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American Thunder

Spring 2008

Newsletter Of The Independent
UK Buell Enthusiasts Group

UK Buell Enthusiasts Group 2008 Events

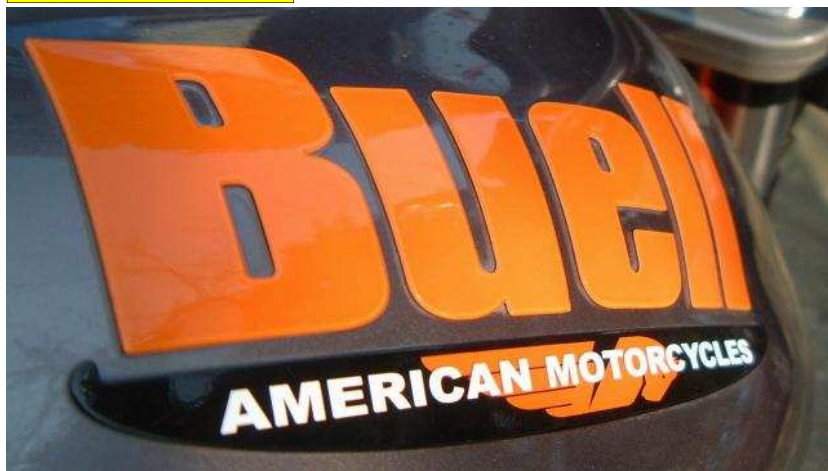
The 2008 UKBEG events season swings into action just as this issue goes to press. The first event takes place at Brooklands Motorsport & Aviation Museum, Weybridge, Surrey, on Sunday 16th March. Brief details of this years Buell events are shown on page 7. Visit the 'Events & Rides' forum within our web site www.ukbeg.com for full details of all the events.

One of the main strengths of the Group has always been the number of Buell events and meets it organises around the UK. This year we also have a long weekend in Germany over the August Bank Holiday – see page 7 for full details. To help celebrate UKBEG's 10th Anniversary we've planned even more events for 2008 and we should have our most successful events season since the Group was formed in 1998.

UKBEG's main event takes place on Saturday 19th July at the Lincolnshire Aviation Heritage Centre, East Kirkby, near Spilsby. Weather permitting we hope to attract 100 to 150 Buell motorcycles and raise lots of money for the Groups adopted charity, the Papworth Hospital Cystic Fibrosis Unit.

The number of Buells on the road is relatively small compared to the mainstream brands, so the events offer a rare opportunity for Buell riders to get together and share the passion for these unique bikes.

PHOTO: ROBERT COX



Buell History 1983 to 2003

On pages 3 to 6 we take a look at the first 20 years of the Buell Motorcycle Company.

We cover every motorcycle made by Buell from the 1983 RW750 race machine to the 2003 XB12S Lightning and XB12R Firebolt. This year the Buell Motorcycle Company celebrates its 25th Anniversary with special events in both the USA and UK. They've come a long way in the past 25 years – from a company making a handful of American sportbikes in a barn to one which has a global sales network and now produces approximately 10,000 motorcycles a year.

www.ukbeg.com

Visit the Groups web site for all the latest up to date information. In addition to a social forum and general chat you'll find a specific section that covers all Buell technical questions. There's a wealth of knowledge that has been built up over a period of 10 years and all of it is easy to access. Both tube-framed and XB models have their own sections that cover all known faults and popular modifications. This aspect is one of the main strengths of our web site. The 'Events & Rides' forum is the place to visit for news about what's happening and where. This section details our more formal Buell events (which are also shown within this newsletter) and locally based runs and meets which may just have 2 or 3 days notice.

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

M2 Cyclone Owners Survey

The survey can be found on pages 8 to 11. A total of 11,894 Cyclone's were produced between 1997 and 2001. The M2 has a very loyal following and many of them are



Buell XB12X Ulysses. Owner: Mark Debnam.

Mark bought his 2006 Ulysses new in July 2007 from Black Bear HD/Buell in Newmarket and as of January 2008 the bike had covered just over 2,000 miles. It started life as a standard Barricade Orange XB12X but over the winter period Mark transformed the overall look of the bike with some very neat details. He designed the 'Blueell' graphic on his own PC and then had it laser cut for the air box cover to reflect the bikes new colour scheme, which is a Volkswagen Metallic Laser Blue. The paint is deep and lustrous and looks terrific in sunlight. Adrenalin-Moto of Darlington (telephone 01325 483551) supplied the after-market rear hugger, front mudguard and fork slider protectors. The chin spoiler, screen and rear bodywork are standard Buell parts.



Black Bear HD/Buell (telephone 01638 664455) removed the wheels and had them stripped. They've been re-coated in a gloss graphite paint and the rims have been polished. While the rest of the work was being carried out Mark had the standard seat cut down and reupholstered.

One of the most striking alterations to Mark's Ulysses has been the removal of the standard passenger Buell handrails and rear mudguard. This gives the rear of the bike a cleaner, streamlined look and can be quickly converted back to standard if required.



Other than the fitting of a Remus silencer and K&N air filter, the engine is in a standard state of tune.

Mark doesn't normally use his Buell in bad weather so the lack of standard mudguards etc. isn't a problem and the bike should keep its good looks. These pictures don't really do the bike justice, you have to see it in the metal to appreciate the overall look of Mark's Buell – or should that be **Blueell**.



Buell Motorcycle Company History - 1983 to 2003

On February 19, 1998, Erik Buell announced that he had sold almost all of his interest in the Buell Motorcycle Company to his business partner, Harley Davidson, Inc. Harley had been a minority partner in the Buell Motorcycle Company since 1993. As part of the acquisition, Buell was named Chairman and Chief Technical Officer of the company and entered into a long-term employment contract with the company. Jerry Wilke was named President of the new company.

According to Buell, the acquisition was a strong signal of Harley-Davidson's continued commitment to Buell as a separate and distinct product and brand. "Now, with Harley's expanded level of support, we can move forward with the exciting plans for growth that I have been dreaming about," he said. "The purchase is a strong endorsement from Harley-Davidson for me and the entire team at Buell. Business is booming and the best is yet to come!" The acquisition was yet another chapter in the remarkable story of Buell Motorcycles and a major event in the life of company founder, Erik Buell.



ERIK BUELL

The first motorcycle designed and built by Erik Buell was the RW750 in 1983. This was a 750cc, two-stroke, "square-four", rotary-valve racing machine designed specifically to compete in the AMA Formula One road racing class. A prototype RW750 first hit the track in the AMA National at Pocono Speedway in the summer of 1983. Buell continued extensive testing and development work on the bike throughout that summer and into the autumn. His success was measured during testing at Talladega, Alabama, where it was clocked at a top speed of 178 mph. Development on the RW750 continued through 1984, a production version was released in the autumn. Just one RW750 was sold to the American Machinists Racing Team before the AMA announced that 1985 would be the last year of Formula One racing. An announcement that Superbikes would occupy the premier race class in 1986 effectively eliminated any market for the RW750.



RW750

Crushing as that may have been to lesser builders, Buell viewed the rules change simply as a setback. He went back to work, this time aiming squarely at the goal of building the first world-class sport bike designed and built in the USA. Tapping his knowledge of what works on the racetrack and his experience as a Harley-Davidson engineer, Erik Buell designed his first entry into the sport bike market, the RR1000. Powered by the Harley-Davidson XR1000 engine, the stiff, light chassis was designed to allow rubber-mounting that became a patented engineering "trademark" of Buell sport bikes. Buell's design also utilised the engine as a fully stressed member of the frame. Capping the engineering firsts was Buell's use of a rear suspension mounted beneath the motor and a shock that operated in reverse of the conventional compression-rebound practice. A total of 50 RR1000 models were produced during 1987-88 before the remaining XR1000 engines were depleted.

Buell saw the new 1203cc Harley-Davidson Evolution engine as an opportunity to continue tuning the performance and handling qualities of his bikes. With that in mind, he began redesigning the chassis to accommodate the 1203. The resulting RR1200 model was introduced during 1988, and 65 were produced for sale through 1989. Streamlining and bodywork had been a particular talent and passion for Erik Buell. Thus, his motorcycles continued to change at a measured pace through the years. In 1989, he introduced the RS1200, a two-seat version of the RR model for riders who demanded both



RR1000

world-class performance and two-up comfort. 105 of these unique models were produced through 1990.



RR1200

Five-speed transmissions were a new feature of the 1203cc engine in 1991. Buell responded to revised engine mounting points with further design improvements to the RS chassis. These bikes were the first production motorcycles to use "upside-down" (inverted) front forks, stainless steel braided brake lines and a six-piston front brake caliper. As Buell motorcycles were refined, the company's manufacturing capabilities were expanded.

Continued on page 4...

1991 was the first year in which Buell Motor Company not only designed bodywork, but also produced it in a new composite and paint shop. The result was greater quality control and improved design flexibility.

A single-seat version of the RS1200 was introduced late in the 1991 model year. Dubbed the RSS1200, it won enthusiastic approval of the motorcycle press for its lean, clean lines. A total of 40 units were built between March and August 1991. Combined production of RSS and RS models totalled 325 through 1993.



RS1200



RSS1200

beautiful lines and fluid design. A sport touring version, the S2T, was added to the line-up in 1995. The new model was named Rider

Magazine's Top Innovation that season. Together, the two models combined for total sales in excess of 1,000 units. The next year brought the introduction of the all-new 1996 S1 Lightning. The original "street fighter," the S1 Lightning defined a whole new class of "Hooligan" motorcycles. Featuring minimal bodywork, a racing-styled seat, exposed frame and the centralised mass of the 1203cc engine, exhaust system and suspension, the model was named "Hooligan Bike of the Year" by Cycle World Magazine that year.

A redesign of the Thunderbolt was also introduced in 1996 as the S3 Thunderbolt and the S3T Thunderbolt. The models continued the design evolution of sport touring motorcycles. Together with the S1 Lightning, the S3 and S3T combined for sales in excess of 2,000 units.

In 1997, the M2 Cyclone was introduced to the Buell range. With a more relaxed seating configuration and wider seat, the Cyclone helped push Buell motorcycle sales above 3,000 units.



S2T THUNDERBOLT



S1 LIGHTNING



M2 CYCLONE

The new Thunderstorm engine was introduced into the Buell line-up in 1998 as the power plant for the new S1W White Lightning model. Similar in styling to the S1 Lightning, the new bike featured a carbon fibre rear fender, bold colours, and the high output Thunderstorm engine. The S1W was named "Best Standard" by Cycle World Magazine. The



S3T THUNDERBOLT

Thunderbolt models also received the Thunderstorm engine. Sales continued to grow, and in 1998 Buell sold more than 5,000 motorcycles.

A complete redesign of the Lightning and Cyclone models was in store for 1999. New body, new frame, new suspension, larger and more comfortable seats and bold new colour offerings were available on the X1 Lightning and M2 Cyclone. The S3 and S3T Thunderbolt also received a refined seat and dramatic new colour and sport touring options. Dynamic Digital Fuel Injection (DDFI) became a standard feature on the Lightning and Thunderbolt as well. The redesign and refinements helped contribute to total sales of approximately 8,000 units world-wide during 1999.

In 1999, Buell celebrated another milestone when it officially dedicated its new 42,000-square foot Research and Development Centre adjacent to its existing facility in East Troy, Wisconsin.



BLAST

After creating a whole range of twin-cylinder motorcycles, Buell produced its first single cylinder in 2000, the Buell Blast which features a 492cc engine. The Blast is the perfect motorcycle to go after a whole new audience in the American market where this bike has received several awards for its innovation. It is also the bike with the highest quality rating and lowest warranty cost ever in the Harley-Davidson Company.

More than ever dedicated to achieve the best quality, Buell successfully completed its ISO 9001:1994 repeat audit in October 2000. This was achieved through a strong commitment to get continuous improvement, and to meet and exceed the customer expectations. Enhancing the production process even further, Buell introduced a whole new development process.

This process consists of 4 phases:

Concept

The marketing, engineering, styling and service departments meet to discuss the first concepts. At this stage, a first experimental motorcycle is built.

Proof of Concept

The main goals are defined and approved. Several R&D motorcycles are built. This is a very detailed testing phase. High mileage, high speed, traffic jams, high and low temperatures. The bikes are tested in all conditions. A council made of Buell and Harley-Davidson engineers decides if the project moves to the next phase.

Concept Durability

The bikes are still tested. The production line is set up and tested. The reliability of the bike but also of the assembly line is tested. Again, the council signs before the project moves to the final stage.

Validation

The final test. All parts are thoroughly inspected, all the tests reports are checked and signed off. All the departments sign off the final agreement.

The Blast (not available in Europe) was the first motorcycle built by Buell following this process and it has proven to be the most reliable motorcycle ever built by Harley-Davidson Inc. The X1 Lightning, M2 Cyclone, S3 and S3T Thunderbolt were also refined through this process for the 2001 model year..

In the year 2000, Buell has shipped over 10,000 units world-wide, a nearly 30% gain compared to 1999.

On the 1st of March 2001, John Hevey was named President and Chief Operating Officer of Buell Motorcycle Company. Jerry Wilke, the former President of Buell, was named Vice President and General Manager, Asia/Pacific and Latin America.

On the 1st of June 2001, Buell Motorcycles Company announced details of its 2002 model year range including a special edition X1W White Lightning model.

On the 12th of July 2001, in addition to the above models, Buell announced its most radical new model to date: The Buell XB9R Firebolt, writing a new chapter in its history. The XB9R Firebolt featured a unique combination of innovative technology: fuel in the frame, oil in the swingarm, ZTL inside-out front disc brake and radical chassis geometry including a 1320mm wheelbase and 21° front fork angle. The XB9R Firebolt was powered by a new 984cc force air cooled 45° V-Twin engine that had been developed by Harley-Davidson and Buell to deliver optimum performance, which for Buell means great torque over a wide rpm range and sufficient, controllable power, user friendliness and an increased level of reliability.

On the 16th of July 2002 Buell announced its 2003 model year featuring a 2nd model on the XB platform: the Buell XB9S Lightning.

In July 2003 Buell extended the XB range with the introduction of the XB12S Lightning and the XB12R Firebolt.

Continued on page 6...



XB9R/XB12R FIREBOLT



XB9S/XB12S LIGHTNING

World-wide Production Figures of Buell (As end of April 2003)

<u>Model</u>	<u>Year Introduced</u>	<u>Years Produced</u>	<u>Approx. Number Built</u>
XB9S Lightning 2003		2002 onwards	5109
XB9R Firebolt	2002	2002 onwards	6192
Blast	2000	2000 onwards	13400
X1 Lightning	1999	1999-2001	9386
S1 White Lightning	1998	1998	2184
M2 Cyclone	1997	1997-2001	11894
S3T Thunderbolt	1996	1996-1998, 2000	1131
S3 Thunderbolt	1996	1996	1974
S1 Lightning	1995	1996-1998	4292
S2T Thunderbolt	1995	1995-1996	500
S2 Thunderbolt	1994	1994-1996	1,500
RSS1200 Westwind	1991	1991	40
RS1200/5 Westwind	1990	1990-1992	125
RS1200 Westwind	1989	1989-1990	102
RR1200 Battlewin	1988	1988-1990	65
RR1000 Battlewin	1985	1987-1988	50
RW750	1983	1984	1



Two-year fixed insurance offer on all 2008 Buell motorcycles

Purchasers of new Buell motorcycles may be eligible for a two-year fixed price insurance deal. The competitive premium offers comprehensive cover for just £275 per year on all models – including the new 2008 XB12XT and 1125R – with the option to renew for a second year at the same cost.

The promotional deal – which launches on Monday 11 February – is aimed at helping to make motorcycling more accessible and affordable to riders aged between 25 and 79. The insurance offer is available at all authorised Buell dealerships in the UK, Channel Islands and the Isle of Man. Motorcyclists in Northern Ireland can also benefit from the offer at a cost of £325 per year.

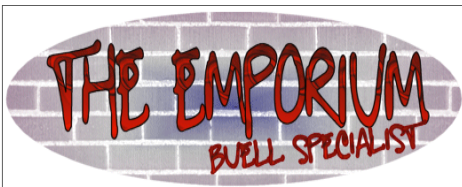
Restrictions on rider eligibility are minimal and can be explained in full by staff at local dealerships. The offer from Harley Rider Insurance runs until 30 June 2008 and encompasses all air-cooled and liquid-cooled models in the range.

Buell's 2008 model range has something for everyone with the versatile Ulysses, its adventure sport touring counterpart, the XB12XT, and the Lightning range, which provides options for commuters, female motorcyclists and taller and shorter riders.

In the performance stakes, the 1125R replaces the popular XB12R Firebolt in the 2008 model line-up. It has an increase in horsepower of 46bhp over its predecessor, making it Buell's most powerful production motorcycle to date. However, the focus on performance and handling – as opposed to top speed – has been retained in the motorcycle's design along with the Trilogy of Technology concept.

Buell was the first manufacturer to use a fuel-in-frame design to achieve the optimal centre of gravity, which helps to make quick direction changes seem effortless. The other two key design components are chassis rigidity for improved cornering and low unsprung weight for increased stability. When combined with competitive insurance, purchasing a new Buell motorcycle is an opportunity that is too good to miss.

For further details of this offer, to check your eligibility and book a test ride please visit your local dealer. Details of Buell dealerships can be found by visiting www.buell.co.uk or telephone 0871 423 1430.



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

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

UKBEG Buell Weekend – Germany – 22nd to 26th August 2008

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

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



To book, contact Klaus direct: telephone 00 49 2671 7116 or e-mail

info@hotelzurpost-klotten.de Please quote **'Buell Weekend'**.

Special rates per person, per night, inc. breakfast and 3-course evening meal:

Double/twin rooms = 59 Euro. Single rooms = 68 Euro. Apartment guesthouse = 55 Euro.

The Hotel zur Post is part of the 'Motor Bike Hotels' group and can offer free garage parking, dry-room, service/repair corner and wash place. They also offer



guided tours free of charge. The picturesque village of Klotten is ideally placed

for the Mosel Valley, Eifel Mountains,

Hunsrück Mountains and the world famous Nürburgring. This region contains some of the finest roads in Germany and

UK Buell Enthusiasts Group Events Diary 2008

There's a full program of UKBEG Buell events and meets taking place in 2008. The **Events Diary**, within our web site www.ukbeg.com, 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 .

March 16th	Sunday	UKBEG Buell Day	Brooklands, Weybridge, Surrey.
March 22nd	Saturday	UKBEG 10th Anniversary	Black Bear HD/Buell, Newmarket, Suffolk.
March 23rd	Sunday	UKBEG 10th Anniversary	Ride Out to Snetterton BSB Preview.
March 29th/30th	Saturday/Sunday	Buell @ Bikesafe	London Bikesafe Event.
April 6th	Sunday	Harleyworld Buell Day/Photo Shoot	Chesterfield, Derbyshire.
April 7th	Monday	Buell Ride Out Tour	Lysley Arms, Chippenham, Wiltshire.
April 13th	Sunday	UKBEG Buell Meet	RAF Cosford, Shropshire.
April 27th	Sunday	UKBEG ride out to an American Auto Meet	Swinderby, Lincolnshire.
May 13th/18th	Tue to Sun	UKBEG NW200 Trip	Northern Ireland.
May 16th/18th	Fri to Sun	Buell @ BMF Show	Peterborough.
May 20th	Tuesday	Buell Experience Day	Cadwell Park, Lincolnshire.
May 24th	Saturday	UKBEG visit to Santa Pod	Euro Drag Racing Champs, Wellingborough,
Northants.			
May 25th	Sunday	UKBEG Buell Day	Sammy Miller Museum, Hampshire.
June 1st	Sunday	UKBEG Buell Meet	The Falkirk Wheel, Scotland.
June 3rd	Tuesday	Buell Experience Day	Mallory Park, Leicestershire.
June 8th	Sunday	Buell Ride Out Tour	Devils Bridge, Cumbria.
June 9th	Monday	Buell Ride Out Tour	Flyde Coast Bike Meet, Lytham, Lancashire.
June 13th/15th	Fri to Sun	UKBEG Yorkshire Weekend	Ingleton, Yorkshire Dales.
June 21st/22nd	Saturday/Sunday	UKBEG Buell Weekend/BBQ	Dockgate 20 HD/Buell, Southampton.
July 2nd to 6th	Wed to Sun	Buell Motorcycles 25th Anniversary	Wisconsin, USA.
July 19th	Saturday	UKBEG Main Event	Lincolnshire Aviation Heritage Centre,
		Emma Radford Buell Festival	East Kirkby, near Spilsby.
July 26th/27th	Saturday/Sunday	Adam's Birthday Bash	Oswestry, Shropshire.
August 9th/10th	Saturday/Sunday	UKBEG Classic Racing Weekend	Cadwell Park, Lincolnshire.
August (dates TBC)	Fri to Sun	Buell Motorcycles 25th Anniversary	UK Location TBC.
August 19th	Tuesday	Buell Experience Day	Cadwell Park, Lincolnshire.
August 22nd	Friday	Buell Experience Day	Mallory Park, Leicestershire.
August 24th	Sunday	Buell Ride Out Tour	Boxhill, Surrey.
August 22nd/26th	Fri to Tues	UKBEG Germany Weekend	Eifel Mountains/Mosel Valley/Nurburgring.
September 7th	Sunday	UKBEG Buell Meet	Llanberis, Snowdonia.
September 21st	Sunday	UKBEG Buell Meet	Haynes Museum, Sparkford, Somerset.
October 5th	Sunday	UKBEG Stand	Copdock Motorcycle Show, Suffolk.
October 19th	Sunday	UKBEG Buell Meet	Haverthwaite Railway, Cumbria.
December 28th	Sunday	UKBEG 'Cabin Fever' Meet	National Motorcycle Museum, Solihull.

Buell M2 Cyclone Owners Survey

Forum member 'Mirman' submitted these details of his M2: I had my 2001 Yellow M2 for around 3 years. Tyres, best were Dunlop 207's, Bridgestone's a close 2nd but a tad twitchy in the dry but fine in the wet.

Faults; Rocker cover gasket oil leak, a simple replacement cured that. A corroded alternator terminal which then broke on the way to the 2006 UKBEG Cabin Fever run resulting in a RAC call out at Warwick services. Drive belt failure after 14,000 miles.

Improvements; Performance chrome air filter assembly (which I still get stick over) and a 42mm Mikuni carburettor, which gave a much smoother response and more grunt. I lowered the gearing by changing the primary pulley which resulted in more torque to the rear wheel and better useable gearing around town, though it made motorway runs a little buzzy. Renthal bars for more forward lean making motorway riding much more comfortable. I also fitted a revcounter because it was one of the last Cyclone's to be produced without one.

I've done two up and solo riding, toured Devon, used it as a commuter bike 50 miles a day when I could. Regular visitor at DG20, Poole bike nights, Sammy Millers, Brooklands circuit, Goodwood race track, Brighton Burn Ups and the Ace cafe. It was an easy bike to maintain, though the electric's need keeping an eye on especially where vibration can cause chaffing to insulation resulting in water ingress or shorts to occur.

Overall I loved the bike but personal reasons resulted in a very reluctant sale last year, I have now just purchased a younger X1 Lightning, which is also yellow. Just to keep my KTM 950smr company, honest!



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Sunday 6th April 2008

Buell Day & Photo Shoot

To celebrate our 7th Birthday and Buell Motorcycles 25th Anniversary, we are holding a Buell Day and photo shoot

The main photo shoot will be the longest line-up of Buell's ever assembled, as well as individual bike shots. Each Buell owner attending will receive a commemorative T-shirt with the main photograph printed on it.

Come and be part of something special. There will be food, music and other activities.

Pictured left is last years birthday celebration when over 100 Sportsters attended.



Buell M2 Cyclone Owners Survey

Robert van Elst submitted these details of his M2: A 2000 model in lovely yellow. Bought new as a left-over wall-flower from a showroom in 2001.

Best tyres and what sort of wear rates:

I am no tyre expert at all but this is what I used and how long they lasted – I always change tyres as pairs:

- 2 pairs of Dunlop 207: not as bad as many say once warmed up. Strangely the 160 rear works better than the standard 170 which seems “too wide” on a 5” rim. These lasted around 4,000 miles.
- 3 pairs of Bridgestone 020: not as good as many say, although they grip better in the cold and wet than Dunlop. The 170 size fits well. Strong cupping on front tyres, wear quicker than rears! Lasted 5,000 miles although best is over long before that.
- 1 pair of Bridgestone 010: none of the 020 issues, excellent! Lasted 4,000 miles but are still fine when worn.
- 4 pairs of Metzeler Roadtecs Z6: Work & wear very well on the Cyclone, last well over 5,000 miles. They’re virtually identical to Pirelli Diablo Strada
- I’ve just fitted new Avon Storm ST, the updated version of the Azaro. I haven’t tried them yet, I only know they work very well on my Yamaha..

Fuel consumption: 40 to 55 mpg, 50 mpg average.

Faults (as if)

- Most curious finishing details: wrongly wired fuse-circuits, front/rear luggage straps under seat were fitted the wrong way round. Main beam switch was also dysfunctional/overlooked when the bike was delivered. Luckily the engine was not missing.
- Seat-screw tends to vibrate loose – simply tighten up before every ride. Airbox screw on front engine mount too. The X1 mount without the airbox mount works fine, the mount is just a pain and not needed.
- Plenty - yet relatively minor electrical issues. It helps to replace relays, plug-cables and switches for mainstream alternatives and change or secure the speedo feed.
- Gearbox repair (over-tight belt, doh!), a series of snapped front engine mounts (no wheelies, honest), 2 rear isolators (latest version fitted now), broken rectifier/regulator bracket (but not the rectifier/regulator), seized rear-brake caliper, 3 rear shocks (2 old models and 1 new one: all started leaking), 2x leaking rocker-cover gaskets and 1x front push-rod seals – James alternatives last well.
- More than average change of wheel and headstock bearings. Interestingly, repairs go down with age and the increase in mileage.

Popular modifications:

K&N air filter (in standard box), Kwieta-can “by Mickey” exhaust. I still fit the OE can on long trips to Europe because it’s (even) quieter. US rear sprocket, part of the electric’s, including ignition lock.

The bike has covered almost 47,000 miles and the engine is still fine. No oil consumption, mechanically quiet, even the oil-pump gear looked like new a few hundred miles ago. The front engine mount is still my biggest worry. I run a billet one and intend to replace the bolts every 10,000 miles or so to beat metal-fatigue. Parts are getting rare and expensive so I regularly buy stuff from eBay to stock up.

It’s a great bike. I’ve never owned a bike this long and still not bored by it at all!

Robert Cox submitted these details of his M2: My Cyclone was first registered in October 2001. I am the 2nd owner having bought it in March 2007. The bike is standard apart from the addition of a beautiful sounding Wileyco stainless steel exhaust. The current mileage is 9,600. Fuel consumption is usually around 52 mpg and never less than 50 mpg.

I’ve had a couple of problems;

The pesky sidestand switch caused me few embarrassing moments, deciding to cut the engine during overtaking, or not allowing me to pull away etc. I had no idea what was causing it – fuel starvation, plugs or electric’s maybe?

Anyway the problem was quickly diagnosed when I went on the forum and Maz told me to remove the side stand switch all together. Hey presto problem solved - no more misfire or engine cut outs.

It has a warped front disc, which is what the bike came with when I bought it - a 2nd hand one [albeit wavy] was procured from one of the good folk on the forum. I’ve not fitted it yet as I’m trying to repair the garage roof which leaks like a sieve but hey, I’m getting there...

Lastly, in the MOT recently, it came to light that I had a stone poking through the centre of the drive belt... DAMN... as I know what a bind it is to fit a replacement.



Continued on page 10...

Buell M2 Cyclone Owners Survey

Anyway, I've taken out the stone and seeing as the damage was central will monitor it until such time as the garage roof is repaired and I have a spare weekend! One good thing about living on the Isle of Wight is that if anything breaks then nothing is very far away! I remember that the previous owner told me that the only time the bike failed for him was when a fuel sensor [or something similar] failed. It was quickly and cheaply replaced.

The tyres are Bridgestones and are superbly grippy even on the less than perfectly smooth island roads. Having only covered about a 1000 miles so far I can't really comment on the wear/rate however there seems to be plenty of tread left.

I love riding this bike. It's got so much torque that riding on the Isle of Wight's twisty roads is a delight. It sounds fantastic and looks good too.

Forum member 'Muzza' submitted these details of his M2: I've owned my yellow Cyclone since 2002. I'm the second owner as the stand broke for the first and damaged handlebars, tank, indicators and front mudguard – so I managed to acquire her for a discounted price! I just love the bike and have now covered 14,000 miles on it and been round Europe fully loaded for 3 weeks.



Faults have been minor, at about 6,000 miles the speedo sensor wires rubbed on the frame and I had Oxford Harley change for a new one and they re-routed it for me. After our trip to Europe (total 10,000 miles) the back cylinder gasket between crankcase and barrel started to weep a little. Other than that I've had no major issues. I have fitted a Hyper-charger in yellow to match the rest of the bike and had the carburettor re-jetted as I couldn't stand the 'lunchbox' style intake. Though I have to say that the Hypercharger hits my knees and on a

long ride can become annoying. The rubber breather tube that was supplied with it kinked after awhile and spat oil everywhere! I thought I had blown her up it was that bad!!! I've put some Samco silicon hoses on now and they work a treat. I fitted a Scorpion end can which I shortened and made it re-packable (for MOT time) with steel wool. I had to fit a Vance & Hines header bend to accommodate the end can.



My tyre choice was always Bridgestones but it devoured these at an alarming rate. Changed to 020's and also no good. I think it was something like 2,000 miles on them, but I can't really remember. I was told it might be the weight of the machine? Anyway, I now have a set of Michelins 2ct's and they are awesome!! They get to temperature quick and the dual compound works really well. Not much wear as yet. I think the fuel consumption is acceptable. On my trip around Europe (a highlight for me and a mate as I'm a Kiwi) I got 150 miles to a tank with two saddle bags and tank bag fully loaded. My mate on his Gixxer thou was getting a fair bit more being fuel injected I guess. If you really open her up consumption drops like a stone!!! 3 laps round the Nürburgring confirmed this!!

All in all I really enjoy the bike, easy to work on, handles great, turns heads, and oh, the sound, CAN'T BEAT THE SOUND!

Forum member 'Spook' submitted these details of his M2: I've got a 1999 M2 Cyclone in black. Done a bit of work to it and am just putting an S1 backend on. In standard form the bike was very good, very comfortable and pretty economical. It runs Dunlop sport tyres which have been good so far.

It has an after-market air cleaner, Mikuni 42mm carburettor and a Megs force can (from Mich) which is very loud but I still went to the Manx GP on it last year and it was very economical even fully loaded and on motorways. The handlebars are the most comfortable I've ever used.

EBC discs and pads make a massive difference. I've had an XB9R and briefly an X1 and XB12S. None suit me more than the M2. One recommendation though, it should have come with a tacho as standard instead of making everyone upgrade. One complaint, the rear brake is absolute crap and I could do with a better one, but what to fit????

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Buell M2 Cyclone Owners Survey

Forum member 'Conquistador' submitted these details of his M2:

M2 Cyclone 2001, mileage when bought 1,934, 27 Feb 2003. Mileage to date is nearly 18,000.

Bridgestone BT 020 tyres, average 4,000 miles rear, 9,000 miles front but illegal then! Run at 30 PSI front, 36 PSI rear when solo.

US gearing fitted May 2004.

Buell sculpted seat with piping fitted.

Speedo sensor replaced at 8,000 miles.

Broken gear shift spring replaced at 8,000 miles.

Drive belt snapped at 13,000 miles.

Front engine mount snapped at 13,500 miles.

AST shock fitted at 17,000 miles.

New alternator fitted at 17,500 miles.

2 new oil pressure switches fitted.

I've changed the oil every 2,000 to 2,500 miles.



Both rocker cover gaskets replaced by home made ones, much to the disgust of Maz who says they will fail – the rear one's been on for 12,000 miles now and it's still OK!

K&N air filter, breather catch can (another home made) and Vance & Hines exhaust fitted.

I also have a Ventura luggage rack system for touring.

Alloy foot pegs and alloy front pulley cover fitted.

Rear indicators moved back slightly to allow panniers to fit better.

Nearly 18,000 miles on it now and a very slight oil weep developed from the casing joint directly behind the oil filter. Apart from that, it doesn't use a drop of oil and hasn't done since about 5,000 miles.

Fuel consumption probably averages around 40 to 44 mpg.

To avoid the carburettor icing in the winter I stick a bit of methanol in the tank - around 50 to 100ml per tank full once it falls below 2 or 3 deg C.

The only other thing I can think I have changed is the two relays, both at 4,000 miles.

Oh, and it's yellow.....!



2008 Buell XB12X Ulysses - Owners Update



By Chris Jessop: Following on from my first impressions article which appeared in the Winter 2007/2008 issue of American Thunder, I thought I'd write a short update on how the new version of the Ulysses has performed since I took delivery from Black Bear, in Newmarket, on the 3rd November 2007.

The bike has now covered 2,900 miles. Considering the past 4 months have seen the worst of the winter weather I've managed to build up a decent mileage from only occasional use. The Ulysses continues to impress. It's the sort of bike you just want to jump on and ride, preferably somewhere far away! This bike does everything I ask of it with plenty of character and poise. I'm 6ft 3" and the riding position suits me perfectly.

The engine produces plenty of power and torque in the mid range – even in its Euro 3 restricted form of 94 hp and 77 ft lbs. US spec 2008 XB12X's produce 103 hp and 84 ft.lbs. Their larger bore header pipes (part number s0101.1aa) and less restrictive muffler (part number s0110.1aa) can be fitted straight onto the European model to liberate the lost power.

At the first service Black Bear supplied and fitted a Touratech pannier system. The mounting frames are 18mm diameter steel which are powder coated. They mount very easily and the quality is excellent – though I replaced the supplied black fasteners with stainless steel versions. The aluminium 35 litre ZEGA cases are also high quality. I bought the rather nifty inner bags as an optional extra. The Touratech system costs approx. £200 less than the official Buell (Hepco & Becker) cases and frame.

My only complaint about the bike so far is the poor quality of the standard fasteners and muffler. I'm replacing these with stainless steel versions over a period of time.



New Buell for 2008 - Ulysses XB12XT

Announced on January 21st 2008, the new Buell Ulysses XB12XT features a specially-tuned shorter travel suspension and lower standard seat height, standard tall windscreen, Pirelli Strada sport touring tyres and standard lockable top box and side luggage cases. Priced at £8395.00 on the road, the new model is expected to be available from March.



Based on the Buell Ulysses adventure sport bike, the XB12XT focuses on paved road performance. Suspension springs and damping are optimised to soak up road imperfections, which allow a reduced suspension travel, resulting in a lower ride height and thus a lower centre of gravity.

With a commanding riding position behind wide handlebars, the XB12XT has a tall front screen to buffer the wind.

Heated hand-grips are fitted as standard. The grips are rated at 18 watts per side on the high setting and 11 watts per side on the low setting. The XB12XT has two 10 amp/12-volt accessory power outlets (on the dash and under the seat) and an integrated helmet lock. In addition to lockable and detachable side and top luggage cases the XB12XT has an additional storage compartment under the textured seat, while the 16.7 litre fuel-in-frame reservoir gives the XB12XT substantial riding range.

The Ulysses XB12XT is also ideally suited for pillion riding with a comfortable passenger seat, innovative multi-function Triple Tail backrest and sturdy grab rails. The XB12XT features fully



adjustable Showa suspension front and rear for ample ride comfort, agility and versatility. The 43 mm inverted front forks and rear shock with remote reservoir and dial adjust spring preload accommodate a wide range of riding styles and conditions, as well as passenger and luggage weight. A new progressive urethane bumper

spreads compression forces to help absorb the rigours of uneven road conditions while the XB12XT is fully loaded. Overall suspension travel is 125mm, while ground clearance is 151mm with a seat height of 780mm. When the road is exhilarating and twisty, the XB12XT is a truly exciting sport motorcycle, propelled by the latest 2008 spec 1203cc Thunderstorm V-Twin that produces 94 hp @ 6800 rpm and 104 Nm of torque @ 5500 rpm.



The superior handling of the XB12XT comes from Buell's Intuitive Response Chassis and a combination of patented innovations which focus on the Buell Trilogy of Technology: mass centralisation, chassis rigidity and low unsprung weight.

Mass centralisation is achieved through innovations like carrying fuel in the frame and oil in the swing arm, as well as Buell's underslung InterActive Exhaust system. Low unsprung weight is provided by the patented Zero Torsional Load (ZTL) braking system, which transfers braking force directly to the rims allowing a lighter front wheel, while Buell's Immediate Throttle Response Goodyear Hibrex drive belt reduces unsprung weight at the rear.



Reduced unsprung weight also helps the Pirelli Diablo Strada tyres stay in contact with irregular road surfaces.

A commemorative Buell 25th Anniversary graphic with Erik Buell's signature is placed on the handlebar clamp.

The Ulysses XB12XT is offered in a new colour, Racing Red, in addition to Thrust Blue and Midnight Black, both with Magnesium Tone wheels.

