

Published by:  
Chris & Jane Jessop.

UK Buell Enthusiasts Group  
PO Box 271  
Dewsbury  
WF12 0WA

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

# American Thunder

Spring 2010

Newsletter Of The Independent  
UK Buell Enthusiasts Group

## UK Buell Enthusiasts Group

### Erik Buell Racing – American Racing Sportbikes

As detailed in the Winter 2009/2010 issue of American Thunder, from the ashes of the Buell Motorcycle Company rose a new company – Erik Buell Racing. After just a few short months Erik Buell and his small team have redesigned their web site and fully established the new company as a going concern. Their new web site contains full details of the 1125R DSB, 1125RR ASB and 1190RR race machines and a web shop where various Buell race components can be ordered on-line.

The new web site address is [www.ebracing.com](http://www.ebracing.com) With the kind permission of Erik Buell we've reproduced some of the information from his new web site on pages 25 to 28.

Erik Buell Racing 1190RR



This issue contains a major feature on the Buell Thunderbolt series of motorcycles.

Although not a very popular model on this side of the Atlantic, the S2/S3 Thunderbolts do have a small and dedicated following. See pages 6 to 19 for a full appraisal of this model.

Also in this issue is a preview of our 2010 events calendar.

One of UKBEG's main strengths has always been the number of Buell events it organises – see pages 20 to 24 for details.

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UK Buell Enthusiasts Group Independent Web Site: [www.ukbeg.com](http://www.ukbeg.com)

## UKBEG Emma Radford Memorial

**Papworth Hospital**  
NHS Foundation Trust



Since April 2004 UKBEG has raised approximately £13,000 for the Papworth Hospital Cystic Fibrosis Unit.

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

The majority of these funds have come from our annual Buell Challenge and a proportion of the admission charge at our annual main event, the UKBEG Emma Radford Buell Festival, which is held at the Lincolnshire Aviation Heritage Centre, East Kirkby, near Spilsby.

Additional funds have been raised from the sale of items kindly donated by both Buell UK and Buell USA.

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

We did have a donation page in Emma's memory on the Papworth Hospital fundraising web site but this service will be withdrawn on the 19th March 2010. At the time of writing we don't know what is going to replace it. The total on this page as of 12-03-10 was £9,532.40.

Papworth Hospital is registered charity number 1049224.



Papworth Hospital Charity

## Last Buell Goes To Barber Motorsports Museum, Alabama, USA

The very last Buell, a 2010 model XB12Scg Lightning, rolled off the assembly line at the Buell plant in East Troy, Wisconsin on the 30th October 2009.

It has been announced that this machine, along with 11 others which represent Buell's history, are to be donated to the Barber Motorsports Museum in Alabama, USA.

The other bikes are a 1996 S3T Thunderbolt, a 1999 X1 Lightning, several clay model prototype mock-ups and a pair of modified motorcycles used by UK stunt rider Craig Jones and American stunt rider Bubba Blackwell.

"We're very pleased to be able to add to the Barber Museum's already extensive collection of Buell motorcycles, and hope that the many motorcycle enthusiasts who visit the museum will enjoy seeing these motorcycles along with the rest in their fine collection," said Jon Flickinger, President and Chief Operating Officer of Buell Motorcycle Company.



The Buell Motorcycle Company produced 136,923 motorcycles during its 26 year history.



## Liquidation Sale Of The Buell Motorcycle Company

There's no going back now – the final insult to all die-hard Buell enthusiasts. The sad sight of the Buell factory's contents being sold off at rock bottom prices.

Harley-Davidson instructed American liquidation experts Liquid Asset Partners to sell off the closed-down Buell factory's tools, machinery and equipment. The liquidation sale began on Thursday 28th January and ran for 30 days. Everything would be sold regardless of cost or loss.

The sale at the Buell factory was open to the general public and absolutely everything was up for grabs, including the company's vehicles, mechanics' tools, factory machinery (CNC machines, hydraulic presses, assembly lines), a full range of office equipment (computers, desks, projectors), and warehouse equipment, including racking, trolleys and more.



And the saddest sight of all – even the pictures from the office walls were for sale.

Pictured left, this is the poster produced to commemorate the Buell 20th Anniversary in 2003. It is signed by all the main players at Buell, including Henry Duga and Erik Buell.

Jane and I remember seeing this unique signed poster during our visit to East Troy in July 2008 for

the Buell 25th Anniversary. We can't believe it was left behind to be picked over by the vultures.

## The Future For Erik Buell

Following the closure the Buell Motorcycle Company, Erik Buell formed a new company, Erik Buell Racing.

The new company will support existing Buell motorcycles based on the 1125R platform and build new racing models. It's an independent operation with a one year licence from Harley-Davidson and does not allow the production of street bikes.

Erik Buell Racing will employ up to ten workers (the former Buell factory employed approx. 200) and is likely to use parts of the East Troy facility previously used by the Buell Motorcycle Company.





## Buell XB12X Ulysses v Moto Guzzi Stelvio

### By Chris Jessop:

For all my passion and involvement with Buell motorcycles since I bought my S1 Lightning in May 1997 and created UKBEG in April 1998, I've actually covered more miles on Moto Guzzi's. I'm just as passionate about these Italian bikes as I am about Buells.

I bought my first Moto Guzzi, a V11 Sport, in October 1999. In August 2005 I bought my second Guzzi, a Brevia V1100. I still have the Brevia but sold the V11 Sport in October 2008, with over 53,000 miles on the clock.

Since May 1997 I've covered 85,000 miles on Guzzi's and 47,000 miles on Buells.

I'm sure I'm not the only rider who thinks that Moto Guzzi and (air-cooled) Buell motorcycles compliment each other rather well. Both brands have heaps of character and appeal to the type of rider who appreciates something different to the mainstream and who isn't obsessed with intergalactic power and speed.

The Stelvio was launched in early 2008 and received favourable reviews in the press. The only major criticism seemed to be that its 1151cc 4-valve engine didn't match the dual-purpose nature of the bike. Mid-range power and torque was found to be lacking. This is because the engineers at Guzzi simply transplanted the engine straight from the purely road-biased 1200 4-valve Sport, which has a strong top-end at the expense of low speed tractability.

Although I was very interested in this new model from Moto Guzzi I never actually got around to having a test ride. I'd been very pleased with my 08 spec Ulysses XB12X (pictured below) which I bought in November 2007 so I wasn't in a hurry to try a Stelvio for size.

Fast forward to August 2009 – I'd taken my Brevia V1100 into Moto Strada of Shipley for its 30,000 mile service and they kindly loaned me a Stelvio for the day. In response to customer and press feedback Moto Guzzi have updated the tuning and fuel injection mapping for the 09 spec model. Reports say that these changes have made all the difference and the engine now matches the bike perfectly. Luckily for me, Moto Strada's demonstrator was a 2009 model with 1,500 miles on the clock – pictured above.

Having owned the Brevia V1100 for 4 years and loving the feel of its engine and power characteristics, I was really looking forwards to riding the Stelvio, which produces a claimed 108 BHP and 80 FT/LB of torque. By comparison my 1064cc 2-valve Brevia produces a claimed 86 BHP and 63 FT/LB. Having an additional 22 BHP and 17 FT/LB on tap should be good fun.



Before riding the Stelvio my first impressions of the bike were of how much bigger it looks than the Ulysses. The handlebars, petrol tank and half fairing help to create this look. Sitting astride the Stelvio for the first time I realised that it's also a tall bike, even on its lowest seat height of 840mm. It's adjustable up to a lofty 865mm if required. By comparison the 08 spec Ulysses has a standard seat height of 808mm and of course, isn't adjustable.

I had to ride through 5 miles of city congestion before reaching open roads. The Stelvio's transmission and shaft drive felt very smooth in stop start traffic.

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There's usable torque from tickover but it's not as strong as my Ulysses, which is in a standard state of tune by the way. The Stelvio's throttle response was just as good as the Buell, both bikes are crisp and clean at low speed. Up to 2,500 rpm the Stelvio felt pleasantly smooth but once above that up to 4,000 rpm there's an annoying period of vibration – the engine feels very rough in the mid-range. It's so bad you can feel it through the seat and handlebars.



Once I was free of city traffic and into the countryside the Stelvio felt a lot better. It does smooth out above 4,000 rpm and the engine feels just right for open road touring – certainly on a par with the Ulysses. My route included the A65 to Settle and then a tour of the Yorkshire Dales on B class roads. On twisty roads the Guzzi felt stable and secure but requires firm input to change direction quickly. It weighs 21kg more than the Ulysses and has a 180mm longer wheelbase.

The Stelvio's manually adjusted screen proved very effective. Set to its lowest position it kept the worst of the wind blast off my chest and shoulders. I did try it in the highest position but helmet buffeting became a problem. The riding position is spot on but the Guzzi's seat became uncomfortable after 60 or so miles. The Ulysses is just about perfect and I can ride that all day long for 100's of miles.

Based on my Breva's petrol consumption I would expect the Stelvio to return something in the region of 40 to 45 mpg from its 18 litre tank. Not as good as the Ulysses which can easily achieve 50 to 60 mpg from its 16.6 litres.

Riding back to Moto Strada I couldn't help feeling very disappointed with the Stelvio. I was expecting something far better but I couldn't live with that engine over long distances, the mid-range vibrations spoil the bike. While not as powerful, my Breva's 2-valve unit feels much smoother and my Ulysses has just about the perfect engine for 'real world' riding. The only area where the Stelvio scores over the Ulysses is in quality of cycle parts and standard fasteners. Based on my four year ownership of the Breva I can safely say that the finish on all modern Guzzi's is now on a par with BMW and Honda.



	<b><u>Buell XB12X Ulysses</u></b>	<b><u>Moto Guzzi Stelvio</u></b>
Capacity	1203cc 2-valve 45° V-twin	1151cc 4-valve 90° V-twin
Power	93 hp @ 7000 rpm	108 hp @ 7500 rpm
Torque	77 ft/lb. @ 5500 rpm	80 ft/lb. @ 6400 rpm
Seat height	808mm	840mm to 865mm
Dry weight	193kg	214kg
Fuel capacity	16.6 litres	18 litres
Wheelbase	1370mm	1550mm

To summarise, I won't be selling the Ulysses (or the Breva) to buy a Stelvio.....



**'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.

## Buell Thunderbolt

**By Chris Jessop:**

The Buell Thunderbolt stirs mixed emotions amongst Buell enthusiasts. Most tend to either love or hate the styling. Personally, I love them, especially the S2 which has cleaner, flowing lines for the seat and fuel tank unit. If space and finances permitted I would have a S2T in the garage to compliment my S1 and XB12X. Maybe, one day...

### **Model History – The Thunderbolt Name:**

Erik Buell named his Thunderbolt model after a World War 2 fighter-bomber, the Republic P-47 Thunderbolt.

The Republic P-47 Thunderbolt, also known as the "Jug," was the biggest, heaviest, and most expensive fighter aircraft in history to be powered by a single reciprocating radial engine. It was one of the main United States Army Air Forces (USAAF) fighters of World War 2, and also served with other Allied air forces.

Later Thunderbolts used a Pratt & Whitney R-2800-59 twin-row 18-cylinder radial engine, producing 2,535 hp. Its maximum speed was 433 mph.

A total of 15,686 P-47's were made between May 1941 and October 1945.

The P-47 was effective in air combat but proved especially adept at ground attack.

It had eight .50-calibre machine guns, four per wing. When fully loaded the P-47 could weigh up to eight tons. A modern-day counterpart in that role, the A-10 Thunderbolt II, takes its name from the P-47.



REPUBLIC P-47 THUNDERBOLT WITH A B-17 FLYING FORTRESS

The P-47 gradually became the USAAF's best fighter-bomber, normally carrying 500 lb. (227 kg) bombs, M8 4.5" (115mm) or 5" (127mm) high velocity aircraft rockets (HVARs, or *Holy Moses*). From the invasion of Europe on 6 June 1944 to VE day on 7 May 1945, the Thunderbolt units claimed destroyed: 86,000 pieces of railway rolling stock, 9,000 locomotives, 6,000 armoured fighting vehicles, and 68,000 trucks.

### **Buell S2 & S2T Thunderbolt:**

**A total of 1,694 S2's and 429 S2T's were made between 1994 and 1996.**

The S2 Thunderbolt evolved from the RS1200 Westwind and was the first Buell motorcycle designed and manufactured by the Buell Motorcycle Company, which was founded on the 3rd February 1993. Erik Buell owned 51% of this new company and Harley-Davidson owned 49%. Harley's new financial backing enabled Buell to improve quality and 'mass-produce' his motorcycles, and sell them at a reasonable price. Prior to February 1993 Buell motorcycles were expensive and produced in relatively small numbers.

During 1993, Erik Buell and Mike Samarzja refined the RS1200's bodywork into what many think is one of the most elegant shapes seen on a motorcycle.

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Although difficult and expensive to produce, the S2's bodywork was a work of art. Erik wanted a bike with evocative curves not just bodywork designed simply to hide or cover components.

The other part of the S2 equation was the engine. The RS1200 developed 68 hp @ 6000 rpm and 72 ft/lb. @ 4000 rpm but with a new design of exhaust and intake the first Thunderbolts developed 76 hp @ 5200 rpm and 76 ft/lb. @ 5200 rpm. Further engine development resulted in the 1996 S2T Thunderbolts developing 91 hp @ 5800 and 87 ft/lb. @ 5200 rpm.

The S2 Thunderbolt used many parts that appeared on the more expensive, low-volume RS1200 (208 produced) and RSS1200 (98 produced) models, such as beautiful hand-formed aluminium oil tanks, billet yokes, cast aluminium side plates, Marchesini wheels and trick carbon fibre pieces.

Thunderbolts were the first Buell motorcycles to use Buell-branded gauges. Earlier Buells had always used OEM Harley-Davidson branded parts.



Another first for the Thunderbolt was the use of a belt final drive. Earlier Buells had used a roller chain final drive.

Buell's original target was to produce 300 S2's in 1994 but such was the success of the model that more than 1,400 S2 Thunderbolts were built and shipped that year.

In 1996 Buell introduced the S2T Thunderbolt. This was the touring version and featured 25mm taller handlebars and 25mm lower foot pegs and introduced luggage in both shallow and deep versions, fairing storage bags, and fairing lowers for increased rider protection. The 1996 S2T's had a charcoal frame as opposed to the white frame of the S2.

### **The S2 Thunderbolt Signature Series:**

In 1996 all registered owners of Buell S2 and S2T Thunderbolts received a letter announcing the Buell Signature Series designating those models "deemed historically significant in the ongoing evolution of Buell."

The letter came with a package containing various items, including a laminated card with information about the specific Thunderbolt associated with the kit. It also included the Buell Signature Series Commemorative Timing Cover – pictured right.



**S2 Thunderbolt**



**S2T Thunderbolt**



### **Buell S3 & S3T Thunderbolt:**

**A total of 2,670 S3's were made between 1997 and 2001.**

**A total of 1,779 S3T's were made between 1997 to 1998, and 2000 to 2002.**

The S3/S3T Thunderbolt was launched at the same time as the M2 Cyclone and was both more refined and easier to build. Buell moved away from Resin Transfer Moulded (RTM) fibreglass parts as used on the S2/S2T, towards parts like the roto-moulded fuel tanks, which required a larger investment in tooling in return for a less expensive and more consistent part. With the exception of the fuel tank, all other S3 parts were vacuum-formed ABS.

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The 1997 S3 Thunderbolt is an S1 Lightning with different bodywork. Same frame, same 91 hp @ 5800 rpm and 87 ft/lb. @ 5200 rpm engine. Gone are the S2's graceful, swooping curves, to be replaced by bodywork with its edges sharpened and its panels pared back. The most noticeable difference is in the seat/tail section, the arc is more open and the profile thinner. The fuel tanks upper portion is identical to the S1's. Note, S2's had a cover over their fuel tanks. Missing from the S3 is the distinctive machined side plate from the S2 on which the foot-pegs mount. Contributing to the different look is the inclusion of the "Helmholtz Volume Power System" (airbox) from the S1.

By switching to the S1's frame, manufacturing costs could be reduced significantly. Which is another reason why Buell didn't just put the S1 engine in the S2 chassis. Other notable changes include the adoption of 7/8" handlebars, controls and switch gear. The previous 1" equipment, directly from the Harley parts bin, was viewed by many as old-fashioned and never a real hit with customers.

The S3's front suspension was upgraded to that of the S1, WP 4054 IBS inverted forks replacing the S2's older WP ROMA-type. The significance here being that compression damping is handled by one leg, rebound damping by the other leg. By separating the functions – rather than duplicating them in each leg – unsprung weight is reduced.

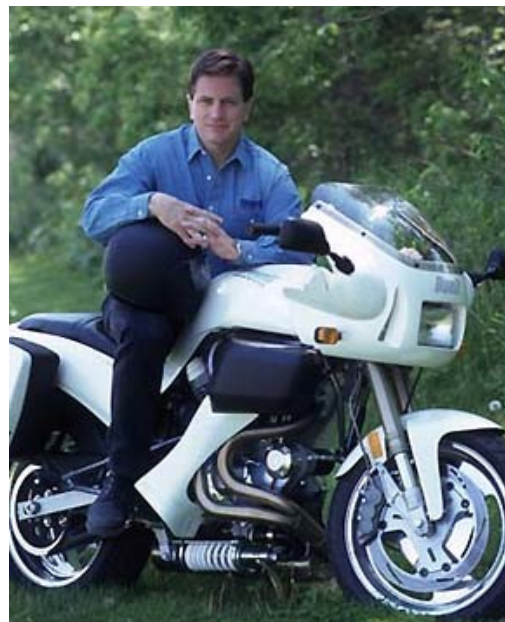
Despite the wholesale change in parts, the specifications show the same dry weight of 450 lbs. (204kg) and seat height of 29.5" (74.9mm) as the S2.

The S3T Thunderbolt followed the pattern set by the S2/S2T by having slightly higher bars, fairing lowers and saddlebags.

For the 1998 model year S3's were fitted with the S1 White Lightning engine. This increased power to 101 hp @ 6000 rpm and torque to 90 ft/lb. @ 5500 rpm.

The S3T wasn't offered in 1999 as the touring parts were only available in a "Build to Order" program that later proved impossible to administer. The S3T returned as a model in its own right for the 2000 model year.

The last versions of the S3's had fuel injection, a cast aluminium swingarm and a reworked frame that allowed the exhaust pipe from the rear cylinder to be routed under the frame and well away from the riders right leg.



**ERIK BUELL & PROTOTYPE  
S3T THUNDERBOLT IN 1996**

**S3 Thunderbolt**



**S3T Thunderbolt**



## **Thunderbolts In The USA:**

It would be fair to say that the Thunderbolt wasn't a great sales success in Europe – although they do have a small and dedicated following. On the other hand, in the USA, they sold quite well. I think patriotism and brand loyalty played a big part in this.

During our visit to the Buell 25th Anniversary in Wisconsin, during July 2008, we were surprised by the number of Thunderbolts that turned up at the events. We'd never seen so many in one place at one time. At most UKBEG events we're lucky if just one or two Thunderbolts turn up.

A selection of our Thunderbolt pictures taken during the Buell 25th Anniversary celebrations appears on pages 9 and 10.





**WEDNESDAY 2ND JULY 2008  
FOUR THUNDERBOLTS AT THE GREAT LAKES DRAGAWAY  
UNION GROVE, WISCONSIN**



**THURSDAY 3RD JULY 2008  
NEW S2T THUNDERBOLT FROM THE MUSEUM  
AT THE BUELL FACTORY, EAST TROY, WISCONSIN**



**THURSDAY 3RD JULY 2008  
S2T THUNDERBOLT AT THE BUELL FACTORY  
EAST TROY, WISCONSIN**



**THURSDAY 3RD JULY 2008  
THREE S3T THUNDERBOLTS AT THE BUELL FACTORY  
EAST TROY, WISCONSIN**



**SATURDAY 5TH JULY  
CUSTOM PAINTED S2T THUNDERBOLT  
AT ROAD AMERICA, ELKHART LAKE, WISCONSIN**



**SATURDAY 5TH JULY  
S2T THUNDERBOLT IN THE BUELL RIDERS ENCLOSURE  
AT ROAD AMERICA, ELKHART LAKE, WISCONSIN**



**FRIDAY 4TH JULY 2008**

**BUELL 25TH ANNIVERSARY TRACK DAY  
BLACKHAWK FARMS RACEWAY  
SOUTH BELOIT, ILLINOIS**

This matt black, stripped down S3 Thunderbolt was our favourite Buell of the whole trip. It just looked so mean, so right.....

There were plenty of trick Buells at Blackhawk Farms but this S3 certainly drew the crowds in the paddock. Speaking to the owner, he confirmed that the headlight had been removed for use on the track. It sure sounded as good as it looked – blasting around Blackhawk Farms Raceway in sweltering temperatures.

The owner of this Thunderbolt is a US army Veteran – the licence plate is dedicated to the 54th Infantry Regiment.





# Buell Thunderbolt – Owners Reviews

**By Chris Wood – Spain:**

## **Buell S3T Thunderbolt:**

Model Year	1997
First Registered	April 1998
First Owner	H-D Germany
Mine since	May 1998
Bought with	1500kms
Now has	27,800kms (approx.)
Colour	Amazon Green



I bought the S3T after test riding several other marques whilst still living in Germany. I wanted a bike that had two pots, no rear chain and was simple to maintain. I wanted a carburettor and not injection. Economy was important – but not as important as range. I also wanted something sportier than the old Guzzi-G5 I had (and still have). It had to have a pillion seat. Also valued were weather protection and luggage (I'd have fitted them to whatever I'd bought at the time). Being new was not a consideration.

The final decision was actually my wife's, Monti, it was pretty much "on the spot". It was an H-D Germany demo bike and I was the second person to actually "test" it. Monti was the first to "pillion test" it. Nobody else ever did. I had tried two Buells before; both S1's and loved them. But had Monti said "no" – I would not have bought a Buell. Really! – so much, with hindsight, hung on that "yes".

It was hardly used in Germany. 1998 was a rubbish summer where we lived and in September/October I seriously screwed my back up.

## **Extras and Updates:**

Very few Buell upgrades. Basically a flasher relay. H-D Germany had also replaced the front brake hose with a Goodridge braided version. Reason being that the bike left Germany in a crate for Spain in Nov 1998. So missed any German dealer support – and Buells were not sold/supported in Spain until the "fuellers" appeared. So it has been "home" maintained and with the full knowledge and understanding of Buell (USA). To be fair to H-D/Buell they did try to sort something out, but not really hard enough locally. Frankly I believe the local dealer did not want the responsibility. This I can understand, as they had no training.

I'm still on original isolators: WP rear shock: WP forks: original steel swing arm (which I actually prefer aesthetically): original tank breather too: hugger and belt guards in place. I even still have all electrical "cut-outs" in place – and never had an issue.

Primary adjuster was upgraded, at Maz's "suggestion", and WAS necessary. At this time I fitted a Mueller clutch actuator. It was a good decision.

Some "upgrades" were made very early on. Banke frame-brace (later Buells came with a brace in the frame). The brace made the handling far more precise. Banke oil (screw on) filler cap. And Banke "rear-set" foot rest mounting plates. I also fitted LSL alloy footrests – front and rear.

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Later on I made a set of more rigid gear/brake levers (featured in an American Thunder or on the web site), using Tarozzi parts and swapped to a US rear pulley. US S3's used the larger 29 tooth front pulley anyway – so basically it's a US geared S3. Taller than an S1 – but suits me fine. "Swiss" gearing was too tall even on the Autobahn. The result was also a shorter wheelbase – a good 1.5" and was nimbler in the bends as a result – this did surprise me.

As "T" models rely on the breadbox filter cover as a mount for the right hand side lower faring – I did not go the Force air filter route. But Manchester Buell (New Hampshire, USA) was very helpful and supplied a cheap set of bits to help breathing. Basically a Jet kit, K&N filter and a "ditch the internal tubing" kit - a sort of mini-bell-mouth. At the same time I fitted a Vance & Hines SS2R tail pipe. The breathers still vent into the breadbox.

Also (thanks to the wonders of UKBEG-NET-TRANSPORT) I was able to get a Corbin seat. This took a while to bed in but is a definite improvement. The original seat is a real nut-crusher. I'm still experimenting with an Airhawk cushion – but I'm not yet convinced it suits how I ride the S3 very well.



I always found the brakes to be a bit "lacking" with Monti on the back. And after a lot of "umming and ahrring" I decided to fit twin Brembo discs up front with Brembo 4-pot callipers and Brembo master cylinder. I also fitted a Brembo 4-pot calliper to the rear. As it turned out the OEM front disc was developing microscopic cracks so the change was timely (pure luck). The rear calliper took a bit of setting up but works well (it actually brakes). In my opinion the braking is VASTLY superior now.

At the same time I tried a set of handlebar raisers as I was getting a fair bit of lower back pain and as a result wrist pain and I wanted to keep the stainless OEM bars on. These were OK but not quite high enough. I also removed the "rear-set" plates and put the original rubber foot pegs back on. I eventually took the raisers off and fitted a set of higher bars (actually the originals from the Guzzi-G5) and refitted the "rear-set" plates. I still use the OEM rubber foot rest though. It now fits me perfectly. Had I not resolved this – I'd have sold it. As it is, it is now used for commuting and general use alongside the Guzzi and Softail.

It has had gel grips fitted for ages, and now has a concession to bling – alloy bar end caps that came with the grips, but which did not fit into the OEM bars.

Headlight recently upgraded to a full dipping HID H4 set-up. Easy on an S3 as the fairing hides all the "bits": vastly superior. The taillight now has LED bulbs in too, just because I had them.

Tubbs degutted the OEM stainless exhaust – and it's a major improvement over stock – though not as good as the Vance & Hines. But as the Spanish ITV test (MOT) now includes a noise test and the V&H is letting 111dB out, I guess it won't be long before the OEM has to go back on. For a while I ran the V&H with a catalytic converter inside. It was quieter so this may also be something I try again for the ITV – I have until mid-2011 to decide. The swine is that apart from sounding better – it corners better with the Vance & Hines. My guess is it's something to do with the centre of gravity. With the OEM exhaust it's much lazier in the bends.

### **Problems:**

I've had VERY few "proper issues". Most issues have been more like niggles.

The support strap on the OEM stainless down pipes pulled out leaving a gaping hole – and the V&H ripped its support mount out at the same time. Fixing the V&H was easy (we also added an anti-flexing buttress) as it's mild steel but finding a welder to do the thin walled stainless down pipes was an issue (this is Spain). The welder I found also beefed the support up a bit, but it is no longer used now anyway – following advice from Maz.

The supports for the rear shock remote reservoir failed. Luckily the reservoir itself was only lightly damaged and not perforated. Once again, Maz came to the rescue.



I had an issue with the front calliper – when some “*bastardo*” decided to remove the bolts whilst I was in a café. Luckily the calliper stays on the disc unless the pads are removed – it scored the front rim a bit though. Took me ages to find non-metric bolts!

The ignition switch support ring vibrated loose during a long high speed ride. The key ring held it on – but was a PITA as I discovered that the KEY won't come out of the lock unless the switch is TIGHTLY in place. This I discovered at night in the rain during a petrol stop. The ring is now gummed up with un-vulcanised rubber – the best anti-vibration thread lock I have ever found – way better than Loctite.

Had a clutch cable break on me whilst fitting it – it was a new one so I simply put the old one back in (it was just a bit rusty at the lever) – Maz again to the rescue.

One recurring issue has been with a small screw inside the air filter box that holds the back plate to the front engine mount. This has repeatedly vibrated loose (Loctite or no) and burred the threads out. Now it is heli-coiled to a MUCH larger thread and has a long bolt with a nyloc on the back. The issue is exacerbated by heat which degrades Loctite etc. I hope the nyloc holds up better.

The tank decals have of course bubbled. But as I have always had a Buell “tank bra” fitted and I generally have the tank bag on – they're not visible.

The pannier support managed to create a hole in the left pannier somehow. Epoxy fixed that.

#### **Wear and tear:**

Rear tyres have lasted on average about 5,000kms. Front tyres last about 10,000kms.

Tyres are not something I've experimented much with. They always seem to need replacing around ITV time – so I get what the tyre place I use has available. I'm happy using a hard compound too.

Oil consumption has been negligible, to the extent I hardly check between changes which are pretty frequent. Way more often than the book says.

Battery life: 5 years almost to the day.

Fuel consumption has always been just shy of 5 litres for every 100kms. This equates to somewhere in the 50-55mpg area. This gives me around 290kms before reserve.

#### **Other Observations:**

Rather surprisingly the weather protection offered by the, at first sight rather skimpy, fairing is excellent. The lowers work very well, reducing “trouser flap” to almost nothing. And the upper half keeps most of the wet weather at bay. In fact it's really only my boots that get wet even in severe rain.

I did replace the transparent part of the screen with a Zero-Gravity version. It's higher with a flip up edge. It raised my comfortable cruising speed by 20km/h up to about 140km/h (90mph). This I have also painted black on the inside as it was somehow allowing a lot of glare off the instrument glass.

It still niggles me that the upper part of the fairing waggles a fair bit – but I can't see how to brace it without obscuring the instruments.

The bike came without the original extended rear mudguard. I made one from a sheet of carbon fibre when Monti complained about spray – but since Monti decided she won't get on anymore – the rear mudguard is short again. But it's a consideration for two up users.



In my opinion the front lighting is pretty marginal. With a simple H4 bulb it was/is barely adequate for high speeds anywhere that has poor (or no) street lighting. Fitting the HID kit improved things, but I'm still convinced that there is room for improvement. Tubbs supplied me with a spare top fairing and ONE DAY I may try to fit twin HID headlights in. That or "bug eye" fog lights.

The panniers are pretty much useless except for small stuff. The 1997 models have shallow lids. They're fine for some soft luggage for a solo trip, but useless two up. They will not take a helmet. Also the shape pretty much makes carrying anything like a portfolio or even an A4 sized folder impossible. A4 sheets will (just) fit. On the Plus side they have proven 100% waterproof. One "niggle" I had to fix was the plastic locking lug breaking off inside the left hand lock – a new stainless stud insert fixed that. Still they look nice, eh!

The fairing has two nylon pockets which have proven useful, plus a third pocket under the seat; this sadly became unusable with the Corbin saddle on, due to fittings to allow a backrest (not fitted). It was damn useful for documentation etc., as you need the key to get at it.

I'm currently in the throes of fitting a voltmeter (out of an Audi). I fitted a digital LED "coloured lights" voltmeter – but the lights drove me barmy. I like to know what the battery is up to.

Have to admit I'm half thinking of sending the WP shock to Ronnie at AST but since Monti decided she does not want to ride as pillion on the S3 any more – I'm not sure what I'll do. I'm sure the AST is better, but after a good 2 weeks fiddling with the WP it's now fine for me (except over speed bumps!). And my guess is that with an AST fitted, I'll want to do the forks too and .....

Chris – aka Chris (Madrid)

## **By Steve Hopkins – Wales:**

### **Buell S3T Thunderbolt:**

Year: 1997

Bikes history: First registered to Harley-Davidson, the bike was an accident damaged write-off, and purchased by me from a breaker in early 1998.

Mileage covered: 22,000 miles

Modifications and updates:

PM wheels, Mikuni Flat Slide, Kuryakin air filter, Billet front engine mount, Vance & Hines, Banke frame brace, LED tail lamps (they last longer), New front disc.

The only official update is a modified fuel tank breather. I still run the original White Power rear shock and swinging arm.

The front fairing was removed and twin headlights fitted. S1 instrument plate and handlebar clamps (thanks to the kind generosity of a USA member). The resultant look will have the purists in a twist!

Tyres: Dunlop

Fuel and oil consumption: Uses no oil, Fuel – 160 miles to fill up!

Having first seen, and ridden, an S2 in the USA in 1996, I was smitten. This was probably helped by the fact that the guy who asked for my thoughts after returning from a test ride was Erik Buell himself.

Having put my deposit down for an S3T, only to be disappointed by repeated delays in production, I eventually gave up, and bought one of the first Honda Firestorms. In hindsight, a blessing, as even back then, a new S3T





**By James White – England:**

**Ed's note: James is lucky enough to own both an S2 and an S3 Thunderbolt. His S3 appears on page 16.**

**Buell S2 Thunderbolt:**

Purchased in 2005 from original owner and H-D factory machinist in Wisconsin, USA. Mileage when purchased was less than 3,000 miles.

Bike taken by buddy to suburban H-D Thiensville, Wisconsin for following work to be undertaken:

Full US gearing.

Thunderstorm heads, barrels and pistons.

Screaming Eagle high lift cams.

Mikuni HSR 42 carburettor.

XB rocker covers.

NRHS engine mount.

Vance & Hines muffler.

Banke Shifter and brake set up.

Banke Frame Brace.

My buddy ran in the S2, so when I arrived in US, it was ready to ride to Sturgis, South Dakota. Total of 3,500 miles covered in one week. Finishing at Chicago depot for exportation home to UK.

**Further alterations:**

Maz catch can.

NRHS one piece pushrod tube base plates, air cleaner backing plate, 3" ham style K&N filter. Carbon fibre air filter cover.

X1 Spoiler.

AST Shock absorber.

LSL foot pegs.

EBC Pro Lite disc front, Braking wave disc rear.

Corbin Leather seat.

Upgraded 96 HD switch gear.

Storz steering damper.

Grease Monkey hand crafted steering damper frame mount.

Maz modified late model swing arm isolators.

Tyres: Pirelli Diablo 120 front, 170 rear.

Reg No: E3 UEL.

Current mileage: 12,935.

Bike has subsequently been Mazzed and is used as and when being part of my tuber stable. Ridden to UKBEG long weekend trip to Germany in 2008.

Originally Parkway Blue, but second set of bodywork purchased from ebay and sprayed Buell pearlescent white. A motorcycle of historical value to Buell history according to Erik Buell, terming these as Signature Series motorcycles. Much loved and cared for motorcycle which was saved from being chopped as appears to have been the fate of far too many an S2.

**1995 S2 Signature Series:**

1399 = 49 State bikes made

86 = California bikes made

Total = 1485

Continued on page 16...





**Buell S3 Thunderbolt:**

Purchased in 1998 from Robinsons Foundry.

First 6 months of ownership, bike spent most of its life with dealer due to various recall works, quality control problems and bent exhaust value after a service.

Originally black. Then flamed by Keith Baker and finally painted by Howard Morris.

**Mazzed:**

Thunderstorm heads, barrels and pistons.

S3 frame rear hangers chopped off and replaced to allow use of S1 pro series rear sets.

Mikuni HSR 42 carburettor.

Buell shark teeth pulley – 1/2 US gearing set up.

Joker Machine front pulley guard.

One off fairing clock mount /fascia design by me, made by PreTech, Reading.

Cut down cam casing.

XB rocker covers.

NRHS engine mount, one piece pushrod tube base plates, air cleaner backing plate, 3" ham style K&N filter.

Vance & Hines muffler.

2.5" race header.

Spoiler by Odyssey Kolors, France.

Metmachex Engineering oil tank.

Metmachex Engineering hydraulic clutch.

AST Shock absorber.

Banke Frame Brace.

X1 swing arm.

XB mirrors.

One off seat.

Renthal medium bars.

ZX master cylinder for clutch.

Traction grips.

Oberon bar ends.

One off engraved petrol cap.

Buell Pro-Series rear sets.

LSL foot pegs.

EBC Pro-lite disc front, Braking wave disc rear.

Powder coated PM aluminium wheel rims.

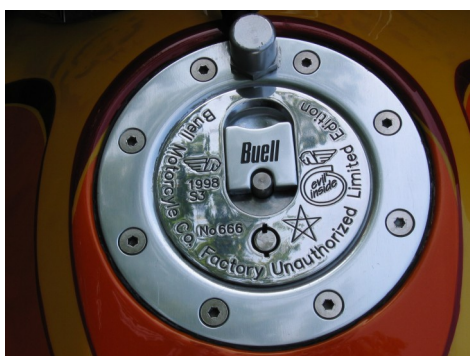
Hyperpro steering damper.

Tyres: Pirelli Diablo 120 front, 180 rear.

Reg No: S33 UEL.

Current mileage: 23,518.

One off modified OEM front fairing and headlight frame mount by me and friends to accept XB projector head lights.



PICTURED ABOVE:  
ERIK BUELL AND JAMES'S S3 OUTSIDE  
WARRS H-D/BUELL, LONDON



**By Neil MacKinnon – England:****Buell S3T Thunderbolt:**

Year: 1998, first registered in October.

The finish of silver bodywork with grey frame and wheels is original. It no longer has the fairing installed, but I do have it, and the rather flimsy little rectangular headlamp. It has had seven owners prior to myself and I have a full service history.

**Modifications:**

It now has a Forcewinder air filter and I have also modified the breather system and installed a catch tank.

Rear foot pegs are removed and the front pegs changed for flatter metal pegs that actually originated on a BMW K100.

The down pipes are original, but it has a Supatrapp silencer (a relative term). I only use it on high days and holidays, probably only covering 3000 to 5000 miles, depending on the weather. It has around 20,000 and I changed the front engine mount at 18,000 as the unit fitted had failed and was itself a replacement (I have the receipts for the previous work).

I do all my own work, as I have restored motorcycles for many years and also used to build both road and racing bike and car engines for a paying hobby, as well as chassis preparation and race set up for several championship winning sprinters / hillclimbers (looks like Maz is not the only mechanic out there). Not sure what else you'd like to know, other than after over 30 years of Triumph twin ownership, the S3T is the best handling, most fun bike I have ever owned and is everything I never managed to get a Triumph to be.

**By Simon Dykes – England:****Buell S2T Thunderbolt:**

Year: 1996 – Parkway Blue

I'm the second owner and have had the bike for eight years now. Mileage: 33,300.

**Modifications:**

Mikuni carb, Crane single fire ignition, Vance & Hines silencer – the original is Cam-coated and tucked away in the garage.

Continued on page 18...





For long distances I fit a Buell tankbag, Corbin seat with Airhawk cushion and a Buell Quest Sat-Nav. Not pretty but for long runs I go for function over form every time!!.

### Updates:

Latest Isolators, disc, primary tensioner, detent plate, rocker gaskets and oil pump drive gear fitted. I've stuck with Bridgestone 020s but don't do enough mileage these days to give meaningful feedback on wear.

Fuel consumption tends to be around 40mpg – pretty much the same as on my other Buells. Oil consumption is minimal – I rarely need to top up between oil changes. All recalls have been done including the latest Showa shock.

### By Christian Hamelot – France:

#### Buell S2 Thunderbolt & Buell S3T Thunderbolt:

The S2 is Lacy's bike, a member of the UKBEG forum. I bought it in summer 2009. It has covered 19,000 miles. It's 1996 model, first registered on the 28th January 1997. The original colour is Black Sapphire with a white frame, like all S2 had.

The bike benefits from a full Thunderstorm conversion, heads, pistons and cams, and a stainless slip on can, Magnecor ignition leads and Iridium spark plugs, the carburettor is a standard one.



It's has been set up superbly with no flats spots and pulls like a train all through the rev range. It develops 95 horse power at 6050 r/min and 13 m.kg at 3120 r/min. The maximum speed is 240 km/h

All the recalls were not realised so the main recall was to change the swingarm (because it might broken) so I decided to paint it in white. The fairing mount and the fairing front had been changed to a new one and painted too.

The S3T is stock with large saddle bag. The colour is black with a grey frame. I don't want to modify the bike, I just love it like that. It's a 1998 model in good condition and has covered 15,000 km. It has a clock on the dash board.

The rear suspension has been removed, it's a Fournalès unit now. The front disc and the oil pump have been changed. The exhaust also, for the sound is more pleasurable to run and hear it.

It's a very good motorbike for the motorway, and little roads too, and it's very pleasant to go travelling with it. It's a very comfortable bike and the protection is very nice.

Here in France lots of people don't like it. They think it's not a nice motorbike, sure it's a very different motorbike if you compare to the S1 but it's a very nice tourer to go and travel everywhere, and when you are on the bike you don't see it and you only enjoy to ride it, try it and you will love the S3.





**By Joseph - Germany:**

**Ed's note: Joseph is an American who now lives and works in Stuttgart. He uses the nickname 'Vecchio Lupo' on the UKBEG web site.**

**Buell S3T Thunderbolt:**

Year: 1999

History: Purchased new in 1999 from Harley Davidson/Buell of Reno, Nevada USA by Mr. Dudley Morton. Dudley modified, upgraded, tuned up the S3T and had it repainted. At 25 thousand miles he traded it back to H-D Reno for a FLH in 2009 (Dudley is now 79 years).

I purchased it from H-D Buell Reno via ebay for \$3,000.29 and had it shipped to New Orleans where I worked out a couple bugs and made it right for me. In August of 2009 I had it shipped to Germany, where I have taken it to the Stelvio Pass, down deep into the Black Forest, and into France for a quick burn up the Maginot Line.

It runs great, handles better than my 09 H-D XR1200 did, and gets 55 mpg (at 70mph) doing it. I could not be happier with my S3T and have written Erik Buell to tell him as much, he has not written me back. It came with both sets of Saddlebag lids (thick and thin), two sets of fairing pouches (VGC), a big box of spare bits, and a 5 inch thick service record complete with manual and detailed information on all modifications.

Mileage covered: I purchased in early 2009 with 25k miles, it now shows 29,779 miles.

**Modifications and updates:**

**COMFORT DEPARTMENT:** Corbin Saddle, 1" bar riser, Manic Salamander bar end weight and throttle tensioner (similar to Throttlemeister), Zero G windscreen, Laminar Lip wind deflector mounted over the Zero G (works great), Wolfman Tank Bag, Givi Sat/Nav mount for my Garmin, Kuryakin Amperage meter, Fog light, replaced the halogen headlight with a projection unit from an XB, and Gel grips.

**PERFORMANCE DEPARTMENT:** Buell Race ECM, Buell Race Header, Buell Race Muffler, Force Winder Intake and Filter Pod, Accel ignition coils and stator, Oil Cooler, Works Performance Suspension front and rear, Galfer waved front Rotor, Performance Machine wheels, Upgraded motor mounts and all recalls performed at dealer. I have the Dyno sheet from a 5 year old ECM tuning session that showed 104 hp at the rear wheel, I assume it's dropped off since then. The shift linkage has been drilled and lightened, as well as extreme attention to detail by the original owner, Mr. Dudley Morton, who I speak to about once a month, and talk about what he had done and any advice he has for me. The Buell Community is fantastic.

Tyres: Currently running Dunlop's, the rear is a 180 series (stock should be 170) and I think it's too wide, I'm fitting Pirelli Diablo Stradas this month (February 2010) in the stock sizes unless I hear something horrible about them before I order. Fuel consumption: I get 55mpg average highway at 70 mph, 45mpg at 90 mph, all time highest mileage was 58mpg at an average of 50mph on B roads. Oil consumption: I get the wetness under the starter motor where the primary seeps through the wire hole in the case, it is not enough to bother with right now, I don't burn any that I can tell.

The pictures of my Thunderbolt were taken prior to shipping from the US, and before the windscreen was changed.





## UKBEG 2010 Events Diary & Preview

Please visit the Events Forum on [www.ukbeg.com](http://www.ukbeg.com) for full details or telephone Chris Jessop on 01924 518224.

March 21st, Sunday.	<b>UKBEG</b> Buell Meet	RAF Museum London, Hendon.
April 3rd, Easter Saturday.	<b>UKBEG</b> 12th Birthday BBQ	Black Bear, Newmarket.
April 10th, Saturday.	<b>Adrenalin-Moto Open Day</b>	Darlington.
April 11th, Sunday.	<b>UKBEG</b> Buell Meet	Jodrell Bank Observatory, Cheshire.
April 24th & 25th, Saturday & Sunday.	<b>UKBEG</b> Bristol Area Weekend	Ireland
May 1st to 3rd, Saturday to Monday.	<b>UKBEG</b> Buell Challenge	RAF Museum Cosford, Shropshire.
May 16th, Sunday.	<b>UKBEG</b> Buell Meet	Glencoe.
May 21st to 23rd, Friday to Sunday.	<b>UKBEG</b> Scottish Weekend	Assen, Holland.
May 28th to 30th, Friday to Sunday.	<b>UKBEG</b> @ Ducati Club Races	Belgium.
June 5th & 6th, Saturday & Sunday.	<b>Buell Day</b>	Kirkstone Pass & Patterdale.
June 11th to 13th, Friday to Sunday.	<b>UKBEG</b> Cumbria Weekend	Ardennes.
June 17th to 20th, Thursday to Sunday.	<b>UKBEG</b> Invite To Silverstone Moto GP	Big Pit, Blaenafon, South Wales.
June 25th to 28th, Friday to Monday.	<b>UKBEG</b> Belgium Weekend	
July 4th, Sunday.	<b>UKBEG</b> Buell Meet	
July 17th, Saturday.	<b>UKBEG Main Event</b>	
	<b>Emma Radford Buell Festival</b>	
	<b>Lincolnshire Aviation Heritage Centre, East Kirkby, near Spilsby.</b>	
	Location details: <a href="http://www.lincsaviation.co.uk">www.lincsaviation.co.uk</a>	
August 7th & 8th, Saturday & Sunday.	<b>UKBEG</b> Deliverance 3	(Adam's BBQ) Oswestry, Shropshire.
August 22nd, Sunday.	<b>UKBEG</b> Buell Meet	Sammy Miller Museum, Hampshire.
September 19th, Sunday.	<b>UKBEG</b> Buell Meet	Llanberis, North Wales.
October 3rd, Sunday. (Date TBC)	<b>UKBEG</b> Buell Stand	Copdock Bike Show, Ipswich, Suffolk.
December 4th & 5th, Sat & Sun.	<b>UKBEG</b> 'Sproutfest'	Rugby.
December 28th, Tuesday.	<b>UKBEG</b> Cabin Fever Meet	National Motorcycle Museum, Solihull.

### By Chris Jessop:

I've compiled a short preview of most of this years events. If any of them take your fancy, fire up that Buell and hit the road.....

#### March 21st, Sunday, UKBEG Buell Meet.

An informal Buell meet which is being held at the RAF Museum London, Hendon. It's easily accessible just off junction 4 on the M1 and entrance is free. The meet starts at 11.00 am and all are welcome. We always have a good turnout at Buell events in the London area and it will be the ideal way to shake off those winter blues.

#### April 3rd, Easter Saturday, UKBEG 12th Birthday Celebrations & BBQ.

We celebrate UKBEG's 12th birthday with an informal Buell meet and BBQ at Black Bear HD/Buell, Newmarket. The meet starts at 11.00 am and all are welcome. There's free coffee, tea and food for all Buell enthusiasts.

#### April 10th, Saturday, UKBEG Visit To Adrenalin-Moto Open Day, Darlington.

Adrenalin-Moto are specialist Buell after-market suppliers and Saturday 10th April is their open day. Free light refreshments will be available.

#### April 11th, Sunday, UKBEG Buell Meet.

An informal Buell meet which is being held at the Jodrell Bank Observatory, Cheshire. The meet starts at 11.00 am and all are welcome. Admission costs just £2 for adults.

#### April 24th & 25th, Saturday & Sunday, UKBEG Bristol Area Weekend.

Saturday is the Italian Auto Moto Festival – all makes of Italian cars and bikes are displayed in Bristol city centre. Sunday is an informal Buell meet at the Bristol Aero Collection, Kemble Airfield, Cirencester.

#### May 1st to 3rd, Saturday to Monday, UKBEG Emerald Isle Buell Challenge.

This is our annual endurance run to raise money for our adopted charity, The Papworth Hospital Cystic Fibrosis Unit. See pages 21 and 22 for full details.

The events preview continues on page 23...



## UKBEG Buell Emerald Isle Challenge - May 2010

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

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

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

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

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

A registration form appears on page 21 or can be downloaded at: <http://www.ukbeg.com/downloads.php>

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

### Itinerary:

#### Saturday 1st May:

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

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

#### Monday 3rd May:

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

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

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

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

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

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

#### Accommodation:

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

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

#### Friday 30th April:

Beech Haven Hostel, Tramore, near Waterford.

Web site: [http://www.beechhavenhouse.com/hostel\\_index.html](http://www.beechhavenhouse.com/hostel_index.html)

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

#### Saturday 1st May:

Sheep Island View Hostel, Ballintoy.

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

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

#### Sunday 2nd May:

Oughterards Canrawer House Hostel, near Galway.

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

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

#### Monday 3rd May:

Beech Haven Hostel, Tramore, near Waterford.

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

#### Ferry details:

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

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

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

Irish Ferries web site and on-line booking:

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

Important: for those of you booking on-line with Irish Ferries - let me have your booking reference number and I will be able to obtain a retrospective 10% discount for you.

This will appear as a credit on your card used to make the booking.





## Registration Form - UKBEG Buell Emerald Isle Challenge

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

**Closing date for entries is Friday 16th April 2010**

Your full name: \_\_\_\_\_ Forum name \_\_\_\_\_

Your address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Your postcode: \_\_\_\_\_

Your T-shirt size: \_\_\_\_\_ (Medium, Large, XL or XXL)

Your telephone number: \_\_\_\_\_

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

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

The registration fee is £13.00.

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

For your £13.00 registration fee you will receive:

An official Buell/UKBEG event T-shirt.

Papworth Hospital sponsorship forms.

Route guide.

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

Please send this completed form and payment to:

**UK Buell Enthusiasts Group**

**PO Box 271**

**Dewsbury**

**WF12 0WA**

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



May 16th, Sunday, UKBEG Buell Meet.

An informal Buell meet which is being held at the RAF Museum Cosford, Shropshire. Entrance is free. The meet starts at 11.00 am and all are welcome. This location is ideally placed for riders based in the Midlands.

May 21st to 23rd, Friday to Sunday, UKBEG Scottish Weekend.

Our Scottish weekend takes place in one of the best motorcycling regions in the UK. We will be based in the village of Glencoe, with a choice of accommodation to suit all budgets. On Saturday there's a tour of the area.

May 28th to 30th, Friday to Sunday, UKBEG @ Assen, Holland.

This event promises to be one of the highlights of our year. We have been invited to attend the Dutch Ducati Club Races at Assen. This event will feature all types of Italian bikes and Buells, including liquid-cooled 1125's. The German Pegasus Buell Racing Team will bring their recently acquired Erik Buell Racing 1190RR's.

June 5th & 6th, Saturday & Sunday, Buell Day, Belgium.

The event is based in Lauwe, between Lille (France) and Gent (Belgium) on the A22/E17. Come and experience excellent camaraderie and good food with our fellow Belgium and Dutch Buell enthusiasts.

June 11th to 13th, Friday to Sunday, UKBEG Cumbria Weekend.

Always one of our more popular events, the Cumbria weekend is based in the Kirkstone Pass and Patterdale area. There's a full choice of accommodation to suit all budgets, including camping. On Saturday there's a tour of the Lake District.

June 25th to 28th, Friday to Monday, UKBEG Belgium Weekend.

This is our main overseas event of the year. Based in the village of Walcourt, in the picturesque Ardennes, this weekend will feature tours of the region and a visit to Bastogne. Already booked are Buell riders from the UK, Holland and Germany.

July 4th, Sunday, UKBEG Buell Meet.

An informal Buell meet which is being held at the 'Big Pit' Visitor Centre, Blaenafon, South Wales. This is a new location for a UKBEG event and we hope to have a ride-out in the afternoon, led by a local member.

July 17th, Saturday, UKBEG Emma Radford Buell Festival.

This is UKBEG's main event of the year – the official notice is reproduced below:

Lincolnshire Aviation Heritage Centre  
East Kirkby, near Spilsby  
Lincolnshire  
PE23 4DE

Web site: [www.lincsaviation.co.uk](http://www.lincsaviation.co.uk)  
UK Buell Enthusiasts Group web site: [www.ukbeg.com](http://www.ukbeg.com)

This will be our 7th event at this location dedicated to the memory of one of our members, Emma Jane Radford, who passed away 22-04-04, aged just 26. We'll also be raising money for the Papworth Hospital Cystic Fibrosis Unit which looked after Emma. Last year we raised over £1000.00.

In addition to approx. 100 Buells, there'll be Italian bikes from Aprilia, Cagiva, Ducati, Morini and Moto Guzzi. British bikes will include Brough Superior, Hesketh and Vincent.

The event will include a Lancaster bomber taxi-run. If you like Rolls Royce V12 Merlin engines at full chat and red-blooded V-twin motorcycles, you'll really appreciate this event!

## Provisional timetable:

10.30 am	Start time
12.00 noon to 1.00 pm	Photo-call for bikes with the Lancaster
1.30 pm	Lancaster bomber taxi-run
4.00 pm	Lancaster bomber taxi-run

The admission charge is £6.00 per person – but girls on bikes get in free.

**Note: if you're arriving in a group of two or more bikes would you please collect your entrance money together and hand it to a nominated person within your group before you arrive. This would help to speed up your entrance to the event and help us on the gate. Thank you!**

The Aviation Centre has full catering facilities.

The events preview continues on page 24...



August 22nd, Sunday, UKBEG Buell Meet.

An informal Buell meet which is being held at the Sammy Miller Museum, Hampshire. This is one the UK's premier collections of rare and exotic motorcycles, most of them restored to full working order by Sammy Miller himself.

September 19th, Sunday, UKBEG Buell Meet.

An informal Buell meet which is being held in the picturesque village of Llanberis, in Snowdonia, North Wales. We hope to have a ride-out in the afternoon, led by a local member.

October 3rd, Sunday, UKBEG @ The Copdock Show, Ipswich.

Organised by 'Mac', UKBEG has a stand at this show which always attracts a good selection of Buell models.

December 28th, Tuesday, UKBEG 'Cabin Fever' Meet.

Our traditional end of year meeting is held at the National Motorcycle Museum, Solihull. It's an ideal way to banish those Christmas holiday blues – extra points are awarded to members who arrive on two-wheels!

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## UKBEG Events - Indemnification Statement

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

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## Joe Elliot - Buell 1125R Drag Racer

**Ed's note: Joe has been busy over the winter period. He sent me these brief details on the 8th March:**

Just to keep you updated, I've had the rear swingarm extended and carried out a few other modifications: new fuel map pipe from Twin-Motorcycles, Holland, DB screen from Trojan Horse, wrapped headers and fitted heat protection inside the frame and air box, plugged lambda sensors, race brake rotors, chain conversion and ran a personal best of 9.87 seconds ET 1st time out.





## Erik Buell Racing

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

General Information: [info@ebracing.com](mailto:info@ebracing.com)

Sales: [sales@ebracing.com](mailto:sales@ebracing.com)

Tech Questions: [tech@ebracing.com](mailto:tech@ebracing.com)

## American Racing Sportbikes



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### 1125R DSB

The 1125R DSB needs little introduction, as it proved its merit by winning the 2009 AMA Pro Racing Daytona Sportbike championship in its first year racing. Based on the 1125R, but set up specifically to meet the formula rules of DSB, the 1125R DSB is a great privateer racer choice.

It has a stock motor for reliability, enhanced by a stainless race exhaust and programmable race ECM. The chassis includes chain drive swingarm conversion, race Showa shock, Showa race fork cartridge kit, light-weight race wire harness and battery, full fairing, and racing brake pads.

**Engine Type:** 72° V-Twin, 4-Stroke, 4-valve DOHC FF valvetrain

**Displacement:** 1126 cc

**Bore and Stroke:** 103 x 67.5

**Compression Ratio:** 12:6 Stock 1125R

**Heads:** Stock 1125R

**Valves:** Steel, Stock 1125R

**Power:** 140+ RWHP @10,800 RPM (Dynojet Rear Wheel)

**Torque:** 80 Ft-lb. @ 8,500 RPM (Dynojet Rear Wheel)

**Piston:** Stock 1125R forged aluminium

**Rod:** Stock high strength alloy steel

**Crankshaft:** Stock forged steel

**Fuel System:** IDS Technology DDFI 3 electronic fuel injection and engine management system, fully programmable, 61mm throttle bodies, single injector, PWM fuel pump

**Exhaust:** Stainless steel ultralight 2 into 1 system

**Clutch:** Multiplate with vacuum operated slipper or optional mechanical slipper at extra charge

**Primary Drive:** Straight cut gear, 1.806 ratio

**Transmission:** 6 speed

#### Ratios:

6th - 24/25 (0.960:1)

5th - 25/24 (1.042:1)

4th - 27/23 (1.174:1)

3rd - 29/21 (1.381:1)

2nd - 28/16 (1.750:1)

1st - 32/13 (2.462:1)

**Final Drive:** 520 Chain



#### Chassis:

**Frame:** Light alloy large section beam with integral fuel cell

**Subframe:** Light alloy tubular

**Wheelbase:** Adjustable - 1400 to 1460 mm (55.1 to 57.4 in.)

**Rake:** Adjustable - 21° to 22.5°, with bearing cup change

**Front Suspension:** Showa 47mm inverted fork with race cartridge, fully adjustable

**Front Wheel Travel:** 120mm (4.72 in)

**Front Brake:** 387.5 mm (15.25 in) semi floating ISO multi-fin rotor with 8 piston ZTL2 caliper

**Front Wheel:** 6 spoke ZTL, 3.50 x 17

**Front Tyre:** 120/17 ZR-17 Pirelli Diablo Corsa III

**Rear Suspension:** Light alloy swingarm with Showa Race damper, adjustable compression, rebound and ride height

**Rear Wheel Travel:** 127 mm (5 in)

**Rear Brake:** 205mm lightweight disc, 2 piston caliper

**Rear Wheel:** 6 spoke cast aluminium, 5.50 x 17

**Rear Tyre:** 190/55 ZR-17 Pirelli Diablo Corsa III

**Fuel Capacity:** 5.3 US Gal, reduced to 5.0 US Gal with HDPE balls in tank

**Battery:** Lead acid YTZ7S

**Dry Weight:** 390 lbs (wet, no fuel)

## **1125RR ASB**

The 1125RR ASB shocked the race community with solid top-10 performances in its first outings at Mid-Ohio and New Jersey late in the AMA Pro Racing 2009 season. Based on the 1125R, but set up specifically to be competitive in the AMA Pro Racing American Superbike class, the 1125RR ASB is a fine tribute to the accomplishments of Buell and its American sport motorcycles. In order to run in this premier class, the 1125RRs are converted at our shop from new 1125Rs with a complete kit of Superbike level components. Engines are completely disassembled and blueprinted, with top-shelf components added to deliver reliable performance at the extreme rev ranges required for a twin cylinder to compete in the ASB class.

The chassis is completely updated with the finest components, as well as all the adjustability and comfort details requested by the top test riders involved in its development. Test riding by Alex Barros, Jeremy McWilliams, Chris Ulrich, Taylor Knapp, Cory West, and more have resulted in a premium American motorcycle that will deliver world-class track performance and excitement for sponsors and fans.

**Engine Type:** 72° V-Twin, 4-Stroke, 4-valve DOHC FF valvetrain

**Displacement:** 1126 cc Bore and Stroke: 103 x 67.5

**Compression Ratio:** 14.25:1

**Heads:** CNC ported

**Valves:** Titanium, 42.0mm intake, 35.4 mm exhaust

**Power:** 170 RWHP @11,500 RPM (Dynojet Rear Wheel)

**Torque:** 86.0 Ft-lb. @ 10,000 RPM (Dynojet Rear Wheel)

**Piston:** Forged alloy slipper type

**Rod:** Forged H-beam high strength alloy steel Crankshaft: Lightweight forged steel

**Fuel System:** IDS Technology DDFI 3 electronic fuel injection and engine management system, fully programmable, 61mm throttle bodies, single injector, PWM fuel pump

**Exhaust:** Stainless steel ultralight 2 into 1 system.

**Clutch:** Multiplate Mechanical Slipper

**Primary Drive:** Straight cut gear, 1.806 ratio

**Transmission:** 6 speed

### **Ratios:**

6th - 24/25 (0.960:1)

5th - 25/24 (1.042:1)

4th - 27/23 (1.174:1)

3rd - 29/21 (1.381:1)

2nd - 28/16 (1.750:1)

1st - 32/13 (2.462:1)

**Final Drive:** 520 Chain



### **Chassis:**

**Frame:** Light alloy large section beam with integral fuel cell

**Subframe:** Light alloy tubular

**Wheelbase:** Adjustable - 1400 to 1460 mm (55.1 to 57.4 in.)

**Rake:** Adjustable - 21° to 22.5°

**Front Suspension:** Showa Race 43mm inverted fork, fully adjustable with BPF technology providing true separation of rebound and compression damping

**Front Wheel Travel:** 120mm (4.72 in)

**Front Brake:** 387.5 mm (15.25 in) semi floating ISO multi-fin rotor with 8 piston ZTL2.5 caliper

**Front Wheel:** 6 spoke ZTL magnesium, 3.50 x 17

**Front Tyre:** 120/17 ZR-17 Pirelli Diablo Corsa III

**Rear Suspension:** Light alloy swingarm with Showa Race damper, adjustable compression, rebound and ride height

**Rear Wheel Travel:** 127 mm (5 in)

**Rear Brake:** 205mm lightweight disc, 2 piston caliper

**Rear Wheel:** 6 spoke magnesium, 6.00 x 17

**Rear Tyre:** 190/55 ZR-17 Pirelli Diablo Corsa III

**Fuel Capacity:** 4.6 US Gal

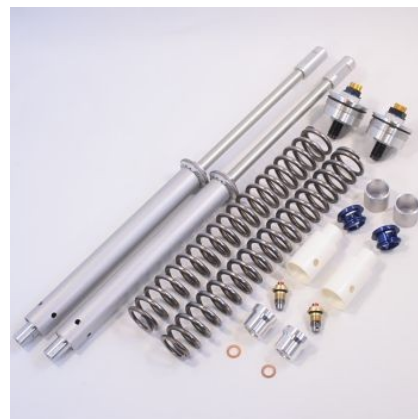
**Battery:** Buell Li-tech Lithium Nanotech

**Dry Weight:** 368 lbs (wet, no fuel)

### **FRONT FORK 25MM CARTRIDGE KIT (PAIR)**

An extraordinary value in a race-winning 25mm cartridge kit from Showa. Compare other kits at twice the price - no contest!

**\$650.00**





**1190RR**

The 1190RR is the first new motorcycle from Erik Buell Racing. Based on the 1125R and 1125RR, the 1190RR brings engine displacement close to the AMA American Superbike (ASB) class limit for twins and the WSB limit overall. Although it is not currently approved for AMA ASB class racing, this bike can be raced in many classes around the world and should add new excitement racing against other premium street-based twin roadracers. The 1190RR models are constructed at our shop from new 1125Rs with a complete kit of Superbike level components. Engines are completely disassembled and blueprinted, with top-shelf internal parts added to deliver reliable performance at the extreme rev ranges required for a twin-cylinder bike to compete at these power levels.

The chassis is completely updated with the finest components, as well as all the details for adjustability and comfort requested by the top test riders who have been involved over its development. Test riding of the 1125RR by Alex Barros, Jeremy McWilliams, Chris Ulrich, Taylor Knapp, Cory West, and more – plus the 1190 motor and a winter of further engine and CFD development – means we can finally deliver an exotic American racing motorcycle that will deliver world-class track performance and excitement for sponsors and fans.

**Engine Type:** 72° V-Twin, 4-Stroke, 4-valve DOHC FF valvetrain

**Displacement:** 1190 cc

**Bore and Stroke:** 106 x 67.5

**Compression Ratio:** 14.25:1

**Heads:** CNC ported

**Valves:** Titanium, 42.0mm intake, 35.4 mm exhaust

**Power:** 185 RWHP @11,500 RPM (Dynojet Rear Wheel)

**Torque:** 93.0 Ft-lbf @ 9,500 RPM (Dynojet Rear Wheel)

**Piston:** Forged alloy slipper type

**Rod:** Forged H-beam high strength alloy steel

**Crankshaft:** Lightweight forged steel

**Fuel System:** IDS Technology DDFI 3 electronic fuel injection and engine management system, fully programmable, 61mm throttle bodies, dual injector with shower-head, PWM fuel pump

**Exhaust:** Titanium ultralight 2 into 1 system

**Clutch:** Multiplate Slipper

**Primary Drive:** Straight cut gear, 1.806 ratio

**Transmission:** 6 speed

**Ratios:**

6th - 24/25 (0.960:1)

5th - 25/24 (1.042:1)

4th - 27/23 (1.174:1)

3rd - 29/21 (1.381:1)

2nd - 28/16 (1.750:1)

1st - 32/13 (2.462:1)

**Final Drive:** 520 Chain

**Chassis:**

**Frame:** Light alloy large section beam with integral fuel cell

**Subframe:** Light alloy tubular

**Wheelbase:** Adjustable - 1400 to 1460 mm (55.1 to 57.4 in.)

**Rake:** Adjustable - 21° to 22.5°

**Front Suspension:** Showa Race 43mm inverted fork, fully adjustable with BPF technology providing true separation of rebound and compression damping

**Front Wheel Travel:** 120mm (4.72 in)

**Front Brake:** 387.5 mm (15.25 in) semi floating ISO multi-fin rotor with 8 piston ZTL2.5 caliper

**Front Wheel:** 6 spoke ZTL magnesium, 3.50 x 17

**Front Tyre:** 120/17 ZR-17 Pirelli Diablo Corsa III

**Rear Suspension:** Light alloy swingarm with Showa Race damper, adjustable compression, rebound and ride height

**Rear Wheel Travel:** 127 mm (5 in)

**Rear Brake:** 240mm lightweight disc, 2 piston caliper

**Rear Wheel:** 6 spoke magnesium, 6.00 x 17

**Rear Tyre:** 190/55 ZR-17 Pirelli Diablo Corsa III

**Fuel Capacity:** 4.6 US Gal

**Battery:** Buell Li-tech Lithium Nanotech

**Dry Weight:** 360 lbs (wet, no fuel)

**SHOWA® RACE REAR SHOCK**

Yet another great value from EBR. Compression, rebound, and ride height adjustable. Kashima coated body and valved for successful track duty.

**\$650.00**



**1125 RACE EXHAUST KIT**

Race exhaust system for 1125 models. As used by the AMA Daytona Sportbike championship winning Buell 1125R. The kit is complete as shown, and weighs 11.9 lbs. This is a weight savings of 13 pounds over stock.

When combined with Y0152.08AZ or Y0152.10AZ 1125 MODEL PREPROGRAMMED ECM, an increase of up to 16HP can be expected. Actual HP increases are dependent on many factors including type of fuel used.



**\$1,795.00**

**XB CHAIN DRIVE SWINGARM KIT**

Swingarm kit for 2006-2010 XBR and XBS models.

This comprehensive kit from EBR converts the original belt drive to adjustable axle chain drive. The endurance racing style axle adjusters integrate the rear brake caliper mount and axle nut.

The adjusters also incorporate shelves for rapid wheel and gearing changes. Sprockets and 520 drive chain are not included.

We suggest PBI 277X front drive sprockets and wheel sprockets from Vortex Racing.

**\$1,795.00**

**1125 CHAIN DRIVE SWINGARM KIT**

Swingarm kit for all 1125 models.

This comprehensive kit from EBR converts the original belt drive to adjustable axle chain drive. The kit includes rigid mount footpegs and footpeg supports. Also, the endurance racing style axle adjusters integrate the rear brake caliper mount and axle nut.

The adjusters also incorporate shelves for rapid wheel and gearing changes. A 17 tooth drive sprocket is included. EBR also has 16 and 18 tooth optional sprockets available. The rear wheel sprocket and 520 drive chain are not included.

We suggest wheel sprockets from Vortex Racing.

**\$1,990.00**



## American Thunder - Summer 2010 Issue

The next issue of American Thunder will carry full reports of the UKBEG Buell Emerald Isle Challenge and our trip to Assen, in Holland, where we will see the Erik Buell Racing 1190RR in action for the first time.