

Published by:
Chris & Jane Jessop.

UK Buell Enthusiasts Group
PO Box 271
Dewsbury
WF12 0WA

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

American Thunder

Summer 2009

Newsletter Of The Independent
UK Buell Enthusiasts Group

UK Buell Enthusiasts Group



Buell 1125R

Pictured left is Dutch rider, Ronnie Kreeft, at Assen.

See page 7 for details of how Ronnie fared at the Dutch Ducati Club Races, which were held over the May Day Bank Holiday weekend.

This issue also contains an owners appraisal of the 1125R written by Adam Brown.

Adam was the first customer in the UK to take delivery of the 1125R in Spring 2008. Despite a few 'teething' problems and delays while waiting for updates, Adam rates the 1125R very highly. His appraisal appears on pages 8 and 9.

UKBEG Buell Challenge

The UKBEG Buell Challenge took place over the May Day Bank Holiday weekend of 2nd/3rd May. It was the largest event ever organised by the UK Buell Enthusiasts Group. Jane and I would like to thank Allan Brownridge of Buell UK for his help and our fellow Buell Challengers for their participation – without them it wouldn't have been possible to raise so much money.

Twenty one people took part in the Challenge and I'm pleased to report that all the Buell motorcycles completed the John O'Groats to Land's End run without any mishaps. We raised a total of £7,113.51 for the Papworth Hospital Cystic Fibrosis Unit – which far exceeds our original target of £2,500. See pages 10 to 16 for a full write-up.

In this issue...

Page 2:	UKBEG Emma Radford Memorial.
Page 2 & 3:	UKBEG Buell Day – Brooklands, March 2009.
Page 3:	Buell USA Press Release – 1125R @ Daytona.
Page 4:	UKBEG Main Event Preview.
Page 5:	2008 XB12X Ulysses Owners Update.
Page 6:	Buell USA Press Release – AMA Safety Bikes.
Pages 7 to 10:	2008/2009 1125R Owner Appraisals.
Pages 10 to 16:	UKBEG Buell Challenge – May 2009.
Page 12:	UKBEG 2009 Events Diary.
Page 16:	Buell UK Press Release – Joe Elliot's Drag Race 1125R.

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

UKBEG Main Event - Emma Radford Buell Festival Saturday 18th July 2009

UKBEG's main event of the year is being held at the Lincolnshire Aviation Heritage Centre, East Kirkby, near Spilsby.

In addition to celebrating the uniqueness of Buell motorcycles we raise money for our adopted charity, the Papworth Hospital Cystic Fibrosis Unit.

In 2008 a record 105 Buell riders made it to East Kirkby. We've held our main event at this location for the past 9 years and it continues to go from strength to strength – attracting Buell riders from far and wide.

See page 4 for details of this years event.

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.



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



Papworth Hospital is registered charity number 1049224.

UKBEG Buell Day - Brooklands, Sunday 15th March 2009

The first UKBEG event of 2009 was a great success. We had 48 Buell motorcycles at Brooklands and the sun shone brightly all day, a total contrast to last years event which was blighted by wet weather.

Jane and I set off from Yorkshire on Saturday morning and stayed with friends who live 20 miles from Brooklands. We covered a total of 498 miles over the weekend. It makes all the difference if you can complete a trip like this in totally dry weather – especially in mid-March.

This was our third Buell Day at Brooklands. It has proved to be an excellent location and we've developed a good working relationship with their events team who allow us to park in the paddock, in front of the Clubhouse. Many owners clubs use Brooklands for events and gatherings so we have to book the date for our Buell Day 6 months in advance.

Continued on page 3...

Picture credits:
Right: Mirman
Bottom: Norm



In addition to the regular UKBEG members there were a lot of new faces at Brooklands – which was very pleasing. We pride ourselves on making our Buell events and meets as accessible and welcoming as possible.

There was a good cross section of Buell motorcycles at this event, S1's, S3's, M2's, X1's, every example of the XB range and the liquid cooled 1125R and 1125CR models. Anyone wanting to learn about the history of Buell could have seen everything produced by the company since the late 1990's in one relatively small area.

Brooklands has a lot to offer and you can easily spend a couple of hours walking round all the buildings and exhibits. It is packed with classic race machinery, including rare motorcycles. Brooklands played a key part in the development of the fledging British aviation industry and was an important manufacturing centre during WW2.

After the event we called at the Ace Café before travelling back home.



Buell USA Press Release:

Eslick and Buell Complete Fontana AMA Daytona SportBike Sweep

Privateer Buell 1125R Beats Factory Kawasaki in Race 2 by 0.099-second



(March 22, 2009) Danny Eslick swept the AMA Daytona SportBike double-header at Auto Club Speedway in Fontana, California, with a thrilling win in Sunday's Race 2, bringing his Bruce Rossmeyer's Daytona Racing/RMR Buell 1125R across the line just 0.099-second ahead of Monster Energy Attack Kawasaki's Jamie Hacking.

Starting second on the grid, Eslick charged to the front and lead every lap of the race, albeit in much more dramatic fashion than his dominating performance in Race 1. After an early three-lap caution period, Eslick reassumed the lead on the restart and built a small gap, and by the time Hacking worked his way up from fourth past Erion Honda's Jake Zemke and Graves Yamaha's Josh Herrin into second on Lap 13, Eslick had jumped out to a 2-second lead. But Hacking clawed his way back into contention, closing the gap to just 0.151 second by Lap 19 and setting up a battle to the chequered flag as the pair broke away from the rest of the field. At the stripe, Eslick bested the veteran factory rider by less than a tenth of a second. Team M4 Suzuki's Jason DiSalvo made a late-race charge to nip team-mate Martin Cardenas by a photo-finish margin of 0.031 second for third place. The gap from Hacking to DiSalvo was eight seconds.

"I got the holeshot and I built a little bit of a gap, but then Jamie was all over me. He never really showed me a wheel, and I kept waiting for a big move from him but it never happened," Eslick said. "It was an awesome weekend and it was just spectacular to get my first two [AMA Pro Racing] wins."

Eslick's team-mate Michael Barnes finished 15th on his GEICO Powersports/RMR 1125R, followed by fellow Buell riders Alan Schmidt (Latus Motors H-D) in 20th and his Latus Motors H-D team-mate Josh Bryan in 28th. Shawn Higbee (Bartels' H-D/Buell/Higbee-racing.com) pitted early in the race and finished 35th.



UKBEG Main Event - Emma Radford Buell Festival Saturday 18th July

To be held at the:
Lincolnshire Aviation Heritage Centre
East Kirkby, near Spilsby
Lincolnshire
PE23 4DE

Their web site: <http://www.lincsaviation.co.uk>



This will be our sixth 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 had 280+ bikes, which included 105 Buells, and raised over £1,200.00.

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

Buell UK are supporting the event and will have a selection of their current Buell range available for escorted test rides around the beautiful Lincolnshire Wolds. You must produce a full motorcycle licence if you wish to have a test ride.

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

The provisional timetable is as follows:

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
3.30 pm	Lancaster bomber taxi-run

The Aviation Centre has full catering facilities.

Pictured right: Emma with her Buell, 'Barney', at UKBEG's main event at the Lincolnshire Aviation Heritage Centre in 2003.

Pictured bottom right: The Buell line-up at last years event in front of 'Just Jane', the Aviation Centre's Lancaster bomber.

The admission charge is £6.00 per person. 'Girls on Buells' get in free - this applies to riders and pillioners.

Important: Please try to have the correct amount available when you arrive. If you're arriving in a group please collect all your money together beforehand. This will help us on the gate and speed up your entry - thank you.

Black Bear HD/Buell in Newmarket are organising a ride-in to the event.
 Their web site: <http://www.blackbear.co.uk> or telephone: 01638 664 455.



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



My last XB12X owners update appeared on page 5 in the Spring 2009 issue. The mileage then was 13,900.

Since that time the 15,000 mile service has been carried out by the supplying dealer, Black Bear HD/Buell in Newmarket.

As of mid July my 20 month old Ulysses has now covered 19,220 miles. The bike continues to be 100% reliable and copes with everything I throw at it – inc. completing the UKBEG Buell Challenge with aplomb. I covered 1,840 miles in 4 days, in all weathers, which is enough to highlight any shortcomings regarding rider comfort or usability. The bike never missed a beat despite heavy rain on some parts of the route between John O'Groats and Land's End. The original equipment Pirelli Scorpion tyres proved reassuringly sticky in the twisty bits and stable on the main routes, including some sections of motorway. Pirelli Scorpion's might not be cutting edge sports tyres but they suit the Ulysses and they have reasonable wear rates.

Overall machine finish continues to hold up well – with the exception of the standard muffler. I'm now on my third under warranty and despite being supplied brand new with a powder coated finish it's started to deteriorate.



Petrol consumption works out at 50 to 60 mpg and oil consumption works out at 150 ml per 1,000 to 1,500 miles.

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.
15,118 miles	Black Bear 15,000 mile service.





'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 USA Press Release:

Buell Named Official Pace and Safety Bikes of AMA Pro Road Racing

Specially Outfitted Ulysses and 1125Rs Will Pace All Classes at AMA Pro Races



(June 2, 2009) Buell Motorcycle Company and AMA Pro Racing today announced a multi-year partnership that will see Buell provide the Official Pace and Safety Bikes of AMA Pro Road Racing. As part of this unique agreement, specially outfitted Buell Ulysses and 1125R motorcycles will pace the opening laps of each AMA Pro Road Racing event and be used during caution periods for all AMA Pro Road Racing classes.

Beginning with the Honda Super Cycle Weekend presented by Dunlop Tires at Mid-Ohio Sports Car Course, July 17-19, a specially outfitted Buell XB12XP motorcycle (the police version of the adventure sport XB12X Ulysses) will lead the field off the grid for pre-race warm-up laps and during caution periods. In addition, a pair of 1125R motorcycles will serve as chase bikes during caution periods to bring the race leaders forward to meet the pace bike and regroup the field.

"We are excited that the opportunity was available to support AMA Pro Road Racing by bringing pace and safety motorcycles into the series," said Erik Buell, Chairman and Chief Technical Officer of Buell Motorcycle Company. "AMA Pro Road Racing has been great to work with, and we were pleased to see how much they wanted to respond to the riders' needs with a program that would further enhance the quality of AMA Pro Road Racing events."

"This new partnership with AMA Pro Road Racing just puts the official stamp on what has already been a great relationship between Buell and our organisation in Daytona Beach," said AMA Pro Racing President Roger Edmondson. "Buell has made motorcycle racing history in AMA Pro competition the last few seasons and now we will see this same passion and commitment to excellence extend into the promotional arena. We welcome Buell to the AMA Pro Road Racing family of partners."

The fleet of track-prepared bikes will be ridden by riders selected by AMA Pro Road Racing and will be maintained and transported by Buell in a uniquely configured display trailer. Details of the on-track procedures are being developed by AMA Pro Road Racing and will be announced and discussed with riders during this weekend's AMA Pro Superbike Doubleheader event at Road America.

"It is important to Buell and AMA Pro Road Racing that we take the time to work with our competitors in developing a full understanding of this new program," said AMA Pro Racing Vice President of Marketing and Communications Ollie Dean. "The pace and safety bike initiatives are designed to provide a better competition experience for the teams, riders and, of course, the fans. We will spend the coming weeks in advance of the Mid-Ohio race educating all involved on these programs and the end result will be a better event experience for everyone."



Buell 1125R At Assen – By Ronnie Kreeft:

Buell 1125R At Santa Pod – By Joe Elliot:

My Buell 1125R is stock length, street legal, with a Saron exhaust and a mapped race ECU.



Ronnie's 1125R was sponsored by his friends. The names of the sponsors are carried on the bikes bodywork.



Buell 1125R On The Road – By Adam Brown:

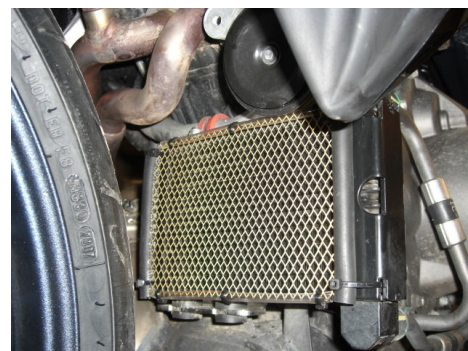
Before I get too nit picky, I'd better start by saying how much I love my 1125R, apart from my X1, it's the best bike I've ever owned.

I've got nearly five thousand miles on mine now and I'm well into my third set of tyres. I don't care, I didn't buy it to be sensible on but after using two sets of the original Pirellis, I've gone over to using the Road Attacks which seem to be outlasting the original tyres and certainly warm up much faster.



The first problem I came across with the bike was an apparently sticky throttle which turned out to be a faulty active air intake solenoid. After some ringing around to find out what it did, I decided to disconnect it's operating cable - problem solved, a much happier bike. 'Twas only later I found out that this was a pukka modification.

Shortly after, the clutch slave cylinder started to leak and after repeated attempts to sort it, a '09 model Rev B cover was fitted. I don't understand why Buell tried this upgrade since the faulty parts are the same? Just recently, it would seem that Rotax have got to grips with this problem and Buell UK have been in touch with me saying that the parts have been dispatched from Rotax, after successful endurance testing and will soon be fitted to my bike. I've always been quick to judge large corporations but fair play, I can't think of any other manufacturer that has been so pro-active with sorting out a fault.



Various ECU flashes have sorted out driveability issues and the bike now behaves like a bloody great twist and go scooter, the flat torque line gives it massive grunt out of bends, gaining a useful advantage over more powerful bikes that are still playing with their gear boxes.

If you can't wheelie it, there's really no hope.

I've put a small grill over the oil cooler because it is in the direct firing line of debris from the front wheel and I've also scrapped the "mickey mouse" mirrors mainly because they're crap and you've no idea if Mr Plod is up yer bum. I've got a home made bar end on mine, all the commercial ones look crap and I've fitted some small LED indicators where the stalks used to sprout from.



From reading the BadWeb, I've found out that my chaffed front brake line wasn't unique to my bike and over a month ago a recall was issued in the USA. Nothing has been said in the UK yet (at the time of writing) but the recall modification is easy to carry out- it takes about ten minutes to re-route the line. The only snag with the proposed recall mod being the brake line will rub on the fork leg and possibly destroy the anodised finish - time will tell. However, a section of plastic from a small fizzy drink bottle contours the fork leg a treat and when held on with two tie wraps, it prevents rubbing.



Continued on page 9...

I'd have thought by now, a solution to rusty exhausts would have been found and it's been a running battle keeping the rust at bay despite never seeing a salty road and always being washed and blown dry after every ride. I suppose I'll have to cam coat it when I run out of grate black.

The only major items I've replaced are the front and rear wheel bearings which had become a bit rough at about four thousand miles. I replaced these myself, since it was cheaper than van fuel to my nearest reputable dealer.

I find my R really comfortable over a long distance and after the latest reflash the fuel economy seems as good as any competitor but I never ride with economy in mind. Apart from the exhaust and wheel bearings, I can't fault the finish and durability although you need to clean the rear wheel thoroughly, otherwise the exhaust outlets will discolour the finish. Most of the other components seem better finished than any other Buell I've come across.

Checking the oil can only be done reliably when hot and then it's absolutely critical that the bike is level and vertical, any slight deviation will give a very inaccurate reading. This is so critical that I've made a jig to hold the bike by the front wheel so it's position can be checked by two spirit levels! It really is this critical. It seems there are a lot of nooks and crannies in this motor that oil hides in.

Apart from that niggle, I can't fault the motor. It's the bike Erik always wanted to build and not be hindered by using a wheezy old Harley based lump from the last century. When the potential of this motor is realised, I think that the Italians and Japs will be left with some red faces. Something from Austria might finally dominate the world!!

If you haven't ridden one yet, you should. You may not like it, not every bike is every person's cup of tea but don't dismiss it on hearsay. I think you'll be pleasantly surprised.

By the way, did I mention that I love my 1125R?

Appraisal Update – June 2009:

The latest reflash identity is M3HUS05Z as opposed to the previous ending 3Z. It only becomes apparent when the computer is hooked up to the bike. As for the part number for the new clutch release mechanism, I don't think there is actually a part number for it yet! I believe, at present, I'm the only private owner that actually has these parts fitted, they're certainly not on general release at the moment. The American owners aren't very happy that a Brit has got the parts before them – serves them right for being late for WW2...

Buell 1125R On Ice – Buell UK Press Release:

***World first – the fastest bike on ice
Nitrous-injected Buell 1125R motorcycle
reaches 148.7mph on frozen lake***

Extreme temperatures, extreme bike, extreme speed – Buell's resident stunt rider Craig Jones has just returned (May 2009) from Sweden where he braved subzero temperatures to set a world first for the fastest bike on ice. After a short test period and several practices, Craig's modified Buell 1125R sportbike reached the phenomenal speed of 238Km/h (148.7mph) on a frozen Lake Dellen, with only a few centimetres of ice separating him from 1,226 million metres³ of icy water.

Continued on page 10...



With extreme riding conditions comes the need for extreme equipment, and the bike used for the attempt boasted some mammoth modifications. Complete with nitrous oxide injection providing an estimated extra 50bhp, the white Buell 1125R reached top speed on a 1.1km run. The tyres were specially adapted with protruding spikes (20mm on rear and 15mm on front) designed to increase grip on the perilous surface.



To nicely round off our 1125R feature....

This is Steve Lamb's (Sheepy) 1125R with special paint work. Steve bought it from Leeds HD/Buell in March this year and at the time I took the pictures in June, it had covered 1,400 miles:



UKBEG Buell Challenge - May 2009

Held over the May Day Bank Holiday of 2nd/3rd May, the UK-BEG Buell Challenge was the largest event ever organised by the UK Buell Enthusiasts Group.

The 2009 UKBEG Buell Challenge was an endurance run between John O'Groats and Land's End. The main purpose of the event was to raise money for UKBEG's adopted charity, the Papworth Hospital Cystic Fibrosis Unit. We chose this charity in memory of Emma Jane Radford, a fellow Buell owner who passed away in April 2004, aged just 26.



I first posted the idea for this event on the UKBEG web site on October 27th 2008. Jane and I had always wanted to complete the John O'Groats to Land's End run so we chose May 2009 for the attempt. We thought we might be able to attract a few other Buell riders but we were pleasantly surprised by the response. The topic on the web site just grew and grew, in the end we had 21 people take part in the event.

Continued on page 11...

We started to plan the event in November 2008 and as interest grew we received an offer from Allan Brownridge of Buell UK to provide, free of charge, official Buell T-shirts and stickers for the event. Allan also arranged for the design of a Buell/ UKBEG event logo which appeared on the stickers and the back of the shirts. We can't thank Allan enough for his help – the retail value of the shirts and stickers was more than £2,500!

Over the Winter period we set about organising accommodation for John O'Groats, Land's End and the midway checkpoint in the Preston area. We weren't sure how many people would need rooms but we tried to pick hotels that were reasonably priced and that could cope with more than just a handful of people. It wasn't an easy task but I think we got it just about right.

The next step was to find a suitable place for the midway checkpoint. Looking at a map of the UK shows that Preston, or somewhere nearby, would be ideal. Preston is 460 miles from John O'Groats and 380 miles from Land's End – so more or less could be considered halfway. We thought it would be ideal to have the checkpoint at a Buell dealer so we approached Steve Westray and Greg Lockhart at Preston HD/Buell and they kindly agreed to stay open until 7.00 pm, 2 hours later than normal, on Saturday 2nd May. This would give riders a chance to check in without pushing things to the limit.

Helen Daniel, the Fundraising Manager at Papworth Hospital, helped us with official paperwork such as sponsorship forms. The rest of the paperwork, registration forms etc. we produced ourselves.

And that was that, we just had to sit back and see how many people would register for the UKBEG Buell Challenge....

Most of the participants chose John O'Groats as their starting point. We'd allowed riders 36 hours to complete the run over the Saturday and Sunday. Depending where riders lived they started out for John O'Groats on the Wednesday or Thursday beforehand.

Together with a few others who were taking part in the event, we'd booked accommodation for Thursday night in Jedburgh, just over the border into Scotland. On our way up the A68 to Jedburgh we came across a small group of bikes parked up on a sharp corner. It wasn't until we rode past them that I realised they were fellow Challengers. The road was too wet to brake heavily so we carried on until we could safely turn around and go back to them. It transpired that Roz Wheeler's new Triumph Street Triple R, with just 1,000 miles on the clock, had broken down. Hardly a great start to the event. We felt so sorry for Roz who'd looked forwards to taking part in the Buell Challenge.

The Triumph's engine had broken a valve so it had to be recovered back to Kent. While we waited for the RAC contractor to turn up, which was a saga in itself, a few more Challengers arrived. There was quite a group of us in the end. At least Roz saw the funny side of the situation – Roz had sold her Buell just prior to the event. We offered moral support as only friends can in the face of adversity. Needless to say there was quite a bit of leg-pulling about her choice of a Triumph instead of a Buell. At least it was a beautiful sunset...

Two Buell riders who were riding solo, Kevin Meanwell and Colin Goldstone, offered to split Roz's luggage between them and Colin carried Roz as a pillion for the rest of the Challenge. Once the Triumph had been taken away in disgrace we headed for Jedburgh and found our respective lodgings for the night.

Friday dawned bright and sunny – a perfect start for the ride up to John O'Groats, a distance of approximately 350 miles.



On the A68 south of the Scottish border – a pleasant couple of hours were spent waiting for the RAC truck.

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
18th, Saturday.	UKBEG Main Event	
	Emma Radford Buell Festival	
	Lincolnshire Aviation Heritage Centre, East Kirkby, near Spilsby.	
	Location details: www.lincsaviation.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.

UKBEG Buell Challenge - May 2009 - continued...

Everyone who had lodged in Jedburgh met at the petrol station on the A68 which runs through the town. There was a buzz of excitement in the air as we filled up with petrol and readied ourselves for the off. At least the weather was good for the start – showers had been forecast for later in the day and we were sure we'd hit some rain around the Edinburgh area.

We set off at 9.30 am from Jedburgh. Rather than ride en masse we seemed to naturally separate into smaller groups. Jane and I travelled together as 'Team Yorkshire'. I rode my XB12X Ulysses and Jane rode her Moto Guzzi 750.

We knew all of us would, hopefully, end up at John O'Groats later that day but how fast you rode and which route you took was entirely up to each individual rider. A recurring theme throughout the long weekend was how we kept coming across other Challengers en-route. It was a bit like the hare and the tortoise, our average speed may have been lower but our petrol and refreshment stops were generally completed in a shorter period of time.

The weather forecast was correct – rain started falling as we reached the Edinburgh area and then the winds increased in strength. The warning signs for the Forth Road Bridge indicated that motorcycles were advised to use the Kincardine Bridge, so we diverted along that route.

Continued on page 13...



Friday morning at Jedburgh – ready for the off.

Jane and I opted to take the much more interesting route through the Cairngorms rather than just travel straight up the A9 to Inverness. This added another 50 or so miles but proved to be the right decision – it was a brilliant ride. The rain and strong winds stayed with us until we reached Inverness, but from there to John O’Groats we enjoyed blue skies and much calmer conditions. The rest of our fellow Challengers chose slightly different routes but most of us covered around 350 to 400 miles on Friday.

Once past Dornoch and Golspie the A9/A99 faithfully follows the east coast right up to Wick and John O’Groats. If the weather’s good, which it was, this road has to be one of the best motorcycling routes in the UK. Very little traffic and 70 miles of biking heaven. The views of the Scottish east coast were stunning and we could see for miles because of the clear conditions. Great road, yellow flowering gorse, blue skies and blue seas – perfect!



The stunning A99 between Helmsdale and Wick.

Most of us had booked rooms at the Seaview Hotel which was the largest in the area and just a short ride from the John O’Groats sign and visitor centre. We enjoyed a pleasant evening recounting tales of that day’s adventures.

Saturday morning and the start of the UKBEG Buell Challenge proper. After a hearty Scottish breakfast all of us rode down to the start point for a group picture. The conditions were perfect and everyone was in high spirits. We had 460 miles ahead of us before we reached the midway checkpoint at Preston. We set off in little groups and started back down the A99/A9 which we had travelled up the day before – it was just as beautiful.



Saturday morning at John O’Groats – the start of the UKBEG Buell Challenge proper. Only 840 miles to go!



Team Yorkshire on the A9 north of Perth.

I think we were the last to roll up at John O’Groats, arriving just in time for the sunset and to take some pictures at the famous sign with the stunning backdrop of the Pentland Firth and Orkney. We’d made it so far – only another 1,200 miles to go!



Sunset, Friday evening at John O’Groats



Our ride down to Preston was uneventful. There were showers in the Scottish Borders region and the wind was still blowing but the traffic was fairly light so good progress could be made.

Continued on page 14...

We knew that we had enough time to ride 460 miles and reach Preston HD/Buell before they closed at 7.00 pm but it didn't leave us with a good safety margin if we hit any delays. Our plan was to cover as many miles as possible before lunchtime while we felt fresh and then, if time permitted, have longer stops to ease aching limbs. We crossed into England on the M6 just after 1.00 pm and stopped at the Westmoreland services for a 1/2 hour lunch break. Everything was going according to plan.



Preston HD/Buell – Saturday's midway checkpoint.



UKBEG Buell Challengers pose for a group photo.

Jane and I arrived at Preston HD/Buell just after 6.00 pm – our timing couldn't have been better. We'd completed the first part of the Buell Challenge without any problems. The rest of the group that had left John O'Groats that morning arrived between 5.00 and 6.30 pm. We'd come across several of our fellow Buell Challengers on the way down, mostly at service areas etc but it was a real buzz meeting everyone again in Preston. We must thank Greg Lockhart and his team at Preston HD/Buell for staying open 2 hours later than normal. They looked after us with refreshments etc. and they even had a special sign (top left picture) made to mark the UKBEG Buell Challenge. After the obligatory group picture we left the dealership for a nearby Travelodge where most of us had rooms booked.

After some overnight rain, Sunday morning dawned bright and sunny – at least the weather was still on our side. It was going to be a slightly easier day today with 'only' 380 miles to cover before we reached Land's End. Jane and I chose to continue down the M6 for part of the way. This would neatly bypass the Greater Manchester area and save us some time. When we passed the signs for M62 – Leeds – 40 miles, the thought did cross my mind that we might just sneak home. That thought didn't last very long though, we had to ride another 780 miles via Land's End, before reaching home.

We used a mixture of A roads and motorways to reach the Exeter area and made good time. After a lunch break we headed south west on the A30. The afternoon brought a few intermittent showers but they were nothing more than a nuisance, they hardly wet the roads.



Buells fill a corner of the Travelodge, Preston car park.

As comfortable as the Ulysses seat is, I must admit I was starting to get a bit saddle sore. I was finding it difficult to stay in one position for too long. Much to her credit, Jane seemed to be coping better than me. We still had another 130 miles to go before we reached Land's End so we decided to stop and have a longer break. At that point we still had plenty of time in hand. It was the right decision, after 30 minutes of walking about and drinking cups of coffee I felt suitably refreshed.

It had been 40 odd years since I'd last visited Devon and Cornwall. I'd forgotten just how beautiful the area is. The A30 took us past the northern edge of the Dartmoor National Park and through Bodmin Moor. The A30 isn't the most exciting of roads but the scenery sure makes up for it. We passed yellow flowering gorse and gentle rolling hills, which reminded me of north east Scotland. I think it was at that point that I realised just how far we'd ridden.

The weather had improved immeasurably. Clear blue skies and a cool, gentle wind – just like north east Scotland. This was becoming surreal.....



Team Yorkshire (top left) and the rest of our fellow UKBEG Buell Challengers make it to Land's End.

Jane and I arrived at Land's End around 5.30 pm on Sunday – having covered 1,400 miles since leaving home the previous Thursday evening. A few of our fellow Challengers were already there and the rest of the group arrived over the next hour or so. It was a brilliant feeling when everyone had made it – there was an overwhelming sense of achievement. It had been a great adventure and exceeded all our expectations.

After the photographs had been taken we made our way to the nearby village of Pendeen where most of us had booked accommodation at the North Inn or nearby B&B's. That evening we relaxed with friends and enjoyed some beautiful food. I think everyone slept very well that night!

Monday morning and the weather was still on our side. Most of us still had 300 to 450 miles to cover before reaching home. After a leisurely breakfast Jane and I left Pendeen at 9.30 am. We had 400 miles to do but today we weren't concerned with deadlines. We could take our time and use a route which included more A roads instead of motorways. There were a few showers around the West Midlands area but the ride back home to West Yorkshire was undertaken in warm sunny conditions.



We arrived home at 5.30 pm, Our bikes were filthy and we were tired but it had been worth it. This was the biggest event Jane and I had ever organised and although it would be another 4 to 6 weeks before we knew how much money had been raised for Emma's Charity, we knew it had been very successful. The final amount raised was an outstanding **£7,113.51**.....



UKBEG Buell Challengers with their machines pose for a group photograph at Land's End. (This picture and the group shot on page 16 are used courtesy of Robin Forster)

Continued on page 16...

UKBEG Buell Challengers pose for a group photograph at Land's End. Left to right,
 Back row, Kev, Paul, Mark, Nick, Steve, Colin, Kev, Paul, Bob, Steve.
 Front row, Chris, Jane, Warwick, Julian, Roz, David, Marcus, Colin, Teresa, Robin.



Buell UK Press Release:

No limits for Buell racing champion

Drag racing star Joe Elliot (pictured right) has set a new personal best time on his Buell 1125R motorcycle. The 38-year-old from Peterborough, who won the British Super Twins Drag Racing Championship last September, achieved 10.02 seconds while defending his title at Santa Pod Raceway.

"For a bike that's street-legal, the Buell's very quick," says Joe, who was the first customer to buy an 1125R from Black Bear Harley-Davidson last year. "The 1125R has been absolutely brilliant and hasn't let me down at all. It is 100 per cent reliable and has been so consistent."

Joe bought the motorcycle specifically for racing in the Super Twins Street Modified ET class. Some modifications have been made to the bike since then with help from the Newmarket dealership and Buell in the USA. "The bikes are so new that I've had to email the Buell technicians for advice," says Joe. The American manufacturer has sent him new parts for his 1125R to help increase power for the quarter-mile drag strip. In return, Joe gives the manufacturer feedback on its performance and emails founder Erik Buell himself with updates on his achievements.



"After every race, I send out an email to a group of people, including Erik Buell," says Joe. "He always gets back to me within the hour and is the first person to congratulate me!" Erik says: "It's great to hear that Joe is doing so well on the British drag racing scene with his 1125R. I always look forward to receiving his email updates and hope his success continues. His enthusiasm for the Buell brand and drag racing know no limits!"

As well as defending his 2008 championship title, Joe is now hoping to achieve a single-figure time. "I'm trying to get a nine-second run," he adds. "I was hoping to be the first, but someone in the US ran 9.7 seconds recently." After reaching top speeds of over 140mph on the Buell 1125R he is extremely determined to equal if not exceed this landmark.

An opportunity to beat his personal best may come at the international drag race in Drachten, The Netherlands in July. "I'm really looking forward to racing there," says Joe, who started competing in 1996. "It's something I've always wanted to do."

In addition to that, Joe and his Buell 1125R have been invited by Harley-Davidson to participate in a demo drag racing run at a special event at Silverstone later this year.

