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American Thunder

Spring 2009

Newsletter Of The Independent
UK Buell Enthusiasts Group

UK Buell Enthusiasts Group



PHOTO: BUELL UK

UKBEG - 11 Years Old

The UK Buell Enthusiasts Group is 11 years old this April. It doesn't seem two minutes since I was writing about our 10th Anniversary – time flies when you're having fun!

We fully intend to have lots more fun in 2009 – which looks as though it's going to be our busiest year ever.

Our ambitious target for 2009 is to raise £2,500 for UKBEG's adopted charity, the Papworth Hospital Cystic Fibrosis Unit. See page 2 for details of this year's fund-raising events and our new online donation facility.

The UK Buell Enthusiasts Group web site will shortly undergo a major redesign – making it the best independent Buell site on the internet. Visit www.ukbeg.com for all the latest news and information.

Buell X1 Lightning

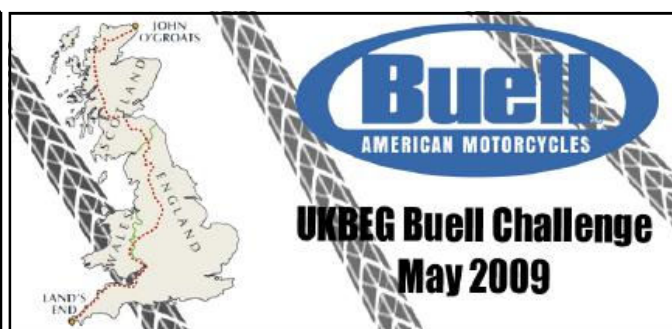
This issue is dedicated to the X1 Lightning. The later versions produced in 2001/2002 are considered by many enthusiasts to be the best tube-framed Buell ever made. A total of 11,889 were produced between 1999 and 2002. Within this issue we have 16 pages devoted to the X1 Lightning and we would like to thank all of the contributors for their assistance.

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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



The UKBEG Buell Challenge takes place over the weekend of 2nd/3rd May. It is the biggest event ever organised by the UK Buell Enthusiasts Group and has support from Buell UK.

The purpose of the UKBEG Buell Challenge is to raise money for our adopted charity, the Papworth Hospital Cystic Fibrosis Unit, and have fun on our Buell motorcycles while doing it!

Full details of this event appear on pages 3 and 4.

UKBEG Emma Radford Memorial

Papworth Hospital
NHS Foundation Trust



Since April 2004 UKBEG has raised approximately £2,800 for the Papworth Hospital Cystic Fibrosis Unit. This money was raised in memory of Emma Jane Radford, a UKBEG member who passed away on the 22nd April 2004, aged just 26.

The main source of these funds has come from a proportion of the admission charge at our annual main event, the UKBEG Emma Radford Buell Festival, which is held at the Lincolnshire Aviation Heritage Centre, East Kirkby, near Spilsby. Additional funds have been raised from the sale of items kindly donated by both Buell UK and Buell USA.



In 2009 we have two events which will raise money for Emma's charity – our annual main event in East Kirkby on Saturday 18th July and the UKBEG Buell Challenge over the May Day Bank Holiday weekend of 2nd/3rd May. The UKBEG Buell Challenge is an endurance run for Buell motorcycles from Land's End to John O'Groats (or vice versa) over a period of no more than 36 hours. For further details about the UKBEG Buell Challenge see page 3. The registration form for this event appears on page 4.



We've created a donation page in Emma's memory on the Papworth Hospital fundraising web site. The page allows online donations to be made 24/7 from any location. Our ambitious target for 2009 is to raise £2,500. Together with the events mentioned above, the donation page should help us to achieve this target.

Please visit: <https://www.bmycharity.com/V2/ukbeg> for details of how to make an online donation.

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

Pictured left is Emma with Barney at the 2003 event in East Kirkby.

A message from Papworth Hospital

Online fundraising

Donating through <https://www.bmycharity.com/V2/ukbeg> is simple, quick and secure. It is the most efficient way to give – so every donation goes further – and if you are a UK taxpayer and give Gift Aid consent the charity will receive an extra 28% at no cost to you.

Heart and lung disease are the two main causes of death in the UK population. Papworth Hospital NHS Foundation Trust is the UK's largest specialist centre in the fight against these diseases. Please help us to sustain our patient-focused service and carry out pioneering research to help future patients.

You can give as much or as little as you would like; it all helps! Every donation no matter what size will help Papworth Hospital to continue its vital work - transforming lives every day.

If you would like any help or information on charity activities and challenges that you can get involved in, please ring us on 01480 364237 or email fundraising@papworth.nhs.uk

Thank you on behalf of all the patients and staff for supporting Papworth Hospital!

Papworth Hospital is registered charity number 1049224.

UKBEG Buell Challenge - 2nd/3rd May 2009

The UKBEG Buell End to End Challenge will take place over the May Day Bank Holiday weekend of 2nd/3rd May 2009. The purpose of the Challenge is to raise money for UKBEG's adopted charity, the Papworth Hospital Cystic Fibrosis Unit, in memory of Emma Jane Radford, a member of the group who passed away in April 2004, aged just 26.



The Challenge involves riding from Land's End to John O'Groats (or vice versa) over a period of no more than 36 hours. It is an endurance run for Buell motorcycles but all makes are welcome to take part. Approximate distance using AA Route Planner: John O'Groats to Lands End via Preston = 840 miles.

The UKBEG Buell Challenge is being supported by Buell UK and we would like to thank Allan Brownridge of Buell UK for supplying the official Buell/UKBEG event T-shirts and stickers free of charge.

The only 'compulsory' aspects of the UKBEG Buell Challenge are that you must visit the midway checkpoint at Preston HD/Buell on Saturday 2nd May between 9.00 am and 7.00 pm and take a photograph of your bike at the start and finish points. Full details of recommended accommodation and route will be issued with each event pack but participants are free to choose their own accommodation and route.

To formally register for the event please complete the form on page 4 – which also contains additional information.

Editors note: This is the first time we've managed to have an 'official' Buell press release issued for a UKBEG event. We would like to thank Buell UK and RBP Publicity for their assistance and support.

Official Buell press release for the event – issued 5th March:



No May Day Required For Challenging Buell Event

Buell enthusiasts looking for a more challenging way to spend their May Day Bank Holiday weekend are invited to take part in the UK Buell Enthusiasts Group (UKBEG) Buell Challenge and raise money for an excellent cause.

The contingent will ride 840 miles via Preston from Land's End to John O'Groats on 2nd and 3rd May to raise money for the Papworth Hospital Cystic Fibrosis Unit. Preston Harley-Davidson is supporting the event with a technician on hand on Saturday 2nd May from 9.00 am to 7.00 pm. All riders must stop at the dealership for a photograph with their bike.

Photographs must also be taken at the start and end points to verify that the journey was completed. The ride – organised by UKBEG founders Chris and Jane Jessop – is in memory of UKBEG member Emma Jane Radford, who passed away in April 2004 at the age of 26.

Registration costs just £13 and includes an event T-shirt, sticker, sponsorship form, route guide, Preston Harley-Davidson fact sheet and registration card for use at the dealership. £10 from each registration fee will be donated to the designated charity.

"This is a great opportunity to get out and ride with like-minded people," says UKBEG's Chris Jessop, "and a good way to explore some of the UK's best riding roads. Emma Jane was a valued member of UKBEG and I'm proud to be taking part in the ride-out in her memory and to help raise vital funds for the Papworth Hospital Cystic Fibrosis Unit.

"I'd like to thank Preston Harley-Davidson and Buell, who are supporting us this year and have agreed to stay open for two hours longer than usual on the Saturday. I hope their commitment is a signal of things to come with extra support all round."

For further information, please contact Chris Jessop at c.jessop@hotworkct.com or visit www.harleydavidson-preston.com Closing date for entries is Friday 17 April.

Registration Form - UKBEG Buell Challenge - 2nd/3rd May 2009

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

The closing date for entries is Friday 17th April.

Your full name: _____ Forum name _____

Your address: _____

Your postcode: _____

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

Your telephone number: _____

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

Preferred starting point – Land's End or John O'Groats: _____

The registration fee is £13.00.

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

For your £13.00 registration fee you will receive*:

An official Buell/UKBEG event T-shirt and sticker.

Sponsorship forms.

Route guide.

Preston HD/Buell fact sheet.

An event registration card for use at the middle distance check point.

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

£10 from each registration will go towards the charity. The remaining £3.00 covers P&P etc.

Please send this completed form and payment to:

**UK Buell Enthusiasts Group
PO Box 271
Dewsbury
WF12 0WA**

The UKBEG Buell End to End Challenge will take place over the May Day Bank Holiday weekend of 2nd and 3rd May 2009. The purpose of the Challenge is to raise money for UKBEG's adopted charity, the Papworth Hospital Cystic Fibrosis Unit, in memory of Emma Jane Radford, a member of the group who passed away in April 2004, aged just 26.

The Challenge involves riding from Land's End to John O'Groats (or vice versa) over a period of no more than 36 hours. The total distance by road between the two points is approximately 874 miles. It is an endurance run for Buell motorcycles but all makes are welcome to take part.

UKBEG Cabin Fever Meet - Sunday 28th December 2008

This was the fifth UKBEG Cabin Fever Meet held at the National Motorcycle Museum in Solihull and the last event of a very busy year. The weather was mainly dry but very cold and this affected the attendance. Having said that, it was a very enjoyable end to the 2008 events season.

A special mention must go to Steve Hopkins who greeted everyone with mulled wine – a welcome touch on such a cold day!

We had 4 Buells at this meet plus a selection of other makes.

Enough people turned up to make it worthwhile and everyone enjoyed a

warm meal in the self-service restaurant. A few also went round the museums superb collection of British motorcycles. This extends to 5 large halls. The collection contains many rare examples dating from the early 1900's through the glory years of the 1950's and numerous prototypes made in the final years of a once flourishing motorcycle industry. Hall 5 is dedicated to race machines. 'Slippery Sam', a 3-cylinder T150 Trident, IOM TT race winner, is probably the best known bike in the collection but there's also fearsome looking Vincent drag bikes, Manx Norton's, BSA Gold Star's and an AJS 'Porcupine'.



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

There's not much to report since my last update in the Autumn 2008 issue. As of 26-02-09 my 15 month old Ulysses has now covered 13,900 miles.

The bike continues to be 100% reliable and despite the winter weather, I've managed to clock up another 1,000 miles with only occasional use. It has seen some salt but it's been washed down straight away after each ride. The finish of the bike hasn't suffered at all and it still looks like new. Shortly after taking delivery in November 2008 I replaced most of the cosmetic fasteners with stainless steel versions.

This is the bikes service record to date:

527 miles	Maz Matsell optional engine oil and filter change. Engine breather modification.
962 miles	Black Bear 1,000 mile service.
1,972 miles	Black Bear fitted Free Spirits tensioner and RSS right hand air scoop.
5,116 miles	Black Bear 5,000 mile service. New rear Pirelli Scorpion Sync fitted – optional, nail in tread. Rear wheel bearings OK.
10,370 miles	Black Bear 10,000 mile service. New front Pirelli Scorpion Sync fitted. Front wheel bearings replaced under warranty.
13,245 miles	Dip beam H7 bulb replaced.
13,407 miles	Black Bear fitted new rear Pirelli Scorpion Sync – bearings OK. Powder coated standard silencer fitted under warranty.





'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 German Weekend - 26th to 30th 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's a first come, first served arrangement.

UKBEG Cumbria Weekend - 12th to 14th June 2009

Arrive Friday 12th and depart Sunday 14th June - staying a total of 2 nights.

Location: Kirkstone Pass and Brotherswater in Patterdale, which are just 3 miles apart.

The Kirkstone Pass Inn offers B&B accommodation and a bunkhouse.

Their web site: www.kirkstonepassinn.com

Their address: Ambleside, Cumbria. LA22 9LQ.

Phone: 015394 33888.

The Sykeside Camping Park and Brotherswater Inn offer camping, B&B accommodation and several bunkhouses.

Their web site: www.sykeside.co.uk

Their address: Brotherswater, Patterdale, Cumbria CA11 0NZ.

Phone: 01768 482239.

Please book direct with the location of your choice. There are a limited number of rooms available so you're advised to book sooner rather than later.



Buell Product Review

Buell Ulysses Triple Tail Backpack – review by Chris Jessop:

Part number: 97020-08Y. UK Retail = £107.93.

This was a late Christmas present from my wife, Jane. Black Bear HD/Buell in Newmarket ordered the backpack for us and we collected it during a visit to their dealership on the 24th January. During the normal riding season I usually ride my Ulysses solo, with Jane riding her Moto Guzzi, so having a piece of luggage where the pillion normally sits isn't a problem.

The Buell Ulysses Triple Tail Backpack is a quality, well made piece of kit. As the name suggests, this backpack slips over the triple tail pad and is fastened securely by means of a built-in plastic strap buckle. The 'pocket' which fits over the triple tail pad grips it firmly with elastic in the seams. It's simple to fit and remove. Gone are the days of frayed elastic cords and soft luggage which can slip or move about. For increased visibility there's a white reflective trim around the triple tail mounting 'pocket'.

The backpack has three main sections and a small pocket on the top, near the robust carrying handle. This piece of luggage has clearly been designed by a motorcyclist. It's so practical with

separate storage areas within each section for smaller items. You don't have to rummage around for things. Everything you may want to carry can be safely stowed away. One of the sections (A) is padded and designed to take a laptop with a secure internal strap for safe transportation. You can also use this piece of luggage as a normal backpack. The rear section (B) unzips to reveal padded shoulder straps. The triple tail 'pocket' simply rolls up and is secured by built-in straps when worn as a backpack.

The Buell Ulysses Triple Tail

Backpack is equipped with good quality sturdy zips and the material used in its construction is very durable. It comes complete with a rain cover. If you lose or damage the rain cover it can be bought separately – part number 97021-08Y. The recommended load weight limit is 7.7 kg or 17 pounds. It will easily carry enough gear for one or two nights away from home. I reckon the price of £107.93 is reasonable for such a practical, well made, piece of genuine Buell



Buell X1 Lightning Owners Survey

2000 X1 Lightning

Owner: Forum Member 'GB'

This is GB's (Graham's) 2000 X1, he's had it about three years now. When he bought it, it already had a few modifications done; the main ones were the Forcewinder, rearsets, tank accents and of course Maz's favourite the Braking wave disc.

He had it a few months when the first problem struck at the UKBEG Emma Radford Buell Festival at East Kirkby, a broken bolt going into the head on the front isolator mount. The bike was consequently trailered up to Maz to have the offending item spark eroded out, then the mount replaced later with a NRHS billet one, while it was there it had the primary tensioner upgraded and a general look at.

Since then it's gone through a number of changes, the suspension has been set up for Grahams riding style with the latest black nitrided AST rear shock and Hyperpro converted front forks, the brakes have also been tweaked with a GSXR1000 front master cylinder and CRG levers, with braided hoses supplying the fluid to the front and rear, with a Metchamex Brembo rear caliper waiting in the wings for the rear.



The engine has come in for some treatment too, with Axtell NRHS barrels and forged pistons taking the capacity out to 1250, the stock exhaust was replaced with the hard to find Buell race system. Putting the fuel in is a map supplied by Twin-motorcycles in Holland with the O2 sensor turned off courtesy of ECM spy. XB rocker covers and alloy catch tank take care of the oil breathing and an alloy Metchamex oil tank takes care of the cooling and increases the bikes oil capacity. The bikes gearing is lowered through the primary drive saving the need for pulley and speedo changes, but this has put more strain on the drive train so the clutch has been changed to an extra plate Energy one unit with a 15% stronger spring and 12% greater surface area. Riding position is also tailored to suit Graham with a Corbin seat, Renthal bars and those rearsets giving him the required ground clearance for trackdays.

Now for the pretty bits, most of Graham's modifications are done to improve the ride, handling and performance of the bike but there are some neat bits like NHRS billet pushrod seal covers, Buell trim around the dash, Buell axle covers (sorry Maz; GB) polished pulley skin, RRC pulley cover, CRG mirror, one off points cover, polished swing arm and now a powder coated subframe. This has been matched to the nuclear blue frame, in

Graham's words "It's not perfect but it's pretty damn close and it's different too" He's also fitted a polished Banke alloy undertray, these normally come powder coated black but Graham had it stripped then polished it himself as he did the stainless number plate holder.

Before the bike was converted to a 1250 it was dynoed at just under 100rwhp, Graham, and a few who have ridden with him now think it tops 100bhp. It makes the stock speedo redundant and gets into the eleven's at Santa pod. What's next? Well NRHS stage 2 heads are on the shopping list and probably some cams, but for this year he can see it staying as it is and just enjoying it.

Graham would like to thank everyone who's helped him build and keep this bike on the road, that includes Mo and Steelworker for the late nights in the garage, Aerocoat for their blasting and coating, the suspension God that is Ronnie at AST, Dris and Bud at Twinmotorcycles Holland, Dan at NRHS, Al and the guys at Black Bear for their patience, and Maz for picking the phone up and sending parts.



1999 X1 Lightning**Owner: Douglas Kenyon**

Here are my modifications and repairs for my 1999 X1 I bought second-hand in 2002.

Scorpion rear slip on exhaust silencer.
 Oil cooler and take off.
 Buell race air cleaner.
 New Goodridge braided brake hoses, front and rear.
 Twin headlight conversion with extended fly screen.
 Renthal lowered handlebars with bar ends.
 Uprated front suspension springs.
 Penske rear shock.
 White stripe body work with rear seat cowl.
 Cut-away side panels.
 Race ECU.
 Polished alloy rear pulley US spec – I left it like this because of the long European trips but it still picks up better than standard gearing.
 4 small alloy turn signals.
 Polished rear subframe with alloy under tray.
 Twin crankcase breather filters.
 Uprated foot pegs and gear change & brake lever 2001 spec.
 Polished swing arm and PM alloy wheels.



The repairs in the 6 1/2 years I have owned the bike are:

1 set of brake pads and new front disc.
 2 batteries.
 Uprated rocker box gaskets and primary chain tensioner and new primary gasket.
 Headstock bearings.
 New dash panel.
 Rear tyres last 3,000 miles and the fronts last about 9,000 miles on Bridgestone BT014. I'm trying out a rear Continental at the moment.
 Oil change every 2,500 miles.
 Brake pads changed for ABC.
 I've checked oil pump gear drive and it's OK but I'm keeping an eye on it.

Mileage: 18,500.

Oil consumption 1 litre per 1,000 miles.

I do all the repairs and servicing myself.

I have a modified 2001 M2 similar mileage to the X1 and have had to do all the same repairs as the X1 plus the rear isolator rubbers.

2001 X1 Lightning**Owner: Forum Member 'Dilligaf'**

Editors note: Dilligaf (Kev) kindly gave me permission to use information shown on his web site, <http://www.buelligan.me.uk>

I bought this X1 in May 2002. It was just over a year old and had covered a mere 1000 odd miles. It was absolutely standard apart from a "Supertrapp" muffler. I could have easily bought a modified model, but I wanted a "blank canvas" to make my own mark on.

Continued on page 10...



The ride home from the dealers was pretty uneventful, but had the mind ticking over on what I would be changing first. The demonstrator I had ridden a couple of weeks earlier had the Buell "Race kit" fitted along with US gearing, and was a lot more lively than the one I was chugging along in the heavy London traffic on. UK/Euro spec Buells were fitted with different engine and rear wheel pulleys to get them through our more stringent noise tests. The gearing would be great on a tourer, but this was meant to be a sports bike after all.

First thing to go was the rear mudguard, to be replaced by a hand made alloy undertray sourced from Trojan Horse. As well as improving the looks, it also saved a fair bit of weight as well. Although the original plastics were not exactly heavy, the alloy undertray was quite a bit lighter.



Then the hugger had to go, but as the upper belt guard was an integral part of the hugger, I had to have something to replace it.

If I was only ever going to ride it solo I wouldn't have bothered. But as her indoors often rides pillion, I thought I'd better do something. To the rescue came Mickey at Eyeball engineering. I made a full size template from a bit of cardboard and posted it to him. A week later a nice stainless item fell on the welcome mat. Fits a treat, looks good, and again is

lighter than the hugger. Most people cut off the lugs where the hugger and the lower belt guards mount, but so far I have resisted, just in case.

Next up was the gearing. I bought both pulleys, again from Trojan Horse, but only fitted the rear one first off. I wanted to see just what sort of difference it would make. After a couple of weeks "evaluation", I then fitted the front one also. A combination that has stayed since then. Although it obviously doesn't make any more power, the bike certainly feels a lot faster due to it's willingness to rev a lot easier. A highly recommended mod for any UK spec Buell.

Then came the air filter. I simply had to get rid of the ugly "carbuncles" that came as standard, but it wasn't quite as easy (or cheap!) as that. After removing the carbuncles, the gap left where the tank cover ended was almost as ugly as the carbuncles themselves. Trojan Horse to the rescue again with some "Tank accents". Available in Carbon Fibre or fibreglass, I opted for the cheaper fibreglass versions, mainly because I reckoned they would look better colour matched to the tank cover. Have you ever tried to match a colour from Halfords rattle cans with something that hasn't got a paint code?

The bodywork on the later X1's was not painted, but was coloured plastic, so matching the colour was a bit of trial and error. I finally ended up with Nissan Arctic White. It's not a perfect match, but about as good as you'll get with rattle cans.

So that was the end of the air filter conversion? Nope. Removing the original carbuncles also meant that the engine breathers had to be re-routed, and consensus said that a catch-can was the way to go. I'll let you guess where I got one from.



So, with the cheapest air filter, the cheapest accents, and a reasonable catch-can, removing the carbuncles left me with little change from about £500.

It did look better though.



Continued on page 11...

Sproutfest came along, and up for auction was a set of Buell Race Headers. Slightly damaged, they were mine for the princely sum of £17, a saving of over £500, IF they were still available. Lots of elbow grease, some wet-n-dry, and an hour or two on the buffer, and the pipes looked half decent. They still had a couple of small dents, but I had managed to get rid of just about all of the scratches. A second hand race can was sourced from a very friendly dealer in Southampton for £50, and I was ready to go. The rear mounting strap on the Supertrapp had broken by now, (a common fault apparently), so it was well overdue for replacement.

Soon after, a chap from a Harley dealers in the States started posting on the UKBEG web site, and after a bit of towing and throwing, I managed to secure a brand new race ECM for less than £100. A quick trip to Brighton to see Tim at AMW, fit the ECM and re-set the TPS. Sorted.



At least it was until early one spring morning, I had joined some of the lads from UKBEG for a jolly around the Sussex countryside. Blatting through the lanes I felt something hit my right knee. I looked down to see the air filter had jumped ship. I stopped as quick as I could and a rapid U-turn had me going back to pick up the pieces. All I found was the element itself. The carbon fibre cover, the alloy plate, and the single mounting bolt were nowhere to be seen. An early bath for me, then. A very slow ride home on a whisker of throttle set the old grey matter going. I might just as well get myself the Forcewinder I'd always promised.

But not before I'd had some fun first. I had an old Trangia camping cooking set at home, and one of the saucepans was exactly the right size for the air filter.

I drilled a hole in the middle, then cut off the bottom just after the curve, rubbed it down and painted it. I posted pictures of the finished article on UKBEG, expecting to get a right royal ribbing, but most comments were quite favourable. The Forcewinder was already on order from Maz at "The Emporium" by this time, so I knew it would only be a temporary thing.

When the Forcewinder arrived, I fitted it and took more pictures, but told everybody on UKBEG that I had cut and welded an old bit of scaffold tube. A couple of them believed it for a while!



And then came the saga of the tank.

I never was happy with the accents. They didn't fit that well, and still covered up more than they should. I did toy with the idea of fitting the tank off an S3, but by all accounts it needs the seat modifying, and the one's I've seen look like they don't fit the frame rails properly. So what to do? I e-mailed a couple of specialist tank makers, but never received any replies.

Then I found an X1 tank going cheap, so I bought it with the view of cutting it up to make it how I wanted it, then get somebody to make a copy of it in aluminium/carbon fibre or whatever.

The thing with the std tank is the filler neck. Because of the OE cover, the filler neck stands proud of the top of the tank. My idea was to cut the neck out, then stick it back in lower, so the cap would be a flush fit.

But before I wrecked the tank altogether, I had a bit of a brainwave. Suppose I built up the area around the neck with some filler? A quick trip to Halfords for a tin of shapes, and a shed load of rubbing down and re-filling later, it didn't seem too bad. Difficult to tell properly, what with it being all different colours, so I thought cobblers. I'll put it in primer to get it an even colour. Another trip to Halfords and...

Continued on page 12...



UKBEG 2009 Events Diary

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

March 15th, Sunday.	UKBEG Buell Day	Brooklands, Weybridge, Surrey.
April 11th, Easter Saturday.	UKBEG Buell Day	Black Bear HD/Buell, Newmarket, Suffolk.
April 26th, Sunday.	UKBEG Buell Meet	Glastonbury, Somerset.
May 2nd & 3rd, Saturday & Sunday.	UKBEG Buell Challenge	Lands End to John O'Groats.
May 11th, Monday.	Buell Performance Academy	Castle Combe.
May 17th, Sunday.	UKBEG Buell Meet	RAF Cosford, Shropshire.
June 6th & 7th, Saturday & Sunday.	Buell Day	Belgium.
June 12th to 14th, Friday to Sunday.	UKBEG Cumbria Weekend	Kirkstone Pass & Patterdale.
June 19th, Friday.	Buell Performance Academy	Mallory Park. Leicestershire.
June 26th to 30th, Friday to Tuesday.	UKBEG German Weekend	Schwarzwald/Black Forest.
July 5th, Sunday.	UKBEG Buell Meet	White Scar Cave & Devils Bridge, Yorks/Lancs. July 17th
to 19th, Friday to Sunday. UKBEG Main Event	Inc. Emma Radford Buell Festival on Saturday 18th July.	
	Lincolnshire Aviation Heritage Centre, East Kirkby, near Spilsby.	
	Location details: www.lincsaviation.co.uk	
	'Em Fest' accommodation: www.haywainmotel.co.uk	
July 23rd, Thursday.	Buell Performance Academy	Croft Circuit.
July 24th, Friday.	Buell Performance Academy	Mallory Park. Leicestershire.
August 1st & 2nd, Saturday & Sunday.	UKBEG Deliverance 2009 (Adam's BBQ) - Oswestry, Shropshire.	
August 21st, Friday.	Buell Performance Academy	Mallory Park. Leicestershire.
August 23rd, Sunday.	UKBEG Buell Day	Sammy Miller Museum, Hampshire.
August 29th to September 5th, Sat to Sat.	Diggertours Manx GP Trip.	
September 11th, Friday.	Buell Performance Academy	Mallory Park. Leicestershire.
September 27th, Sunday.	UKBEG Buell Meet	Llanberis, Snowdonia.
October 4th, Sunday.	UKBEG Buell Meet	Lindisfarne & Bamburgh, Northumberland.
October 4th, Sunday.	UKBEG Buell Stand	Copdock Bike Show, Ipswich, Suffolk.
October 16th, Friday.	Buell Performance Academy	Mallory Park. Leicestershire.
December 27th, Sunday.	UKBEG Cabin Fever Meet	National Motorcycle Museum, Solihull.

Buell X1 Lightning Owners Survey - Continued

Bugger.

It's now looking not bad at all, and making me wish I'd set out with this idea in the first place, and made a better job of it.

Sod it, paint's cheap ain't it?

Yet ANOTHER trip to Halfords for some rattle cans to blow it over with.

Bugger x2

I'm now beyond the point of no return. I've gotta now finish it and fit it, just to see what it's going to look like. So a quick cut back with some compound, down to the local sign makers for some stickers, and.....

....on it went. A total cost of less than 80 beer tokens, I reckoned it looked OK. I was a very happy bunny.

Until a couple of weeks later and the paint started to bubble up. Most likely because I hadn't prepared it properly, or used the wrong primer/ paint. I've never professed to be any kind of sprayer, and this proved that point. Oh well, live and learn as they say.

Off it came, and back on with the original tank & cover while I decided what to do next.

The brakes were next.....

I've never been a fan of single discs. I can see the advantages (less weight etc), but every bike I've had with single discs (XT 600, TDR 250 etc) all had a tendency to twist the forks slightly when used hard.



Continued on page 13...

The Buell is no different. Plenty of stopping power (on the road), but even with the USD forks, there was still a bit of flexing going on. Twin discs on a Buell should be relatively easy. The wheel is already drilled, and the L/H fork leg already has a caliper mount. New disc & caliper, job's a good 'un right?



Wrong.

There's no L/H caliper made that matches the right. Brembo do a conversion kit, but it uses adapter plates to mount their generic calipers along with smaller 320mm (as opposed to the Buells standard 340mm) discs. The Brembo system works well by all accounts, but the idea and the look of adapter plates puts me off. And it's rather pricey.

PFM used to make a kit with 320mm discs, but that is now unavailable due to them concentrating on the radial mount stuff.



That only really left Harrison that made something as a direct fit (no adapter plates). Pricey again at around £1500 (for calipers and discs) but still a better option than the Brembo stuff IMO. Due to the cost I put it on the back burner for a while.

Then a set of second-hand (but unused) EBC discs came up at a reasonable price (thanks Martin). At less than half the price of Harrison discs, I had to have them. This gave me a jump start, and I ordered a pair of Harrison calipers, and to finish it all off, an ISR master cylinder. I figured if I was going to do it, I was gonna do it properly.



I wouldn't recommend the Harrison's for a race bike, or for anybody who does a lot of tyre/wheel changing though. Due to the 340mm discs, the only way the calipers can be fitted/removed is to loosen the disc bolts to give enough clearance. Not that much of a problem if the wheel only comes out once a year, but a veritable PITA if it's much more often than that.

Having said that, it is a good system. Yes there is a weight gain, but the advantages in braking stability far outweigh that IMHO.

2001 X1 Lightning

Owner: Forum Member 'BartyBuell'

- | | |
|---------------------------------|---|
| • Bought new or used: | Bought the X1 used in 2001 with 3,800 miles on the clock. |
| • Total mileage covered: | Covered 23,000 miles in all. |
| • Modifications carried out: | Wylyco silencer, K&N air filter, AST rear shock, EBC front disc. Everything else is standard |
| • Any problems: | Fourth gear shattered at almost 10,000 miles, On/Off key switch disintegrated at 19,000 miles, rear shock worn at approx. 20,000 miles. |
| • Average fuel/oil consumption: | 42 mpg. Oil usage is minimal, very rarely need to top up between changes @ 3,000/4,500 miles. |
| • Your preferred tyres: | Continental Attack |

I've had a few bikes in my time, Sports/Cruisers/ Tourers, but I can say that without a doubt the bike I prefer is my X1 Lightning. Like the old saying goes..."If I have to explain, you wouldn't understand"... That just about sums it up about why I prefer my X1 over and above any of the bikes I've previously owned. I suppose like anything else, you either love 'em or you hate 'em... I love 'em.

No real major issues with the bike...well, I suppose the 4th gear was a bummer but nothing major to report after 23,000 miles as can be seen in the details above.

Continued on page 14...



PHOTO: BUELL

X1 Lightning. Owner/Author: Adam Brown**Cutting Down The Timing Cover On A Tube-Framed Buell**

Right Chaps. First of all, clean your work bench and then lick it. If you're not prepared to do that, then it ain't clean enough to put bike bits on! Then, look at your tools and throw anything marked Draper, Blackspur etc in the bin. Replace with quality items. Anything of specific interest, I'll use a lolly stick to point to.

Picture 1

Remove tank, battery (not essential but makes getting at wiring connectors a lot easier) and the exhaust system.

Picture 2

Get rear cylinder on TDC and remove the rocker gear, if you're not sure what you're up to, then remove the front rocker gear too.

Picture 3

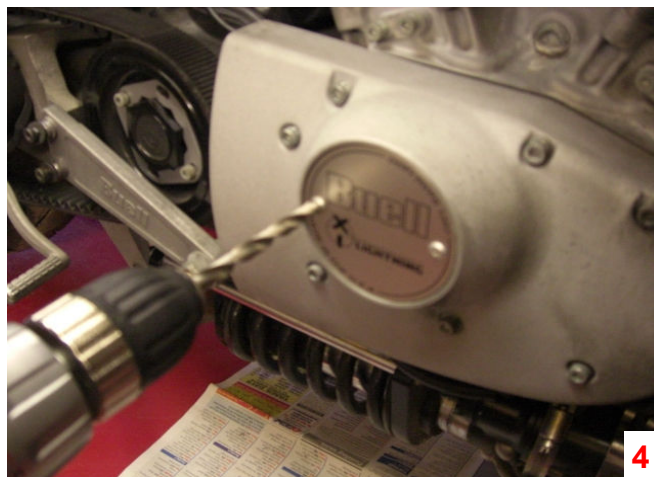
Disconnect the breather pipe behind rear of timing cover.

Picture 4

Drill out the rivets on the timing cover and unscrew the two Phillips screws beneath.

Picture 5

Unplug harness behind starter motor.



Continued on page 15...

Picture 6

With long nose pliers, pull out the plug wedge and dismantle - after noting which wire goes where!

Picture 7

Remove the timing back plate after marking its position with a very fine scribe. Pull harness through case and put in a plastic bag to keep safe.

Picture 8

Undo bolt.

Picture 9

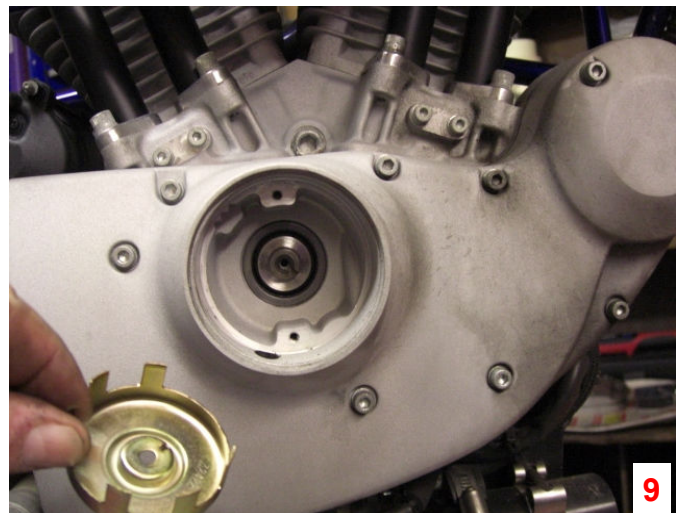
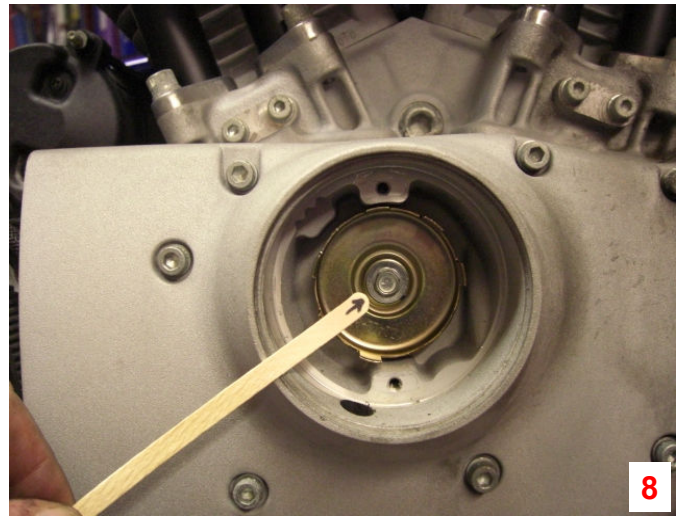
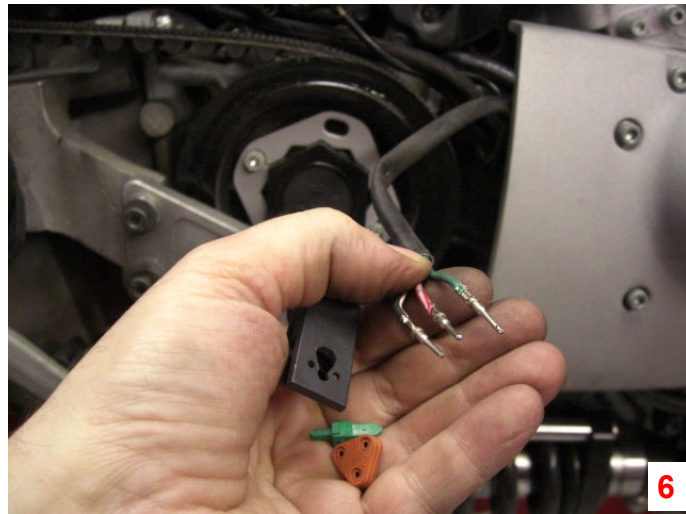
Pull off rotor. Remove cover bolts - look at sequence in manual. If no manual, then think about what you're doing and use common sense!

Picture 10

If you're not familiar with which bolt goes where, stick them in a bit of cardboard with a cover outline drawn on it.

**Picture 11**

Gently tap cover and wriggle it off. It's too late to tell you to put newspaper underneath now to catch any oil!!!



Continued on page 16...

Picture 12

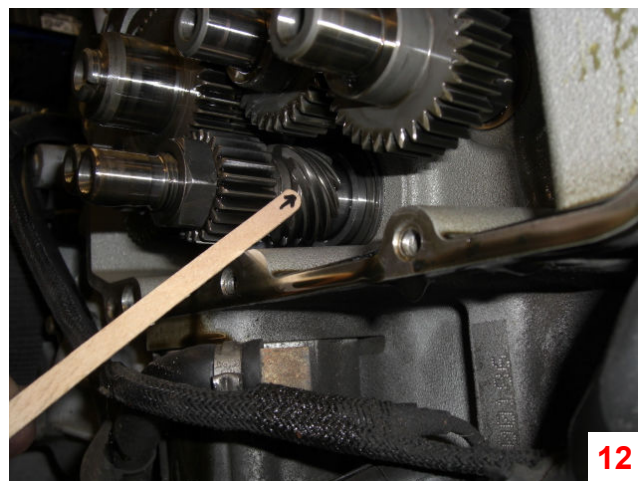
At this point it's well worth inspecting the oil pump drive gear. It's design is the same as on pre war Harl*ys and combined with unmatched assembly, it doesn't always last very long. Although I suspect owners don't help much by not warming their motors properly. A bronze XB pinion is an upgrade here.

Pictures 13 & 14

Unscrew breather union from case - count the turns as I suspect it's a taper fitting. I'm not sure because I didn't measure it.



13



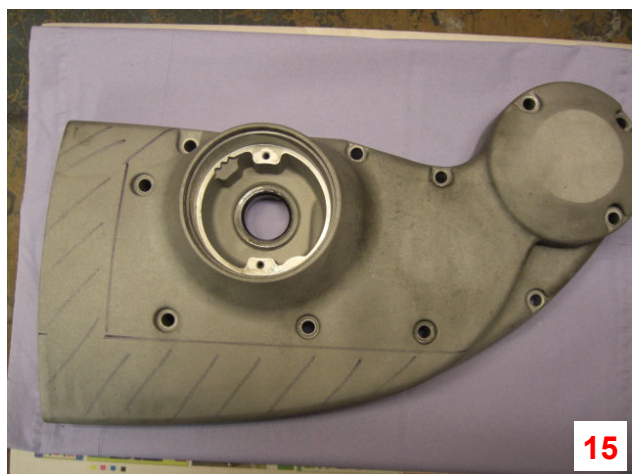
12



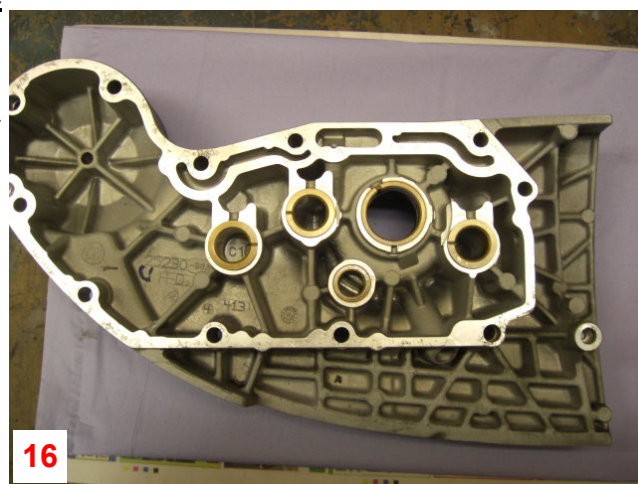
14

Pictures**16**

Mark out the bits you need to remove. The rear lug isn't needed although I seem to remember Maz saying it would make the line reaming of new bushes to size a bit tricky if they were ever needed in the future.



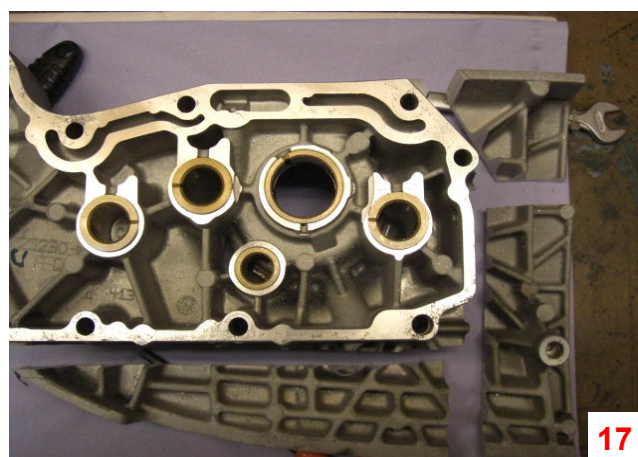
15

15 &

16

Picture 17

Cut the bits you don't need (please-no angle grinders here!) and finish off with a linisher/polishing etc. Put a smooth radius on the tunnel that the wiring will run through, they're very sharp even from the factory. Surgically clean the case to make sure that there's no abrasive left anywhere.



17

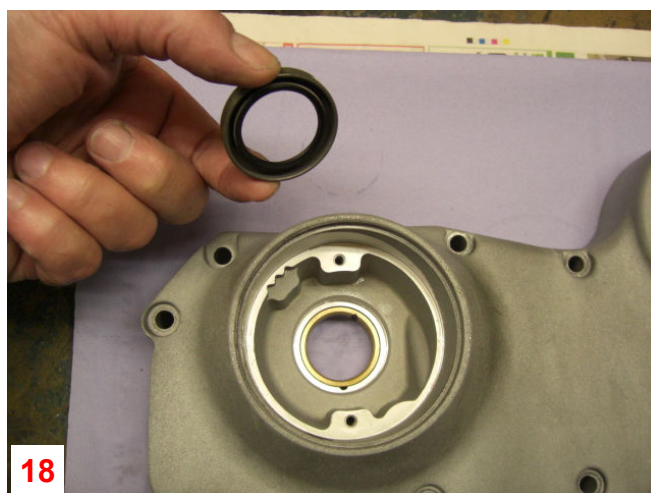
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Picture 18

Pull out the old oil seal.

Picture 19

Press in a new one.

**Picture 20**

Screw in union the same number of turns that you used to remove it. Use a little pipe sealer.

Reassemble in the reverse order as 'Mr Haynes' says and use new gaskets.

I like to use new exhaust studs as insurance against future breakage, this can be a real pain if they break off flush with the head.

Pic-

**Warning.**

When reassembling your rocker gear, follow the workshop manual procedure to the letter. If you don't and just go and bolt stuff down (and many people do), you WILL bend valves, break valve guides etc, etc. Now, if you wish, you can re-route your oil lines in a less contorted more logical manner.

2000 X1 Lightning**Owner: Forum Member 'djedje'**

Editors note: Jérôme (djedje is his nickname) is French and a regular contributor to the UKBEG web site. Jérôme owns two limited edition X1 models, a Racing Stripe and a Viper. Here we feature his X1 Racing Stripe, which is number 401 of 800 produced.

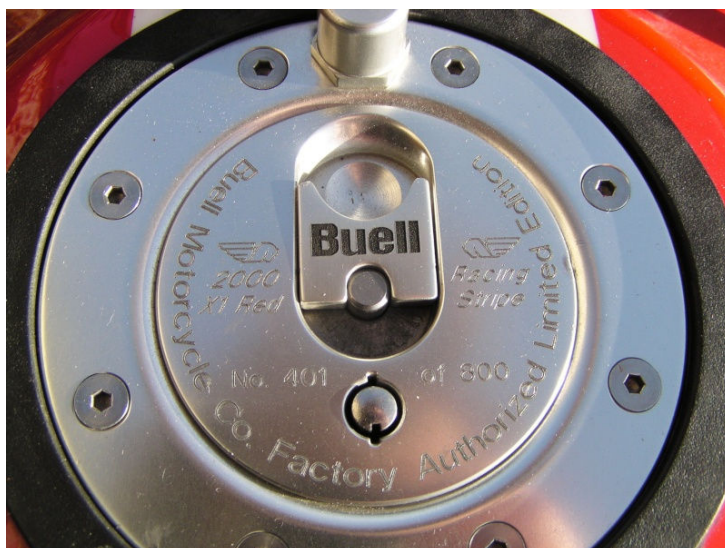
Because the bike has covered a considerable mileage I thought it worth showing its full service history on pages 18 and 19.

This is my bikes story.....

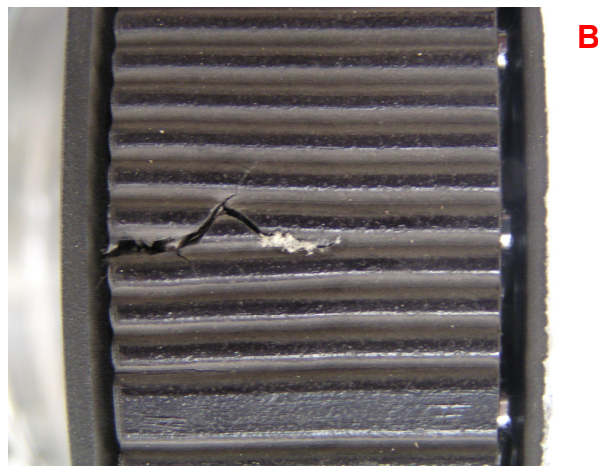
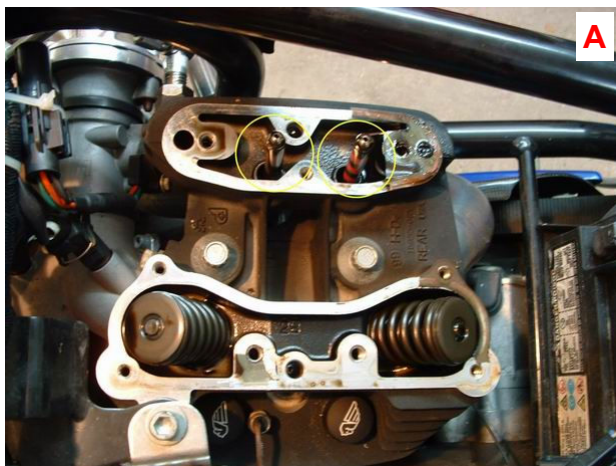
It is a Buell X1 Red Racing Stripe, Year 2000, #401, that's covered 79,337 kilometres (49,298 miles)

I bought it second hand showing 6,100 kilometres (3,790 miles) on the 30th July 2002. It was in full stock specification except for a Vance & Hines muffler.

Continued on page 18...



September 2002	9,200 km (5,716 miles)	Rear cylinder rocker box gaskets changed (Picture A)
October 2002	11,225 km (6,974 miles)	Front tyre
November 2002	12,720 km (7,920 miles)	Battery changed
January 2003	13,985 km (8,689 miles)	Front brake pads
June 2003	16,600 km (10,314 miles)	Rear tyre
August 2003	18,809 km (11,687 miles)	Repackage rear shock absorber
August 2003	19,830 km (12,321 miles)	Battery changed
September 2003	22,068 km (13,712 miles)	Rear tyre
September 2003	23,010 km (14,297 miles)	Belt – small crack visible (Picture B)



November 2003	25,549 km (15,875 miles)	New rear pulley (not out of order but changed for a 61 teeth instead of 55)
November 2003	25,833 km (16,051 miles)	Engine mounting bolt broken (Picture C)
February 2004	25,833 km (16,051 miles)	Vance & Hines repaired – bit too loud for French police!!!
March 2004	27,698 km (17,210 miles)	Installation of odometer calibrator
March 2004	27,753 km (17,244 miles)	Installation of K&N filter but still have original "cheese" box.
March 2004	28,146 km (17,489 miles)	Front tyre
March 2004	27,963 km (17,375 miles)	Rear brake pads
April 2004	29,356 km (18,240 miles)	Add oil radiator from Citroen 2CV
April 2004	30,200 km (18,765 miles)	Rear tyre
December 2004	32,624 km (20,271 miles)	Engine mounting bolt broken – again (Picture C)



May	34,489 km (21,430 miles)	2005 Gearbox seal HS
July 2005	37,670 km (23,407 miles)	Rear and front tyre
September 2005	39,684 km (24,658 miles)	Rear and front brake pads
October 2005	41,395 km (25,721 miles)	Vance & Hines repaired
October 2005	42,044 km (26,124 miles)	Rear tyre
June 2006	45,308 km (28,153 miles)	Crankshaft seal changed/Oil pump pinion changed/
August 2006	46,095 km (28,642 miles)	Rear shock absorber changed to a Hyperpro
October 2006	50,226 km (31,208 miles)	Rear tyre
October 2006	51,365 km (31,916 miles)	Temperature sensor HS
March 2007	56,053 km (34,829 miles)	Rear and front tyre
		Rear wheel bearings changed

March 2007	56,053 km (34,829 miles)
May 2007	59,446 km (36,938 miles)
May 2007	59,908 km (37,225 miles)
June 2007	61,815 km (38,410 miles)
July 2007	63,909 km (39,711 miles)
January 2008	70,005 km (43,500 miles)
January 2008	70,522 km (43,820 miles)
August 2008	76,091 km (47,280 miles)
December 2008	79,337 km (49,297 miles)
December 2008	79,337 km (49,297 miles)

Belt changed finally to a 2004 XB belt from ASB
 Rear tyre
 Front isolator
 Battery changed
 Rear and front tyre
 Repackage Hyperpro rear shock
 Rear tyre
 Rear and front tyre
 Repackage Hyperpro rear shock (For free of course!!!)
 Front isolator

Front tyres used:

Dunlop D207	11,225 km (6,974 miles)
Metzeler Z4	19,921 km (10,514 miles)
Pirelli MTR21	9,524 km (5,918 miles)
Avon Viper	13,695 km (8,509 miles)
Pirelli Diablo	15,544 km (9,658 miles)
Avon Storm	12,182 km (7,569 miles)

Rear tyres used:

Dunlop D207	6,000 km (3,728 miles)
Dunlop D207	10,000 km (6,213 miles) (?)
Dunlop D207	5,468 km (3,398 miles)
Metzeler Z4	8,132 km (5,053 miles)
Dunlop D207	7,470 km (4,641 miles)
Avon Viper	4,374 km (2,717 miles)
Avon Viper	4,051 km (2,517 miles)
Avon Viper	5,270 km (3,274 miles)
Pirelli Strada	8,800 km (5,468 miles)
Avon Viper	4,463 km (2,773 miles)
Avon Storm	5,569 km (3,460 miles)

Oil consumption? I don't know really but almost nothing added between oil changes every 8000 kilometres ~ 5000 miles.

I do all the maintenance myself and have made only a few modifications: belt guard, front pulley cover card, rear hugger, vapour oil can, radiator, front axle nut caps and polished the collector.

Also.....

I friend of mine recently bought a brand new Buell RS1200, with just 7 km (4.3 miles) on the clock!

Now he's awaiting approval papers. Shouldn't be too difficult to get those because there's already one in France. He bought it in Switzerland. Nothing else to say, it's brand new.....



2001 X1 Lightning

Owner: Forum Member 'MirmanUK'

Editors note: Steve (MirmanUK) is one of the more proactive members of UKBEG. Steve's previous Buell featured in the M2 Cyclone owners survey, which can be found in the Spring 2008 issue of American Thunder.

Being a former Buell M2 Cyclone owner for 3 years it was natural to "upgrade" to a slightly younger machine but still retain the tube-framed pedigree. I purchased this X1 Lightning from a private owner who had literally kept the machine in near new showroom condition. When I was first shown the bike I just had to have it. The colour is Reactor Yellow, the same as my M2. This isn't to everyone's taste and much banter is aired over the colour, but I like it...

The X1 is visually different to the M2. It has an aluminium rear sub-frame and an under slung spoiler which protects the exhaust and shock a little from the elements, plus it may have some aerodynamic effect at speeds I will never attain. Mechanically it is the same Thunderstorm V-twin engine but instead of being normally aspirated it now benefits from fuel injection which increases engine power to a claimed 101 hp.

Handling wise the bike is similar to the M2 but with that little extra tautness and response. I've never taken it onto a track but should imagine if tweaked to the riders requirements it would meet any tracks demands. The forks, which are upside down ones, are now fully adjustable.

Even though the bikes power and torque is higher than the M2's the fuel consumption remains at a very impressive 50 - 55 mpg, ridden on a cross section of roads. The throttle control on the right hand side of the handlebar is progressively linked to the amount of grin as you turn your right hand



further. The low down torque followed by mid range grunt is awesome but this does mean that the tyres take a battering.

I have been running Pirelli Diablos, great grip front and back in dry and wet conditions but with the torque and their softer compound I only managed to get just 4000 miles from the rear!! I have now changed to dual compound Bridgestone 02's, hopefully they will give adequate grip but better longevity.

Up until recently the bike has been in relative standard trim, the only change being a HP exhaust. A recent run on a dyno at Dockgate 20 HD/Buell in Southampton showed 84.5 hp at the rear wheel, which was better than some 1 year old XB's on the day. The bike still retains the original plastic air intake and rear cylinder side scoop. Though again not to everyone's taste they are part of the Buell heritage and now the new 1125R and CR's in my opinion still retain these debatable style points, instead of air intakes it's now liquid cooling radiators. A natural evolution.

I have started to make some changes. I've replaced the rear 55t pulley for a 61t, which produces crisper acceleration. I've also added a little bling to the rear to tidy it up and probably upset a few Buell hard-liners.

I've changed the ace style handlebars to Renthal street bars with a 3 inch rise – overall about 1 inch lower and 2 inches wider. The standard lollipop mirrors have been replaced by bar ends. A big improvement – I can now actually see behind me.



The bike has been very reliable, used most days for commuting with the odd longer journey, the Lincolnshire run last year was around 500+ miles in a day. Even two up the bike is more than capable and relatively comfortable (asked Mrs Ash compared to the STT). The only breakage was a selector ring in the gear box which was pennies to replace and being a cassette type box relatively easy to access and repair.

The bike has now just done over 11,000 miles and still feels like it did when I got it some 5000 miles ago. I have few negatives, the gearbox is still clunky like the M2's and a pig to engage 1st during the cold freezing weather until the oil warms up.

Overall better than the M2, will always outperform my capabilities, the best sounding bike, the best bike I have owned, the best Buell to date . . . IMO

Buell X1 Lightning – 1999 to 2002

According to official figures the Buell Motorcycle Company produced a total of 11,889 X1 Lightning's between 1999 and 2002. This figure includes the following 'Limited Edition' models:

Model Year	Quantity Produced	Name
1999	350	X1 Viper
1999	250	X1 Carbon Kevlar
2000	50	X1 Road Rash
2000	800	X1 Racing Stripe
2000	800*	X1M Millenium

* Note: the Summer 2008 issue of Fuell magazine (an official Buell USA publication) states that only 661 X1M Millenium's were produced. At the time of writing we couldn't obtain clarification from Buell USA as to which is the correct figure.



**Left:
X1M Millenium**



**Right:
X1 Racing Stripe**



What follows is the publicity material from the official Buell press pack for the 2002 model year range:

Born from the same genes as the famous S1 White Lightning, the new X1W White Lightning leads the charge for 2002. As uncompromising and muscular as its predecessor, the X1W White Lightning is the bike to go for.

Similar to the 2002MY X1 Lightning, it has extra features to make it even more outstanding. The Arctic White bodywork perfectly matches the Sky White frame and wheels. A special graphic package has been specifically designed for the X1W. And the blue, ceramic-coated exhaust pipes definitely add a touch of class.

Continued on page 22...

Then there is the X1 Lightning, the ultimate Street Fighter. There isn't any bike more stunning to look at and ride than the Lightning. A very aggressive-looking bike, the X1 is actually user-friendly. Mass centralisation, frame rigidity and low un-sprung weight make the bike very easy to flick through the twisty roads.

The X1 bodywork parts are made of Surlyn, a flexible plastic that resists scratches and have moulded-in-colours.

For 2002, the colour combinations are:

- Midnight Black with Nuclear Blue frame and wheels
- Arctic White with Nuclear Blue frame and wheels
- Sunfire Yellow with Designer Black frame and Stardust Silver wheels

Polished aluminium PM wheels are available as an option.

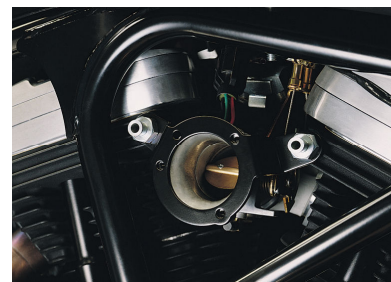
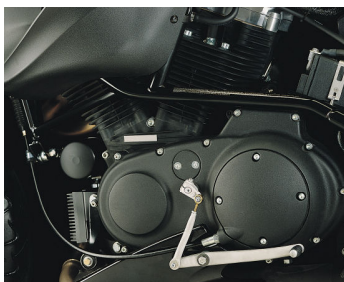


2002MY X1 Lightning Specifications

Engine:

4 Stroke, 45° V-twin Air cooled, Pushrod-operated overhead valves with hydraulic self-adjusting lifters, two valves per cylinder, Dry sump, Dynamic Digital Fuel Injection (DDFI), Inductive, Free-Breathing 2 into 1 collector.

Bore: 88,8 mm / 3.5 in
 Stroke: 96,8 mm / 3.8 in
 Displacement: 1203cc
 Compression Ratio: 10.0:1
 Power: 71kW-95hp @ 6200rpm
 Torque: 116Nm-86ft-lbs @ 5600rpm



clutch, Five-speed transmission,

Drivetrain:

Primary drive by Triplex chain, Wet multi-plate constant mesh, Kevlar drive belt.

Primary reduction: 1,60 (56/35)
 Secondary reduction: 1,9 (55/29)
 Gear ratios:
 1st Gear: 2,69
 2nd Gear: 1,85
 3rd Gear: 1,43
 4th Gear: 1,18
 5th Gear: 1,00



Suspension:

Tubular perimeter chrome-moly frame with Uniplanar powertrain vibration isolation system, 41 mm Showa upside-down front fork (adjustable compression and rebound damping), Showa shock absorber under engine (adjustable spring preload, compression and rebound damping), aluminium arc swing arm, cast aluminium tail section.

Rake: 23°
 Trail: 89 mm / 3.5 in

Brakes:
 Front: 340 mm floating disc brake, six piston caliper
 Rear: 230 mm disc brake, single piston caliper

Suspension travel:
 Front: 119 mm / 4.7 in
 Rear: 117 mm / 4.6 in

Rim Size:
 Front: MT 3.50 x 17 DOT



Tyres:
 Front: Dunlop D 207 F Sportmax
 120/70 ZR 17 58W
 Rear: Dunlop D 207 Sportmax
 170/60 ZR 17 72W
 Tyre pressure:
 Front: 2.2 bar (2.5 bar two up)
 Rear: 2.5 bar (2.8 bar two up)

Dimensions:

Dry weight: 200 kg / 440 lbs.
 Gross Vehicle Weight : 372 kg / 820 lbs.
 Maximum load: 180 kg / 380 lbs.
 Fuel capacity (reserve): 16.33 litres (1,9 litres after warning light)
 Length: 2070 mm / 81.5 in
 Width: 760 mm / 29.9 in
 Height: 1170 mm / 46 in
 Seat height: 749 mm / 29.5 in
 Wheelbase: 1410 mm / 55.5 in
 Ground clearance: 125 mm / 4.9 in

Electrical:

Starter: Electric
 Charging system: 297W Permanent magnet alternator
 Battery: 12 volt, 18 AH

Service:

Warranty: 12 months (unlimited mileage)
 Service Interval: Every 4000 km / 2490 miles
 Oil change: Every 8000 km / 4980 miles
 Filter: Every 8000 km / 4980 miles
 Engine Oil: Harley-Davidson HD 240
 Capacity: Incl. filter: 1.89 litres
 Spark plugs: 10R12
 Gap: 1 mm
 Fork oil capacity per tube: Oil level 110 mm from top of tube
 Air filter: Pleated paper filtration
 Idle speed: 950 rpm
 Fuel: 98 Octane, unleaded

Warranty:

1 year unlimited mileage warranty

Colours:

Midnight Black with Nuclear Blue frame and wheels
 Sunfire Yellow with Designer Black frame and Stardust Silver wheels
 Arctic White with Nuclear Blue frame and wheels

X1W White Lightning: Arctic White with Sky White frame and wheels,
 with Blue Ceramic exhaust pipes and Special Graphics package

Optional features:

Buell PM 3.5 x 17 front and 5.0 x 17 rear spun polished aluminium wheels



Buell Performance Academy 2009

An increased focus on the 'rider down' approach has led to the expansion of the Buell Performance Academy for 2009 with the addition of two new tracks and some brand new experience events.

In addition to enabling attendees to experience a range of motorcycles in the existing Buell line-up, the Academy will also now be used as a feed-back opportunity for UK motorcyclists.



All UK-based events will cost just £99 including the use of Buell bikes.

The Experience events will continue to operate from Leicestershire-based Mallory Park, but one-off events will also be staged at Croft in North Yorkshire and Castle Combe in Wiltshire. Ladies only and novice sessions will be offered and advanced events have been designed for people who attended last year's Experience Days.

The two types of advanced events have a specific focus on a particular aspect of riding with a dedicated half day track session and skills course aboard liquid-cooled Buells or a half day tailored off-road session using the Buell Ulysses family. In addition, two new European events have been added to the calendar.

Track enthusiasts who have attended a UK-based event will have the opportunity to join the Buell Performance Academy team at the Nurburgring in Germany, while an off-road adventure is available in Spain, which includes a trek among unspoilt scenery, ending with a luxury outdoor camping experience.

Visit the Buell Performance Academy web site www.buellperformanceacademy.co.uk to book online or phone **01652 688 410**, Monday to Friday, 8.30 am to 5.30 pm. A text reminder will be sent to all attendees three days in advance of each date to ensure that nobody misses out. Visitors to the web site will also be invited to provide feed-back on the events and there will be an opportunity to contact the instructors direct.

Further benefits will include a members area with access to exclusive competitions, downloadable screensavers, wallpapers, Buell-branded MySpace skins and a weather checker and route finder to help with planning any two-wheel trips.

"The Buell Performance Academy is a very important aspect of our plans for 2009 and beyond," says Buell UK & Ireland Brand Manager Andrew McIndoe. "Buell is about having fun and enjoying the experience of motorcycling. We just want people to try our bikes and discover what they have to offer, which is why we are offering such a competitive price package of £99 aboard our bikes."

Date	Day	Event	Location
May 11th	Monday	Experience Day	Castle Combe
June 19th	Friday	Experience Day	Mallory Park
July 23rd	Thursday	Experience Day	Croft
July 24th	Friday	Advanced sessions	Mallory Park
August 21st	Friday	Experience Day	Mallory Park
September 11th	Friday	Advanced sessions	Mallory Park
October 16th	Friday	Advanced sessions	Mallory Park

European tour dates to be confirmed

Castle Combe web site:

www.castlecombecircuit.co.uk

Croft Circuit web site:

www.croftcircuit.co.uk

Mallory Park web site:

www.mallorypark.co.uk

Note:

All the Buell Performance Academy dates have been included within the UKBEG events diary on page 12.



Buell Press Release - 2009 City X XB9SX - Back to Black

A restyled version of the Buell City X XB9SX – one of the best-selling bikes in the Buell range – will be introduced as a new addition to the 2009 line-up. The aggressively-styled streetfighter takes an even more uncompromising twist with a new fully blacked-out model, at the affordable on the road price of £5,865.



Designed specifically for the urban environment, the middleweight City X includes features such as an upright rider position, wide Supermoto style handle bars and intuitive handling to help the rider negotiate potholes and dodge through traffic – making it a street-fighter in its own league.

A new black powdercoat finish adds to Buell's contemporary dark underground feel for 2009 and has been applied to the frame, swingarm, engine, fork tubes, triple clamps, brake calipers and other components.

The broad powerband of the Buell Thunderstorm 984cc V-Twin engine, delivers a claimed 79 Nm/58 ft lbs. of torque, allowing the XB9SX to pull briskly away from traffic, while the new saddle shape lowers the seat height by 33mm to 764mm. Hand deflectors, dual headlight grilles and frame pucks fend off minor cosmetic damage and Pirelli Scorpion Sync tyres provide excellent grip on all road surfaces.

With the credit crunch-beating price of £5,865 on the road for the all-black version and additional colour options of Hero blue and Cherry bomb red at £6160 OTR, Buell City X XB9SX riders certainly won't go unnoticed – whether carving up the city streets or blasting along a B-road.

"The introduction of the dark version of the City X is an exciting new prospect" says Buell UK and Ireland Brand Manager Andrew McIndoe. "We've had a huge amount of interest in the liquid-cooled 1125R and 1125CR, but this is a reminder to existing customers and motorcyclists considering buying a Buell that our air-cooled range still has something to offer to riders of all ages."

For further information on availability or to book a test ride, please contact your local Buell dealer. Information on your nearest dealership can be found at www.buell.co.uk or by phoning customer services on 0870 904 9984.

Alternatively, visitors to the 2009 Buell Performance Academy events will have the opportunity to ride the City X on road and track.

See page 24 for details of the Buell Performance Academy.

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 II 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
- Supermoto-style crossbar handlebars with deflectors
- Headlight grille
- Cosmetic frame pucks
- Pre-Wired for Accessory Heated Grips



Buell USA Press Release:**Buell Racers Gearing Up For 2009 Daytona Season Opener*****Six Buell 1125Rs to Contest First-Ever Daytona 200 Night Race***

Buell racers from around the USA are gearing up for the 2009 race season, which kicks off at Daytona International Speedway during Daytona Bike Week February 28 through March 6.

In AMA Pro Racing action, the 2009 season opens with a paradigm shift as new series management and class structures debut at Daytona on Wednesday, March 4. The historic Daytona 200 moves to a thrilling new night-time run under the lights on the evening of Friday, March 6. Six Buell 1125Rs are entered in the Daytona SportBike class for the Daytona 200. Buell riders include Michael Barnes (Geico Powersports/RMR), Danny Eslick (Bruce Rossmeier's Daytona Racing/RMR), Alan Schmidt and Josh Bryan (Latus Motors H-D/Buell), Bryan Bemisderfer (H-D/Buell of Frederick) and Shawn Higbee (Bartels' H-D/Buell).



"We've learned a lot from racing in the MOTO-ST series for the past two seasons," said RMR's Richie Morris. "It was intense and the competition was good, but it was nothing like we'll face this year. We've got a second year bike, two new teams, and two new riders, and we're starting the season at the biggest, most important race," Morris said. "We've had good results in testing and I think before the end of the year, we'll be up front. We've got a veteran [rider] and a young gun, so I think we've covered all our bases."

Joining veteran racer Michael Barnes is 22-year-old Danny Eslick, who cut his teeth racing dirt track before turning to road racing in 2005. He's no stranger to the Daytona 200, having finished fourth in the 2005 race.

"I'm super excited to be working with Richie, Bruce Rossmeier's Daytona Racing, Buell, and my team mate Michael Barnes," said Eslick of Broken Arrow, Oklahoma. "I was planning on getting my dirt track gear together when I got the call that [RMR] was looking for a second rider." Eslick's first introduction to his Buell 1125R and the new Dunlop spec tires came during a test at Jennings Grand Prix in Florida in early February. "These new tires are right up my alley. I think they're really going to work well with the Buell's torque to get off the corners," said Eslick. "I'd be more than happy with a top five finish, but my goal for Daytona is to leave with a good solid finish and come out healthy and ready for the rest of the season."

Recovering from a pre-season testing hand injury, Eslick's team mate Michael Barnes will use the opening days of Bike Week to test his readiness for the 200-mile race.

"After our successful test under the lights at Daytona in January, we were testing at Jennings GP in early February and unfortunately I had a high-speed low side crash that resulted in a third metacarpal fracture. It was immediately plated, and the prognosis is very good," Barnes said. "We're managing the soft tissue recovery now, and we plan to use the CCS weekend to assess my performance for the 200. If I don't think I'm capable of representing the team and our sponsors, we've got a substitute rider lined up. But I'm optimistic, because I really don't want to miss the start of my 21st season racing at Daytona!"

Rounding out the AMA Pro Racing Buell highlights at Bike Week is the debut of the SunTrust Moto-GT series' new class structure, which includes the horsepower and weight restricted GT1 and GT2 classes. The two-hour season opener will begin at 4 P.M. on Friday, March 6, immediately prior to the opening ceremonies for the Daytona 200.

Stepping up from the former MOTO-ST GrandSport Twins class to contest Moto-GT1, the James Gang/Hoban Brothers Racing team sponsored by H-D/Buell of Appleton will debut its new 1125R with riders Paul James and Jeff Johnson. Also entered aboard an 1125R in Moto-GT1 is the Liberty Waves Racing/Antelope Valley H-D/Buell 1125R ridden by Eric Pinson and Eric Haugo.

Continued on page 27...

"We earned 11 podium finishes in two seasons of MOTO-ST competition aboard a Buell Firebolt, but this is a whole new ball game," said James. "We're ready for the challenge."

Bike Week's racing action kicks off with the Championship Cup Series (CCS) and American Sportbike Racing Association Pro (ASRA Pro) at DIS the weekend of Feb. 28-March 2, and topping the list of Buell entries in the ASRA Pro Thunderbike class will be the return of a trio of former class champs, including 2007 class champ and 2008 runner-up Dave Estok (Deeley H-D/Buell). Also entered in Thunderbike are 2006 champion Dan Bilansky (Hal's H-D/Buell), and 2004 champion Bryan Bemisderfer (H-D/Buell of Frederick). All are riding Buell Firebolt XB12Rs.

"I've got this weird on again, off again thing going with the [Thunderbike] championship. I won it in '03, '05, and '07, so I feel like this is my year," said Estok, who will also contest the Parts Canada Superbike Championship this season.

Talking of racing 1125Rs.....

Ilmberger Carbon Parts Sound of Thunder Buell 1125R

German company, Ilmberger Carbon Parts, produced this stunning 1125R for the 2008 European Sound of Thunder race series. It features their after-market bodywork panels for the 1125R which help to clean up the lines of the bike.

Full details of Ilmberger's 1125R/1125CR accessories can be found on their web site:

http://www.ilmberger-carbon.de/html/buell_1125r.html



American Thunder - Summer 2009 Issue

Buell 1125R Owners Survey

One of the main features in the Summer issue will be a review of the 1125R. Although it's only been available for just over a year, there's enough 1125R owners out there to be able to obtain an accurate picture of what it's like to own one.

We would like information about the following points:

- Tyres – which brands work best and how long do they last.
- Modifications carried out – exhausts/intake/bodywork etc.
- Fuel and oil consumption.
- Comfort.
- Track day use.
- Machine finish and durability.
- How does it compare to Japanese and European competition.
- Have you experienced any problems and how have they been handled by your dealer.
- Photographs of your 1125R to compliment the feature.



PHOTO: BUELL

Please send any information for the 1125R survey on a CD to our address: UK Buell Enthusiasts Group, PO Box 271, Dewsbury, WF12 0WA. or via e-mail to cj.buellgroup@ntlworld.com

Copy deadline date for the Summer issue is Friday 22nd May.