator far enough back to give the required front wheel clear-

ance and provide a striking visual effect.

Other nice touches include a Motogadget dash, LSL brake and clutch fluid reservoirs, a beautifully machined set of triple clamps from DKG, and a set of control blades and air splitters designed to help airflow at speeds of 155 mph and beyond.

Continued on page 17...







In early December the team behind the Typhon 1190 prototype were interviewed about the project:

Jens Kruper (Pegasus Race Team Manager) "Our idea was with our years of experience in Buell racing to concept the ultimate street-fighter with outstanding performance and a unique design."

Heiko Jessat (Project Manager at Gruner Engineering) "To combine a cool, minimised look with good aerodynamics is a real challenge, especially with something as powerful as that EBR Superbike."

Except for the Erik Buell Racing exhaust system, the Typhon 1190 has adjustable clip-on bars, a digital display, and lights making it ready to go for the public roads. Looking at the attention to detail gives the impression of a motorcycle in the advanced stages of development.

Thomas Wanner, owner of Pegasus Race teams from Switzerland, is very satisfied with the result. Thomas says: "We now consider what spin-offs we gain from the Typhon study, there will be coming first some parts to rebuild the Buell XB models and 1125R/CR, but further thinking is explicitly not excluded."

Erik Buell "EBR is working intensely right now on getting the new 1190RS Superbike model ready for production, which is consuming all our resources."

"We had been talking with our friends at Pegasus about our plans for a street fighter model that would follow the 1190RS, and mentioned we could not work on it at this time." "Pegasus asked if they could build a concept model to show, so we sent many CAD models over for them and our friends at Gruner to use to speed up the design process. They did a great job in a very short time!"

Pegasus Race Team is the only team outside the U.S. that race the Erik Buell Racing 1190 RR-B superbikes.

With rider Harald Kitsch, the team will compete in the 2011 Art Motor SBK championship. Robin Taborsky will compete in the revitalised BEARS – a competition for high-end bikes from Europe and USA.

Gruner is an engineering services company in the automotive industry with a focus on concept, design, engineering and prototyping.

Pegasus/Erik Buell Racing Typhon 1190 Specifications:

- Aluminium frame and swingarm
- Liquid-cooled 1190 cc V 2 Rotax engine
- 185 HP / 11,500 rpm
- Dry weight 161 Kg









UKBEG 2011 Events Diary

For full details please visit the Events Forum on www.ukbeg.com or telephone Chris Jessop on 01924 518224. Correct as of 05-12-10:

March 20th.	Sunday.	UKBEG Buell Meet - RAF Museum London, Hendon.
April 3rd.	Sunday.	Ride of Respect 2011 - Wootton Bassett.
April 10th.	Sunday.	UKBEG Buell Meet-n-Ride - Snowdonia, North Wales.
April 16th.	Saturday.	Bristol Italian Auto Moto Festival.
April 23rd.	Easter Saturday.	UKBEG 13th Birthday BBQ - Black Bear, Newmarket, Suffolk.
April 27th to May 1st.	Wed to Sun.	Diggertours 2011 - Cookstown 100 Road Races, Northern Ireland.
May 13th to 15th.	Fri to Sun.	UKBEG @ Dutch Ducati Club Races, Assen, Holland.
May 16th to 29th.	Mon to Sun.	UKBEG Buell Polarsirkel Challenge – Norway.
June 3rd to 5th.	Fri to Sun.	UKBEG Cumbria or Scotland Weekend.
June 5th.	Sunday.	UKBEG West Country Cheddar Rumble.
June 18th & 19th.	Sat & Sun.	Buell Day 2011 (June 18th) - Belgium. (TBC)
July 2nd.	Saturday.	UKBEG Buell Open Day - Maz's Workshop, Dukinfield, Lancashire.
July 16th.	Saturday.	UKBEG Main Event - Em's Day - East Kirkby, Lincolnshire.
August 6th/7th.	Sat & Sun.	UKBEG Deliverance 4 (Adam's BBQ) - Oswestry.
August 20th.	Saturday.	Bristol Bike Show.
August 21st.	Sunday.	UKBEG Buell Meet - Sammy Miller Museum, Hampshire.
August 28th.	Sunday.	Buell/Harley Day - Ace Cafe, London.
September 11th.	Sunday.	UKBEG invades Yeovilton Fleet Air Arm Museum, Somerset.
September 17th.	Saturday.	UKBEG @ Battle of Britain Day - East Kirkby, Lincolnshire.
October 2nd.	Sunday.	UKBEG Stand - Copdock Show, Ipswich. (TBC)
November 5th.	Saturday.	UKBEG @ Fireworks Spectacular - East Kirkby, Lincolnshire.
December 3rd/4th.	Sat & Sun.	UKBEG 'Sproutfest' (TBC)
December 29th.	Thursday.	UKBEG Cabin Fever Meet - National Motorcycle Museum, Solihull.

For 2011 we have a terrific selection of events. If you like riding motorcycles, particularly Buell motorcycles, come and share the passion with fellow enthusiasts. The Buell Motorcycle Company may no longer exist but the UK Buell Enthusiasts Group goes from strength to strength.

Our main event takes place on Saturday 16th July, in Lincolnshire, and during May, we travel to the Arctic Circle in Norway for the 2011 UKBEG Buell Polarsirkel Challenge. Both these events will raise money for UKBEG's adopted charity, the Papworth Hospital Cystic Fibrosis Unit, in memory of fellow Buell rider, Emma Radford. Does covering approx. 3,200 miles in less than 2 weeks and raising lots of money for this charity appeal to you? If so, please visit the Events Forum @ www.ukbeg.com where registration forms will available to download in January.