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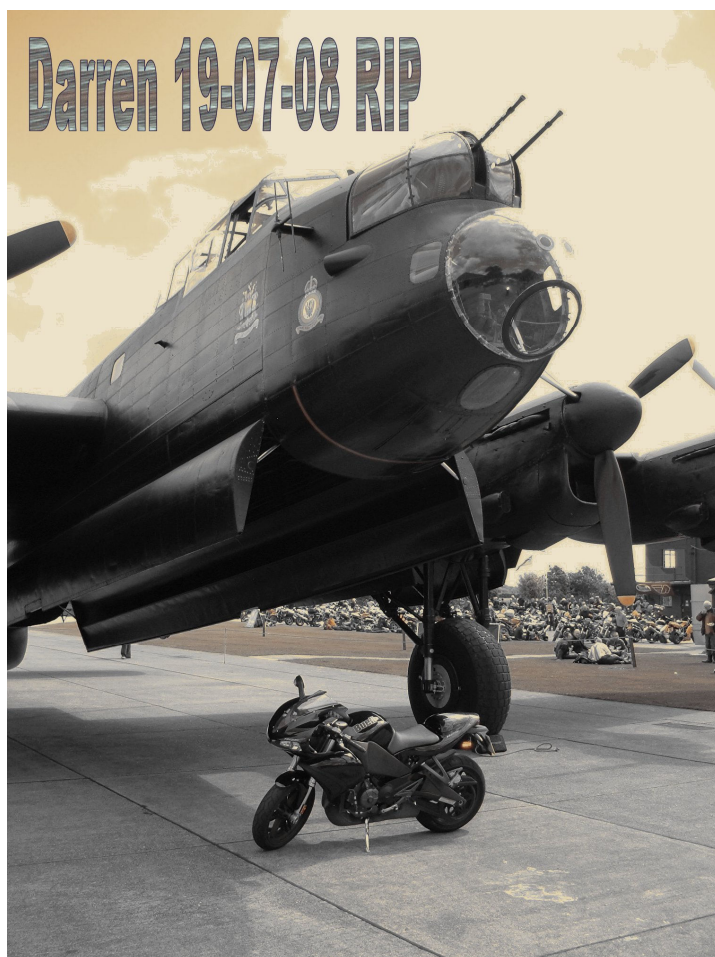
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American Thunder

Autumn 2008

Newsletter Of The Independent
UK Buell Enthusiasts Group

'Yoffi' - Darren Roy Mulliner. 22.11.69 - 19.07.08



One of UKBEG's most popular and pro-active members tragically lost his life in a road traffic accident on the 19th July.

Darren, 38, was riding his Buell 1125R to the Emma Radford Memorial Buell Festival in East Kirkby, Lincolnshire, when he was involved in a collision with a lorry in Norfolk. Despite a valiant effort to save him by his riding companions and the emergency services he died at the scene.

Darren, who worked at Dockgate 20 HD/Buell in Southampton, was one of life's great characters and was always ready to help fellow Buell enthusiasts. Nothing was ever too much trouble for Darren – if a rider had a problem he would get it sorted, usually with a laugh and cheeky grin. He was the life and soul of any party and his mischievous sense of humour often had his friends rolling around with laughter. That is how we will remember him.

The funeral was held on Friday 1st August at St Faith's Church, Lee-on-the-Solent. Well over 200 Buell and Harley-Davidson riders attended the service and gave Darren a great send off. No funeral is ever a pleasant experience but this was a celebration of his life, which was full of noise and bright clothing. Many riders had travelled a long distance to the funeral and it is a true measure of how much people thought of Darren.

It is ironic that Darren was killed while riding to UKBEG's main event, which celebrates the life of Emma Radford, a fellow member of UKBEG, who passed away in 2004 from Cystic Fibrosis, aged 26.

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Unless stated otherwise all the text and pictures in this issue are by the editor, Chris Jessop.

UKBEG's independent web site:
www.ukbeg.com



Many tributes have been paid to Darren on the UKBEG forums – I wish we had the space to include all of them in this issue.

Our deepest sympathies go to Darren's wife, Suzie, and his two sons, Joshua, aged two and one year old Ethan. A total of £3,300.00 was raised by UKBEG members for Darren's family and this will provide a trust fund for his two sons.



PHOTO: PETER HALL

Buell XB12S Lightning. Owner: 'Mozz'

Forum member 'Mozz' (John) attended the UKBEG Buell meet in Llanberis, Snowdonia, on the 7th September. John's XB12S is a 2003 model and had covered 13,000 miles at the time of the event. It was the neatest looking Buell there and had quite a few interesting features.

One of the most striking parts of the bike is the screen which has a Pegasus logo with LED's embedded into the design. When illuminated it looked very effective. The screen also features an engraved Welsh dragon. A gas mask carries twin headlights in the eye sockets.

John designed and manufactured the instrument back plate – again using the Pegasus logo. He also made the air filter top plate which looks stunning under the transparent airbox cover. The tax disc also lives under this cover. The rest of the bike has some neat touches – Buell Select gel seat, Rizoma bars, grips and mirrors, plus CRG adjustable levers. The standard back brake assembly has been replaced with a Ducati unit and an aftermarket disc.



Buell XB12X (08) Ulysses. Owners Update - Chris Jessop



As of 30-10-08 my 11 1/2 month old Ulysses has now covered 12,100 miles. The 10,000 mile service (@ 10,370 miles) was carried out by the supplying dealer, Black Bear in Newmarket. (Telephone 01633 664 455) Although they're based 163 miles from where I live, I've found their passion for the product and after-sales service to be second to none. Black Bear's Buell technician, Jonathan Hunt, is one of the best in the country and he's gained a very good reputation within the wider Buell community for his knowledge and attention to detail.



At the 10,000 mile service the latest 2008 ECM update was downloaded and the engine now runs even smoother and cooler. From new the bike has always had impressive fuelling characteristics but the latest update has further enhanced the riding experience. With the exception of a Maz Matsell engine breather modification (see his advert on page 4) which prevents the air filter becoming choked up with combustion by-products, I still run the standard exhaust and intake set-up.

Items replaced under warranty at this service included the front wheel bearings and exhaust actuator valve. The latter had been sticking causing the engine lamp to illuminate occasionally. I still await a new powder coated silencer under warranty to replace the original unit which was in a bit of a (rusty) state. The warranty replacement which was to be fitted at this service was damaged by the company undertaking the powder coating for Black Bear. While I'm waiting for this to be sorted I've been given a nearly new standard unit from someone else's 2008 XB12X. I'm perfectly happy with the original equipment Pirelli Scorpion Sync tyres – especially in the wet. They do inspire confidence and last a reasonable mileage before they're down to the wear blocks. The original rear tyre was replaced at 5,116 miles during the 5,000 service because it had a slow puncture due to a large nail embedded in the tread. It would have probably lasted around 7,000/7,500 miles. The second Pirelli rear tyre looks as though it will last around 7,000/8,000 miles – nails permitting. The original front tyre was replaced at 10,370 miles.

I'm still of the opinion that this Ulysses is the best motorcycle I've ever owned – it has proved to be an excellent all-rounder. Petrol consumption has averaged around 53 mpg. Oil consumption is approx. 150 ml per 1,000 miles. Its power (94 hp) and torque (77 ft.lbs) suit my riding style perfectly. Comfort is outstanding, helped by the Showa long travel suspension. The bike handles superbly and simply glides over most road irregularities.

2009 Buell Motorcycle Range (Information courtesy of Buell UK)

1125CR

BUELL DEBUTS LIQUID-COOLED 1125CR STREETFIGHTER FOR 2009

"The 1125CR is my vision of a contemporary café racer," said Erik Buell, Chairman and Chief Technical Officer at Buell Motorcycle Company. "It's got clubman-style bars, and a fly-screen instead of a fairing. Then we geared it down to give the Helicon engine even more grunt. If torque rules the street, the 1125CR will be the new boss."

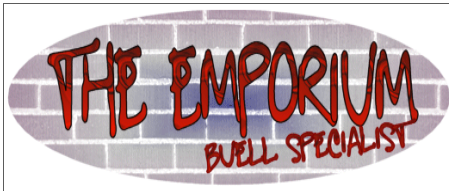
The Buell 1125CR

A Café Racer for the 21st century, the new 1125CR nods respectfully to the past with clubman bars, flyscreen and a tail cowl, while a 146-hp, liquid-cooled Buell Helicon 1125cc V-Twin engine and Buell Intuitive Response Chassis (IRC) deliver spirited, sophisticated sport performance. A longer swingarm and lower final-drive gearing help maximise acceleration. Its sinister styling will make this bike unmistakable on the street.

New on Buell XB Streetbikes

Buell Lightning streetbikes, powered by an air-cooled Thunderstorm V-Twin engine, get a menacing new look, thanks to a blacked-out frame, forks, engine and other components. Two Lightning models powered by the Thunderstorm 1203 engine upgrade to the Buell ZTL2 front brake with an eight-piston caliper, a design that debuted on the 1125R in 2008.

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'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.

New on Buell Sportbikes

The Buell 1125R, powered by the 146-hp, liquid-cooled Buell Helicon 1125cc V-Twin engine, is available in new Arctic White and Racing Red and with tinted windscreens for 2009.

New on Buell Adventure Sportbikes

The superbly equipped sport-touring Buell Ulysses XB12XT, introduced mid-year 2008, joins the versatile, all-road Ulysses XB12X in the 2009 Buell Adventure Sport category. Both models feature new aggressive steel footpegs for improved grip, while redesigned headlight reflectors increase light output and forward vision at night.

New Drive Belt

All 2009 Buell models will be fitted with a new, more durable Veyance Hibrex drive belt with Flexten Plus technology, the same belt that was originally developed for the Buell 1125R.

Pictured below is the new 2009 Buell 1125CR

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UK Buell Enthusiasts Group Events Diary 2008/2009

The **Events Diary**, within our web site www.ukbeg.com, shows up to date information and contains hyperlinks to the different locations shown below. Please contact Chris Jessop for further details about any of these events.

Tel: 01924 518224 evenings.

December 28th	Sunday	UKBEG 'Cabin Fever' Meet	National Motorcycle Museum, Solihull.
2009:			
March 15th	Sunday	UKBEG Buell Day	Brooklands, Weybridge, Surrey.
May 2nd/3rd	Sat/Sun	UKBEG Buell Challenge	Lands End to John O'Groats.
June 26th to 30th	Fri to Tues	UKBEG Germany Weekend	Black Forest.
July 17th to 19th	Fri to Sun	UKBEG Main Event	East Kirkby, Lincolnshire.
Aug 29th to Sept 5th	Sat to Sat	UKBEG Manx GP Trip	Isle of Man.

Buell sportbikes put the rider in a bold athletic position over a motorcycle showcasing the three legs of the Buell Trilogy of Technology of chassis rigidity, mass centralisation, and low unsprung weight. Designed to respond intuitively to rider commands, Buell sportbikes balance real world street performance with the spirit of the racetrack. With incomparable styling, the Buell 1125R blends aggressive ergonomics and innovative technology with premium components to create an energising and visceral riding experience. The 2009 Buell 1125R stands out in the sportbike field with exotic styling and technical innovation, including the performance of a 146-hp liquid-cooled V-Twin engine.

Buell Sportbikes Take a Dark Turn for 2009

The primal nature of the Buell sportbike is darkly sculpted in style for 2009 with new black components such as the Phantom Metallic frame and swingarm with blacked-out footpeg mounts and heel guards. Continuing to help redefine the superbike category, the 2009 Buell 1125R is powered by the 1125cc liquid-cooled 72-degree V-Twin Helicon engine generating 146 crank hp and 82 ft. lbs. / 111 Nm of peak torque. With a foundation built on the core Buell Trilogy of Technology creating optimum performance, the 1125R remains just as true to Buell's original sense of sportbike style and design.

In addition to new blacked-out chassis components, the 2009 Buell 1125R adds a variety of styling and design cues, including Racing Red and Arctic White bodywork colours and new graphics schemes. Wheels also receive new translucent colours of Velvacoat Black with the Racing Red and Midnight Black bodywork and Hero Blue with the Arctic White bodywork. A new tinted windscreen (Hero Blue on the Arctic White bodywork and smoked on the Racing Red and Midnight Black), leads the way on the 1125R, while there is a new gear position readout that can easily be scrolled to read with digital display on the instrument cluster. A high-output alternator has increased capacity for accessory use and a slider bobbin to support a track stand has been added to the swingarm for easier maintenance.



The front wheel rides on fully adjustable Showa 47 mm upside-down forks, while the Buell ZTL2 front brake has an eight-piston caliper. A smooth-shifting six-speed transmission works with a HVA (Hydraulic Vacuum Assist Slipper) clutch that uses engine vacuum for easy clutch-lever action. Quiet Zone aerodynamics optimise air flow around the rider for enhanced race bike performance and rider comfort. The fairing shape is inspired by the Buell XBRR and features four-bulb headlamps, while turn signals are integrated into the mirror housings.

The Buell 1125R is offered in Midnight Black or Racing Red with Velvacoat Black wheels, or Arctic White with Hero Blue wheels.

Buell 1125R highlights

Buell Helicon 1125cc liquid-cooled 72-degree V-Twin engine. 146 peak hp / 148 PS / 109 kW @ 9800 rpm (per EU Standard EC95/1) 82 ft. lbs. / 111 Nm peak torque at 8000 rpm (per EU Standard EC95/1)

New Phantom Metallic frame and swingarm with blacked-out footpeg mounts and heel guards

New tinted windscreen

New gear position readout on the instrument cluster

New high output alternator increases capacity for accessory use

New slider bobbin on swingarm for easier maintenance

Large-volume muffler with Helmholtz chamber

DDFI 3 Electronic Fuel Injection ECM

Ram-air pressurised air box

Twin side-mount radiators

HVA (Hydraulic Vacuum Assist) Slipper Action clutch

ZTL2 8-piston front brake

Fully adjustable 47 mm Showa inverted fork

Fully adjustable Showa rear shock absorber

Fuel-in Frame 20.1 litre capacity – Dry Weight: 170 kg

Wheelbase: 1375 mm – Seat height: 775 mm

Pirelli Diablo Corsa III tyres

Pre-Wired for accessory Heated Grips

New Arctic White and Racing Red bodywork (in addition to current Midnight Black)



1125R

Continued on page 6...

The 2009 Buell Adventure Sportbike range includes two Ulysses models created for riders seeking a motorcycling experience beyond the ordinary. While the Ulysses XB12X and Ulysses XB12XT are designed to perform distinctly different missions, each offers a combination of comfort, versatility and performance that make them among the most dynamic motorcycles on any road today.

The Buell Trilogy of Technology – chassis rigidity, centralised mass, and limited unsprung weight – forms the foundation of both Ulysses models. The massive hollow aluminium frame is the backbone of a rigid chassis, and doubles as a 16.7 litre fuel tank to help reduce the centre of gravity. For the same reason, the muffler is located below the engine, and the Ulysses swingarm is also the engine oil reservoir. The 94-hp Buell Thunderstorm 1203cc V-Twin engine is tuned to deliver a broad powerband and the on-demand torque a rider can use in the real world.

An upright riding position, comfortable ergonomics, and rider-focused features like a two-piece windscreen, adjustable suspension and heated hand grips make these Ulysses models truly multi-function motorcycles, ready for commuting, touring and back-road exploration. Handling is intuitive. The performance is thrilling.

New on Buell Adventure Sport Models for 2009

Improved Drive Belt – A new Veyance Hibrex drive belt with Flexten Plus technology, based on the belt developed for the Buell 1125R, is stronger and more durable than the previous drive belt.

Improved Footpegs – New black steel footpegs have an aggressive sawtooth pattern for optimal foot stability in all conditions and riding positions.

Improved Headlights – A new headlight reflector design increases light output and improves vision at night.

2009 Buell Ulysses XB12X

With long-travel suspension, generous 171mm ground clearance, and aggressive Pirelli Scorpion Sync tyres, the Buell Ulysses XB12X can carry its rider over dirt, gravel and other unpaved road surfaces. On smooth pavement, the XB12X is a high-performance sport motorcycle, ready to blitz through the twisties. Wide Supermoto-style handlebars gives the rider extra leverage and control behind wind deflectors and a two-piece windscreen designed to limit buffeting. The broad, torque-laden powerband of the 94-hp Buell Thunderstorm 1203cc V-Twin engine gives the Ulysses the ability to proceed at lower speeds over unpaved roads with less gear shifting, and the power to bomb down paved backroads. Premium Showa front 165mm and rear 162mm suspension is fully adjustable. Rear spring preload can be adjusted by turning a dial located below the left side of the seat. Features that help make the XB12X adventure-ready include the 'Triple Tail' system, which folds through three positions to function as a luggage rack with tie-down hooks over the rear seat position, as a cushioned passenger backrest with grab rails, or as a luggage rack extended over the rear fender. An optional top case and side cases are also available for the XB12X. A dual front fender system provides debris protection for the rider and the bike. The XB12X is offered with Barricade Orange, Thrust Blue or Midnight Black bodywork.

Buell Ulysses XB12X highlights

Buell Thunderstorm 1203 V-Twin engine. 94 peak hp / 95 PS / 70 kW @ 6800 rpm (per EU Standard EC95/1)
77 ft. lbs. peak torque / 104 Nm @ 5500 rpm (per EU Standard EC95/1)

New Improved headlight output

New stronger Veyance Hibrex drive belt with Flexten Plus technology

New aggressive footpegs

Buell InterActive Exhaust

DDFI 3 Electronic Fuel Injection ECM

Eight-row oil cooler with Jiffy-tite fittings

Pirelli Scorpion Sync tyres

Fully adjustable 47mm Showa inverted fork

Fully adjustable Showa rear shock absorber

Fuel-in Frame 16.7 litre fuel capacity

Dry Weight: 193kg – Wheelbase: 1370mm

Seat height: 880mm

Buell ZTL front brake – Double front fender design

Two-piece, quick-release windscreen

Frame pucks, handlebar wind deflectors/headlight grille

Triple Tail System

Functional tool kit

2 x 12v. power outlets

Heated hand grips



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2009 Buell Ulysses XB12XT

A premium motorcycle equally adept at long-distance touring and the daily commute, the Ulysses XB12XT combines all-day comfort with intuitive Buell handling and V-Twin muscle in one incredibly versatile bike. Fully adjustable Showa suspension is tuned for travel on pavement, with 125mm of travel front and rear. A spacious saddle offers all-day comfort and has a seat height of 780mm. Pirelli Diablo Strada sport touring tyres provide outstanding grip in a wide variety of conditions. The XB12XT places the rider in a comfortable, upright position behind wide handlebars with wind deflectors and a tall, two-piece windscreen. Removable hard-shell side cases and top case are standard equipment. On the XB12XT, the Triple Tail system functions as a luggage rack with tie-down hooks over the rear seat position or as a cushioned passenger backrest with grab rails. The XB12XT is offered with Midnight Black, Racing Red or Thrust Blue bodywork.

Buell Ulysses XB12XT highlights

Buell Thunderstorm 1203 V-Twin engine. 94 peak hp / 95 PS / 70 kW @ 6800 rpm (per EU Standard EC95/1)
77 ft. lbs. peak torque / 104 Nm @ 5500 rpm (per EU Standard EC95/1)

New Improved headlight output

New stronger Veyance Hibrex drive belt with Flexten Plus technology

New Aggressive Footpegs

Buell InterActive Exhaust

DDFI 3 Electronic Fuel Injection ECM

Eight-row oil cooler with Jiffy-tite fittings

Dry Weight: 211kg

Wheelbase: 1370mm

Seat height: 780mm

Pirelli Diablo Strada tyres

Detachable three-bag pannier luggage system with top and side hard cases

Underseat storage

Tall, detachable windscreen

Road-tuned suspension

Fully adjustable 43mm Showa inverted fork

Fully adjustable Showa rear shock absorber

Buell ZTL front brake

Frame pucks, handlebar wind deflectors

Triple Tail System

16.7 litre fuel capacity

Functional tool kit

2 x 12v. power outlets

Heated

grips

hand

**2009 Buell Street Range**

The 1125CR joins three XB Lightning® models in the 2009 Buell Street line-up. Each delivers a belligerent attitude backed by potent American V-Twin muscle. The XB Lightning line-up has been simplified to three models (XB12Ss, XB12Scg, XB9SX), offering attitude and ergonomics to riders of all sizes. The XB12Ss Lightning Long has roomier ergonomics and longer travel suspension while the XB12Scg has a low seat height and reduced travel suspension that has been specifically retuned to retain Buell's legendary sportbike handling prowess. Abundant lean angle on the XB12Scg is not compromised.

Buell Street motorcycles put the rider over a motorcycle distilled from the three elements of the Buell Trilogy of Technology – chassis rigidity, centralised mass, and low unsprung weight – that responds instantly to rider input. The styling is aggressive and deliberately displays the mechanical elements of Buell's innovative design. The broad power-band of a Buell V-Twin engine keeps abundant torque on tap at all times, in all gears and in any situation.

What's New in the Buell Street range for 2009

Black-Out Component Styling – To reinforce the aggressive styling of the Buell Street range, a new black powdercoat finish is applied to the frame, swingarm, engine, fork tubes, triple clamps, brake calipers and other components.

ZTL2 Front Brake – Two XB Lightning models powered by the 1203 Thunderstorm engine are now equipped with

the ZTL2 front brake. The eight-piston caliper design offers a larger pad surface, optimises heat dissipation capability and allows even pressure distribution over each of the four pads in the caliper.

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A single 375mm stainless steel rotor mounted directly to the wheel rim produces outstanding stopping power, weighs less than a dual-disc system, and permits the use of a very lightweight front wheel that helps reduce steering inertia and unsprung weight.

Improved Drive Belt – A new Veyance Hibrex drive belt with Flexten Plus technology, based on the belt developed for the Buell 1125R, is stronger and more durable than the previous drive belt.

Buell 1125CR

Naked styling and clubman-style handlebars give a respectful nod to the nostalgic era of Café Racers, but styled in a thoroughly modern package. A 146-hp liquid-cooled V-Twin engine is geared down for optimum acceleration.

Sinister styling. Sophisticated technology. The 1125CR, Erik Buell's 21st century interpretation of the classic Café Racer, is a new motorcycle that defies convention.

Positioned behind the black-anodised, tapered aluminium handlebars and streamlined headlight and flyscreen, the rider has a wide-open view forward that intensifies the sensation of speed. At 170kg, the 1125CR is the lightest litre-class naked street motorcycle on the market, and combined with 146 horsepower, it offers the best power-to-weight ratio in the category.

The Buell 1125CR offers liquid-cooled technology and responsive handling from a proven platform based on the Buell Trilogy of Tech principles. The Buell Helicon 1125 powertrain provides the foundation for this riding experience. This 1125cc DOHC V-Twin engine features a compact, 72-degree design and is rated at 146 crankshaft horsepower and 82 ft. lbs. / 111 Nm of peak torque. Buell DDFI 3 closed-loop EFI produces smooth throttle operation and better fuel economy. A ram-air system pressurises the 12-litre air box for a gain in peak performance. Twin side mounted radiators within aerodynamic cowlings lower the centre of gravity and centralise mass. The exhaust system features a large-volume muffler mounted below the engine to optimise cg location and mass centralisation. An HVA (Hydraulic Vacuum Assist) Slipper Action clutch features hydraulic actuation from the hand control with assistance from engine vacuum for lighter clutch effort. Low 76/27 (2.815:1) final-drive gearing produces outstanding acceleration.

The engine is rigid-mounted as a structural component of the Buell Intuitive Response Chassis (IRC) that has outstanding torsional stiffness, yet is compliant in the planes required to help absorb mid-corner chatter, and doubles as a 20.1 litre fuel reservoir. To enhance control under acceleration, the cast-aluminium swingarm is 5mm longer than the Buell 1125R swingarm. Showa 47mm inverted forks and a Showa rear shock absorber are both fully adjustable. Positive braking performance is provided by the Buell ZTL2 front brake system. The rear brake caliper is mounted directly to the inner surface of the swing arm and weighs 0.7kg less than a typical rear-brake design.

All this performance is packaged in a motorcycle that is visually stunning. A narrow headlight pod incorporates a clipped flyscreen, while a hard cowl covers the passenger seat section. The blacked-out frame and chassis components contrast with red highlights on the front brake caliper, wheel rims and rear shock spring. The Buell 1125CR will be offered with Racing Red or Midnight Black bodywork. For riders who prefer our traditional street-fighter bar we are launching a new black anodised handlebar as a P&A offering – contact your local authorised dealer for further details and availability.

Buell 1125CR highlights

Buell Helicon 1125 liquid-cooled 72-degree V-Twin engine. 146 peak hp / 148 PS / 109 kW @ 9800 rpm (per EU Standard EC95/1) 82 ft. lbs. / 111 Nm peak torque at 8000 rpm (per EU Standard EC95/1)

Large-volume muffler with Helmholtz chamber

DDFI 3 Electronic Fuel Injection ECM

Ram-air pressurised air box

Twin side-mount radiators

HVA (Hydraulic Vacuum Assist) Slipper Action clutch

ZTL2 8-piston front brake

Fully adjustable 47mm Showa inverted fork

Fully adjustable Showa rear shock absorber

Fuel-in Frame 20.1 litre capacity

Dry Weight: 170kg

Wheelbase: 1385mm

Seat height: 775mm

Pirelli Diablo Corsa III tyres

Pre-wired for accessory Heated Grips

Buell Lightning Long XB12Ss

With a 1375mm wheelbase, the Lightning Long XB12Ss offers an expanded cockpit for the rider, a larger passenger position and 16.7 litre fuel-in-frame capacity for extended range. For 2009, the ride gets enhanced as suspension travel front and rear is extended to 143mm.

A new, sculpted Streetfighter saddle maintains seat height at 776mm and covers a handy storage compartment. The



new Buell ZTL2 eight-piston front caliper enhances braking performance. A fuel-injected Buell Thunderstorm 1203 V-Twin engine with Buell InterActive Exhaust pounds out the power. The Lightning Long is available with Midnight Black, Cherry Bomb Translucent or Hero Blue Translucent bodywork.

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Buell Lightning Long XB12Ss highlights

Buell Thunderstorm 1203 air/oil/fan-cooled V-Twin engine. 94 peak hp / 95 PS / 70 kW @ 6800 rpm (per EU Standard EC95/1) 77 ft. lbs. / 104 Nm peak torque @ 5500 rpm (per EU Standard EC95/1)

Buell InterActive Exhaust

DDFI 3 Electronic Fuel Injection ECM

Eight-row oil cooler with Jiffy-tite fittings

New stronger Veyance Hibrex drive belt with Flexten Plus technology

New fully adjustable 43mm Showa inverted fork

New fully adjustable Showa rear shock absorber

New Buell ZTL2 front brake with eight-piston caliper

Dry Weight: 181kg

Wheelbase: 1375mm

Seat height: 776mm

Fuel in frame 16.7 litres

Cosmetic Frame Protectors

Pre-Wired for accessory Heated Grips

Pirelli Diablo T tyres

Available with Translucent bodywork

New black engine, frame, swingarm, powertrain and forks

Buell Lightning XB12Scg

Lowered suspension and a reshaped saddle drops the seat height of the XB12Scg to just 726mm – for a lower centre of gravity and a shorter reach to the ground – with no compromise to handling or performance. The powerful

Buell ZTL2 eight-piston front brake caliper is new for 2009.

Blacked-out engine, frame, swingarm, fork and other components give the XB12Scg a menacing new look. The muscular Buell Thunderstorm 1203 V-Twin backs it

up with pavement-pounding power. Available with Midnight

Black, Cherry Bomb Translucent or Hero Blue

Translucent bodywork.

Buell Lightning XB12Scg highlights

Buell Thunderstorm 1203 air/oil/fan-cooled V-Twin engine. 94

peak hp / 95 PS / 70 kW @ 6800 rpm (per EU

Standard EC95/1) 77 ft. lbs. / 104 Nm peak torque @ 5500 rpm

(per EU Standard EC95/1)

Buell InterActive Exhaust

DDFI 3 Electronic Fuel Injection ECM

Eight-row oil cooler with Jiffy-tite fittings

New stronger Veyance Hibrex drive belt with Flexten Plus technology

Fully adjustable 43mm Showa inverted fork

Fully adjustable Showa rear shock absorber

New Buell ZTL2 front brake with eight-piston caliper

Dry Weight: 179kg

Wheelbase: 1320mm

Seat height: 726mm

Cosmetic Frame Protectors

Pre-Wired for accessory Heated Grips

Pirelli Diablo T tyres

Available with Translucent bodywork

New black engine, frame, swingarm, powertrain and forks

Buell Lightning CityX XB9SX

A Street bike for the middle-weight class, the CityX was designed especially for the urban environment. The torque and broad powerband of the Buell Thunderstorm 984 V-Twin



Continued on page 10...

engine lets the CityX pull briskly away from traffic and accelerate past pesky cabs, while an upright rider position, wide Supermoto-style handlebars and intuitive handling help the CityX scat around potholes and dodge through back alleys.

A new saddle shape for 2009 drops the seat height by 33mm to 764mm. Hand deflectors, dual headlight grilles, and frame

pucks fend off minor cosmetic damage. Pirelli Scorpion Sync tyres grip all road surfaces and add aggressive style. Available with Cherry Bomb Translucent or Hero BlueTranslucent bodywork.

Buell Lightning CityX XB9SX highlights

Buell Thunderstorm 984 air/oil/fan-cooled V-Twin engine. 80 peak hp / 82 PS / 60 kW @ 7500 rpm (per EU Standard EC95/1) 58 ft. lbs. / 79 Nm peak torque @ 4500 rpm (per EU Standard EC95/1)

DDFI 2 Electronic Fuel Injection ECM

Eight-row oil cooler with Jiffy-tite fittings

New stronger Veyance Hibrex drive belt with Flexten Plus technology

Fully adjustable 43mm Showa inverted fork

Fully adjustable Showa rear shock absorber

Buell ZTL front brake

Dry Weight: 177kg

Wheelbase: 1320mm

New Seat height 764mm

Pirelli Scorpion Sync T tyres

New black engine, frame, swingarm, powertrain and forks Translucent bodywork



Emma Radford Buell Festival – 19th July 2008

UKBEG's annual main event is held at the Lincolnshire Aviation Heritage Centre in East Kirkby, near Spilsby. This was our fifth event at this location dedicated to the memory of one of our members, Emma Jane Radford, who passed away 22-04-04, aged just 26. The event raises money for the Papworth Hospital Cystic Fibrosis Unit which looked after Emma.

Not forgetting the obvious shock and sadness brought about by Darren's fatal accident (see page 1) it was our most successful event at East Kirkby with a record 105 Buells turning up. There were also approximately 100 British and Italian V-twins plus 50 other makes at the event. A proportion of the entrance money goes to the charity and we raised £740 on the day.



(Picture credits: left to right, Digger, Chris Jessop, Mirman)

For the first time in quite a few years the weather for UKBEG's main event was excellent. We enjoyed sunny skies and fluffy white clouds over East Kirkby – many people commented that Darren and Emma had it all organised for us. Having said that, most of us did get caught by heavy showers riding to and from the event...

Buell UK supported the festival and their team brought a mobile events unit with a selection of current Buell models for escorted test rides around the wonderful Lincolnshire Wolds.

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Last year, due to appalling weather and poor road conditions, Buell weren't able to run the test rides. But this year it all worked out fine. The demo 1125R's in particular proved very popular and there was a constant procession of them going in and out of the main gate. It's proved an ideal event and location to promote Buell motorcycles.



(Picture credits: left, Chris Jessop, middle and right, Mirman)

In addition to 105 Buells there were riders and machines from the Ducati, Vincent, Cagiva, Moto Guzzi and Aprilia owners clubs. Inviting these European V-twin clubs has helped the event to grow in popularity over the past few years and given it a unique flavour. It also helps to raise more money for Emma's charity. Prior to the various photo line-ups for each of the clubs in front of Just Jane, the Aviation Centres Lancaster bomber, she strutted her stuff around the airfield with four Merlin engines breaking the silence of the Lincolnshire countryside. The long distance award went to Timo Närä (jinX) from Finland who incorporated the event within his tour of northern Europe. Pictured below (left) is Timo receiving his award from Andrew McIndoe of Buell UK. The best Buell award went to Lee Waterfield (mrtikle) - also pictured below receiving his award from Andrew.



(Picture credits: top three, Chris Jessop, bottom three, left to right, Digger, Norrie, Mich)

On the 19th July 2008 UKBEG lost a very good friend in Darren but also held its most successful event ever. After 10 years we finally exceeded that magic target of 100 Buell motorcycles at a UKBEG event. It was a day that will stay in our memories forever – a day of so many mixed emotions.

Buell Service Manuals & Parts Catalogues

This helpful list has been compiled by Gunter, who is a regular contributor to the UKBEG and XBORG Buell forums. I've made a few additions to further enhance the list. These publications can be ordered through your Buell dealer:

<u>PART NUMBER</u>	<u>YEAR</u>	<u>MODEL</u>	<u>PUBLICATION</u>
99490-96Y	1996	S1 LIGHTNING	SERVICE MANUAL
99490-97YA	1997	S1 LIGHTNING	SERVICE MANUAL SUPPLEMENT
99490-98Y	1998	S1/S1W LIGHTNING	SERVICE MANUAL
99491-98Y	1997-1998	M2 CYCLONE	SERVICE MANUAL
99491-00Y	1999-2000	M2 CYCLONE	SERVICE MANUAL
99491-01Y	2001	M2/M2L CYCLONE	SERVICE MANUAL
99491-02Y	2002	M2/M2L CYCLONE	SERVICE MANUAL
99490-00Y	1999-2000	X1 LIGHTNING	SERVICE MANUAL
99490-01Y	2001	X1 LIGHTNING	SERVICE MANUAL
99490-02Y	2002	X1 LIGHTNING	SERVICE MANUAL
99489-00Y	1999-2000	S3/S3T THUNDERBOLT	SERVICE MANUAL
99489-01Y	2001	S3/S3T THUNDERBOLT	SERVICE MANUAL
99489-02Y	2002	S3/S3T THUNDERBOLT	SERVICE MANUAL
99492-00Y	2000	BLAST	SERVICE MANUAL
99492-01Y	2001	BLAST	SERVICE MANUAL
99492-02Y	2002	BLAST	SERVICE MANUAL
99492-03Y	2003	BLAST	SERVICE MANUAL
99492-04Y	2004	BLAST	SERVICE MANUAL
99492-05Y	2005	BLAST	SERVICE MANUAL
99492-06Y	2006	BLAST	SERVICE MANUAL
99492-07Y	2007	BLAST	SERVICE MANUAL
99492-08Y	2008	BLAST	SERVICE MANUAL
99490-03Y	2003	XB LIGHTNING	SERVICE MANUAL
99490-04Y	2004	XB LIGHTNING	SERVICE MANUAL
99490-05Y	2005	XB LIGHTNING	SERVICE MANUAL
99490-06Y	2006	XB LIGHTNING	SERVICE MANUAL
99490-07YA	2007	XB LIGHTNING	SERVICE MANUAL
99493-02Y	2002	XB FIREBOLT	SERVICE MANUAL
99493-03Y	2003	XB FIREBOLT	SERVICE MANUAL
99493-04Y	2004	XB FIREBOLT	SERVICE MANUAL
99493-05Y	2005	XB FIREBOLT	SERVICE MANUAL
99493-06Y	2006	XB FIREBOLT	SERVICE MANUAL
99493-07Y	2007	XB FIREBOLT	SERVICE MANUAL
99490-08Y	2008	ALL XB MODELS	SERVICE MANUAL
99490-08YA	2008	ALL XB MODELS	SERVICE MANUAL
99493-08Y	2008	ALL XB MODELS	ELEC DIAGNOSTICS MANUAL
99494-06Y	2006	XB12X ULYSSES	SERVICE MANUAL
99494-07Y	2007	XB12X ULYSSES	SERVICE MANUAL
99491-08Y	2008	1125R	SERVICE MANUAL
99570-99YA	1999	S3 THUNDERBOLT	PARTS CATALOGUE
99570-00Y	2000	S3/S3T THUNDERBOLT	PARTS CATALOGUE
99571-97YA	1996-1997	S1 LIGHTNING	PARTS CATALOGUE
99571-02Y	2002	X1 LIGHTNING	PARTS CATALOGUE
99575-06Y	2006	XB12X ULYSSES	PARTS CATALOGUE
99575-07Y	2007	XB12X ULYSSES	PARTS CATALOGUE
99575-08Y	2008	XB12X/XB12XT ULYSSES	PARTS CATALOGUE
99574-02Y	2002	XB9R FIREBOLT	PARTS CATALOGUE
99574-03YA	2003	XB9R FIREBOLT	PARTS CATALOGUE (REV-A)
99574-04Y	2004	FIREBOLT MODELS	PARTS CATALOGUE
99574-04YA	2004	FIREBOLT MODELS	PARTS CATALOGUE
99574-05Y	2005	FIREBOLT MODELS	PARTS CATALOGUE
99574-06Y	2006	FIREBOLT MODELS	PARTS CATALOGUE
99574-07Y	2007	FIREBOLT MODELS	PARTS CATALOGUE
99574-08Y	2008	FIREBOLT MODELS	PARTS CATALOGUE
99571-03Y	2003	XB9S LIGHTNING	PARTS CATALOGUE
99571-04YA	2004	LIGHTNING MODELS	PARTS CATALOGUE
99571-05Y	2005	LIGHTNING MODELS	PARTS CATALOGUE
99571-06Y	2006	LIGHTNING MODELS	PARTS CATALOGUE
99571-07YA	2007	LIGHTNING MODELS	PARTS CATALOGUE
99571-08Y	2008	LIGHTNING MODELS	PARTS CATALOGUE
99574-09Y	2009	ALL XB MODELS	PARTS CATALOGUE

Buell 25th Anniversary - Wisconsin, USA



Jane and I

attended the Buell 25th Anniversary celebrations which were held in Wisconsin, 2nd to 6th July 2008. We had looked forwards to this trip since the dates had been announced some 10 months earlier. Our last visit to East Troy was in October 1997 and we were keen to see just how much things had changed.

We stayed at the Best Western hotel in Janesville, located 35 miles from East Troy and 70 miles from Milwaukee. We decided not to use the official Sheraton host hotel, in Brookfield, near Milwaukee, because we were staying a full 7 days and it would have worked out too expensive. Janesville proved to be ideal for visiting all the locations where the Buell events were being held.

Wednesday 2nd July – Event registration at the Sheraton Hotel in Brookfield

We'd pre-registered for the event on the Buell USA web site 2 months before the trip and we had to collect our passes etc. at the check-in, located in the hotel lobby. We arrived in Brookfield in the middle of an almighty thunderstorm – very apt given the names of many Buell models! There were Buell enthusiasts from all over the world in the lobby and it was very exciting being part of something special. After signing in and receiving our event packages we were asked to proceed to a large world map so we could proudly place 2 pins in the UK to show our location. Eventually the map had pins stuck in South and North America, most of Europe, Japan and Australia – it was truly an international affair.

After registration we drove the short distance to Hal's HD/Buell in New Berlin. Hal's had organised a ride-out to the Great Lakes Dragaway in Union Grove for a BBQ and demo runs with their Buell drag racer. We met up with friends (pictured bottom left) from Twin Motorcycles in Holland and spent a pleasant couple of hours chilling out and watching Hal's car park steadily fill up with Buell motorcycles. There was still the odd shower and rumble of thunder but it didn't deter plenty of Buell riders from turning up – who said that Americans don't ride in the wet? What surprised me was the large number of tube-framed models, especially S2/S3 Thunderbolts, that arrived at Hal's. It's the exact opposite of UKBEG meets in the UK, where fuel-framed XB models usually outnumber tube-framed Buells. There must have been 30 to 40 Buells by the time the ride-out left Hal's at 4.00 pm. A few of the international visitors had hired cars and all of us followed the Buells on the 30 mile route to Union Grove. I'm glad we had a 3.8 litre V8 engine in our car – once the convoy had cleared built-up areas the pace increased and we would have struggled to keep them in sight.

Our arrival at Union Grove coincided with a thunderstorm in the area. The sky was as black as night with forked lightning and the hail stones were 1/2" in diameter. Welcome to Wisconsin! After the storm had passed they tried to dry out the drag strip with specialist equipment but there was just too much standing water. The BBQ still went ahead but it was disappointing that the track was out of action.

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Friends from Twin Motorcycles – Holland
Left to right: Richard, Duc, Dris, Martin and



Thursday 3rd July – Visit to the Buell Motorcycle Company in East Troy





A mass Buell ride-in had been organised from the host hotel in Brookfield and this left at 11.30 am, arriving in East Troy at noon. Jane and I decided to go straight to East Troy so we could see everyone arrive. We didn't know how many Buells to expect at the factory but we weren't disappointed. There must have been in excess of 200 Buells by the time they'd all arrived. It was no surprise that most of the bikes had Wisconsin licence plates, but neighbouring States were well represented. We spotted Buells from Illinois, Michigan, Minnesota, Iowa and New York. There were even a few long distance examples, California being the furthest away. There weren't many other makes present so the event was almost 100% pure Buell – which as it should be for an event at the Buell factory itself...

Arriving early for the event ensured that we could buy the '25 Years of Buell' book by Court Canfield and Dave Gess, and have it signed by the authors. I'm not sure how many books they signed and sold on the day but they went through quite a few boxes which were stacked on a pallet. The event was the official launch of the book so Court and Dave must have been very pleased with the response.

The event in East Troy included a display of classic Buells, lunch, factory tours, an opportunity to buy shirts etc. at the employee shop and autographs with Erik Buell. The display of classic Buells was arranged in front of the factory reception area. It was an impressive line-up and included Buell models we've only ever seen in photographs – we never thought we'd get to see them in the metal.

The very first Buell, the RW750, was in pride of place. This was the 750cc, two-



stroke, square-four, race machine which Erik developed in 1983/84. The classic line-up included original examples of the 1987 RR1000, 1990 RS1200, 1991 RSS1200, 1995 S2T Thunderbolt, 1996 S1 Lightning, 1998 S1 White Lightning, 1999 X1 Lightning and a 1999 M2 Cyclone.

Lunch was well organised and plentiful. I don't think anyone went away hungry – typical excellent American hospitality.

It was a normal working day in the factory and employees took it in turns to escort small groups of visitors through the production area. The 08 model 1125R happened to be on the production line that day and it was fascinating seeing it start out as a bare frame and engine.



Continued on page 15...We followed the assembly process down the line as each work station

added wheels, wiring looms, electrical equipment, bodywork and the rest of the parts that go to make up a 1125R. Unfortunately we weren't allowed to take any photographs in the factory but we could ask our guides any questions we liked. I asked about the problems that the first buyers of the 1125R had experienced and to their credit they didn't fudge the answer. At least Buell are now well on the way to resolving the problems – although some customers in the UK have had to wait far too long for parts.

Compared to our last visit in 1997 when the Buell factory seemed more like a cottage industry, the 2008 factory utilises computers to monitor each stage of planning assembly and everything is state of the art. After our tour of the production line we were shown the rolling road test area where each finished bike is run up through the gears to check for correct operation. Once this has been done the bikes are wheeled over to the despatch department. Back outside the event was in full swing with Buells filling the parking lot and plenty of people milling about. The weather was hot with

temperatures in the high 20's and wall to wall sunshine. The day couldn't have been better – it was everything we'd hoped it would be.

The schedule for that day included an autograph session with Erik Buell. This was supposed to be from 12.30 to 1.30 but such was the demand to meet the great man himself, he patiently spent at least 3 hours meeting people. He also walked around signing various parts of peoples Buells. I now wish I'd taken a small part of our S1 or XB12X over with me for an Erik Buell signature.

Pictured below left is Erik signing our copy of the '25 Years of Buell' book. He also kindly signed some other items for us to raise money for UKBEG's nominated charity, the Papworth Hospital Cystic Fibrosis Unit.

As mentioned earlier the employee shop was open during the day so visitors could buy unique (to East Troy) Buell apparel. The shop was packed all day long because prices were half of what a US dealer



would charge. We felt sorry for the ladies on the till because the small shop wasn't air-conditioned and they looked distinctly hot and bothered as they struggled to cope with the demand.

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During the event we met up with fellow UKBEG member Alison White and her husband, Steve. They'd flown into Chicago the previous day and then driven up to Milwaukee. We also met Charlotte Dawn, a Cyclone rider who took a liking to the 1995 S2 Thunderbolt T-shirt I was wearing at Hal's the previous day. We took it with us to East Troy and gave it to Charlotte as a surprise present. Since our return home Charlotte has sent us a rare Buell poster. Jane (left) is pictured below with Charlotte, next to her M2 Cyclone.



Amongst the 200 plus Buells was a large number of S2/S3 Thunderbolts. All tube-framed models were well represented and the most numerous XB fuel-framed model was the Ulysses. The single cylinder 492cc Blast is far more prevalent in the USA and there were quite a few in East Troy that day. There was only a handful of 1125R's at the event.



Friday 4th July – Buell Track Day, Blackhawk Farms Raceway, South Beloit, Illinois

An early start today and the glorious weather continues – just perfect for cruising down the I-90 into Illinois. It wasn't the most scenic of routes but it got us there in reasonable time. Once over the state line the countryside reminded us of England as a succession of minor roads took us to Blackhawk Farms Raceway.

This event was billed as the 25th Anniversary Track Day and was only open to registered participants. The number of registered riders was limited to allow for maximum track time. We attended as spectators and our normal event pass allowed us free entry into Blackhawk Farms plus the free lunch.

In addition to the Buell demo bikes there was a good selection of private Buells at the track – including some pukka race machines and trick road bikes. There was a handful of Japanese and Italian private bikes but not enough to dilute the event.

The event was well organised and all riders got plenty of track time. A full range of current Buell models were available for demo rides. The 1125R proved very popular and it could easily keep pace with the few sportsbikes that were circulating. I think my favourite was a private Ulysses which looked terrific as it barrelled down a long straight, with rider bolt upright, and then, with a dip of the long travel suspension, tucked into a fast right hand bend. The rider clearly had the bike set up just right and he looked as though he was really enjoying himself.

We watched from various vantage points so we managed to get a good flavour of the track. Oulton Park or

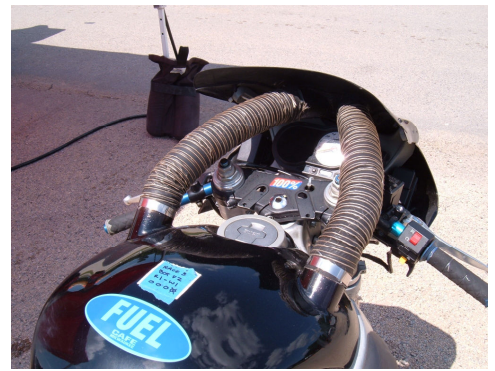


Mallory Park are probably the nearest British equivalents to Blackhawk Farms. The track had a good mixture of bends, some flowing and some 2nd or 1st gear – just perfect for Buells. There was a Kawasaki ZZR1400 on the track at times and that looked a real handful.

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We met the team from Buell USA that were running the event and discussed how things were organised in the States. They went out of their way to make us feel welcome and they gave us some items to auction for the Papworth Cystic Fibrosis charity. We were also given a Buell 25th Anniversary banner which had been fastened to the railings on the control tower at the end of the pits. Great people and so in touch with ordinary Buell riders – not 'corporate' at all. Their professional riders and mechanics were also very approachable and didn't mind us asking questions.

We had a great day out at Blackhawk Farms Raceway and would to thank Buell USA for their kindness and excellent hospitality.

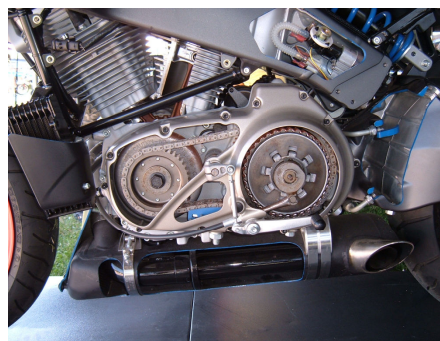


Saturday 5th July – Festival of Speed at Road America, Elkhart Lake

Road America is one of the USA's premier race circuits and is located 70 miles north of Milwaukee and 140 miles from Janesville. Another beautiful day was forecast and we set off early up the I-43 to Plymouth, located between Lake Winnebago and Lake Michigan. Elkhart Lake is set in rolling countryside with large forests. Wisconsin may not be the obvious choice for tourists to the USA but it has a lot to offer and we enjoyed our tours which took in the main Buell events. Once off the main interstate highway the roads were quite and almost traffic free. We did a lot of exploring and got to see plenty of the 'real' America.

The Festival of Speed is a two-day event and has lots of classes in which Buell motorcycles compete. As part of the 25th Anniversary celebrations Buell USA were running demos on the street and within the circuits Motorplex Mini Track area. Buell also had a hospitality tent in the paddock with VIP parking.

We arrived at Road America just in time for the autograph session with Buell racers in the hospitality tent. All the top names were there, including Shawn Higbee, Buell Test Engineer/Buell racer, and Henry Duga, Buell Race Manager. Jane and I grabbed a Buell 25th Anniversary poster each and joined the queue for autographs. We timed it right because just as we secured the last autograph a loudspeaker called all of them back to the pits.



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As at East Troy the previous day, there was a large selection of Buell models in the VIP parking area. Again tube-framed models were well represented. The earliest model was a RS1200 with an appropriate license plate. In fact quite a few Buells had private license plates.



It was very hot so most visitors sought shelter under the marquee where complimentary cold drinks were stored in large barrels filled with ice. We literally chilled out watching the Buell demo rides coming and going from the paddock area. There was an example of every current Buell model available for people to ride and the 1125R was the most popular. Jane felt sorry for a little blue Blast which kept being left behind on most demo rides. I think it only went out twice with a female rider aboard.

The races took place after lunch and we watched the action from various points along the start/finish straight. Road America is a large place and it was far too hot to be walking around the whole circuit. The race bike paddock was packed with plenty of Buell teams. We spent ages walking around talking to the riders and mechanics. They didn't mind us asking questions or taking pictures. One team even invited us to sit down in the shade, share a few drinks with them and watch their mechanics at work. There were so friendly and approachable. Most of the racing Buells were based on the XB platform. Even a Ulysses had been stripped down for racing duties. The sound was glorious as various Buells were started up. I was in heaven and could have easily spent all afternoon there....

I wish we had the space to publish all the pictures we took in the race paddock, but here's a small selection:



Pictured right is Hal's HD/Buell 1125R which won the Pro-Thunderbike race. In addition to Buell race bikes there was a selection of Suzuki and Ducati twins. In most races the Buells seemed to be holding their own against some stiff competition. The Buell racing scene is very strong in the USA and most of the prominent Buell dealers campaign bikes around the country. A lot of the teams were staying for the whole weekend so had come equipped accordingly. A few racers turned up with their Buells on a trailer or in the back of their pick-up trucks. They might not have had a lot of backing but they looked to be enjoying themselves and doing it with just as much passion as the larger teams.

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We stayed at Road America until late. It proved to be such a brilliant day we wanted to make the most of it. Our pass would have allowed us to attend on Sunday as well but we decided to use that day for general sight seeing and exploring some of Wisconsin's beautiful countryside. The Kettle Moraine State Forest, located 50 miles west of Milwaukee, was one of the highlights.

Our trip to Wisconsin for the Buell 25th Anniversary was a memorable one. We met lots of Buell enthusiasts from all over the world and had been made very welcome by all the staff at Buell USA – including Erik Buell. We were made to feel part of a unique family, part of something special. If we never have the opportunity to go to East Troy again at least we have some great memories and lots of pictures.

Our return home was delayed by a day due to thunderstorms in the New York area on Monday 7th July. Our plane from Milwaukee landed at Newark airport 10 minutes after the flight to Manchester had taken off. After initial panic, we regained our composure and found the Continental Airlines help desk. They did a magnificent job of looking after us and put us into a swanky hotel and provided meal vouchers – all for free! This meant we had an extra day to fill so we decided to make our first ever visit to New York City. There's a train link at Newark airport so we bought two tickets and ventured into the Big Apple. That particular day also happened to be our 19th wedding anniversary and Jane has always wanted to visit the Empire State building, so that was our ultimate destination. Luckily it's within easy walking distance of the train station in Madison Square. Walking through the streets of New York was surreal – like being in one big movie set. From entering the ground floor of the Empire State it took us 3 hours to reach the very top. The queues inside were immense and combined with stringent security checks it took ages to get to the lifts. It was worth the hassle and long wait though – the views from the top were simply stunning and it was a fitting end to our great adventure.



Buell 1125CR – First Impressions

The first public showing of the new Buell 1125CR at Black Bear in Newmarket took place on Saturday 25th October. It was a decent weather forecast so Jane and I decided to have a ride down to see it for ourselves.

The styling of the liquid-cooled Buells has caused much heated debate on various Buell forums. In particular, the radiator cooling side-pods seem to be the most controversial aspect because they're so big and dominate the bikes. You either love them or you don't. Buell motorcycles have never followed conventional design or styling philosophies and for many people this is what makes the brand so appealing. In my opinion the 1125CR works better than the 1125R as a styling exercise. It uses the same side-pods of course but the small twin headlight fairing has transformed it into a good looking street bike. The standard clubman bars do look neat but early press reports indicate that the optional high bars work better on the road. From a personal point of view the 'CR' with high bars would suit me much better than the 'R', which has a more radical riding position. At 6ft 3" tall I found the 'R' too uncomfortable over long distances. At the time of our visit Black Bear's 1125CR wasn't on their demo fleet so we had to make do with a 'static appraisal'. We look forwards to a test ride in the near future.



UKBEG Buell Challenge - May 2009

This event will take place over the May Day Bank Holiday weekend, Saturday and Sunday, 2nd & 3rd May 2009.

Designed to raise money for UKBEG's nominated charity, the Papworth Hospital Cystic Fibrosis Unit, the event is an endurance run for Buell motorcycles from Lands End to John O'Groats (or vice versa) over a period of no more than 36 hours. The total distance by road is 874 miles and the challenge should be easily achievable within the time allowed.

Full details of the event and how to register will be announced in the Winter issue of American Thunder. Our initial plans include for an event T-shirt and sticker plus official sponsorship forms. We aim to raise at least £500 for the charity as well as have some fun on our Buells.

To help with the planning of this event we need some idea of how many people would like to take part in the challenge. Please contact us on telephone 01924 518224 (evenings) or via e-mail cj.buellgroup@ntlworld.com Alternatively, you can register your interest on the UKBEG web site. The relevant topic can be found at the top of the 'Buell Chat' forum on www.ukbeg.com



UKBEG German Weekend - June 2009

Following the success of this years UKBEG German Weekend we've decided to organise another in 2009.

The Hotel Waldblick is located in the Black Forest and is of a similar standard to the Hotel Zur Post, in the Moselle Valley, which we used this year. Jane and I have stayed at the Waldblick before and can highly recommend it.



Arrive Friday 26th and depart Tuesday 30th June 2009 - staying a total of 4 nights.

Location details can be found here: http://www.hotel-waldblick.de/template01.php?page_ID=30&lan=en

To book a room contact the hotel direct, quoting 'Buell Group'.

Contact Brigitte Kilgus, e-mail: BrigitteKilgus@hotel-waldblick.de or telephone 00 49 78 36 93960

The Waldblick can offer a good selection of accommodation including at least 5 single rooms. Please state which category of room you'd prefer. These are special rates and are being held at 2008 levels.

Single rooms:

Category 1, with shower, WC, Tel, TV, breakfast and evening meal, for 62.50 Euro per person/night.

Category 2, with shower, WC, Tel, TV, balcony, breakfast and evening meal, for 68.50 Euro per person/night.

Category 3, with bath, shower, WC, Tel, TV, balcony, breakfast and evening meal, for 71.50 Euro per person/night.

Double/twin rooms:

Category 1, with shower, WC, Tel, TV, breakfast and evening meal, for 105.00 Euro per room/night.

Category 2, with shower, WC, Tel, TV, balcony, breakfast and evening meal, for 117.00 Euro per room/night.

Category 3, with bath, shower, WC, Tel, TV, balcony, breakfast and evening meal, for 121.00 Euro per room/night.

To simplify the booking process, Brigitte has agreed that we can use Visa or Mastercard to make the booking but no deposit will be taken. Their policy is to take 80% of the rate if you cancel less than 2 days before or don't check in. No rooms have been reserved on UKBEG's behalf - it is a first come, first served arrangement.

American Thunder - Winter 08/09 Issue

The next issue will carry a full review of the rest of the 2008 UKBEG events – including the long weekend trip to the Moselle Valley in Germany. All the main 2009 UKBEG events and meets will have been announced by the end of this year and these will appear in the Events Diary. A new 'product review' section will also be introduced.

If you would like to submit any material for American Thunder please send it to our contact address shown top left on page 1. We need articles and good quality pictures on anything to do with Buell Motorcycles. If possible please submit your material on a CD, which can be returned if required, or use e-mail to cj.buellgroup@ntlworld.com