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# American Thunder

Autumn 2009

Newsletter Of The Independent  
UK Buell Enthusiasts Group

## UK Buell Enthusiasts Group

### Buell Motorcycle Company To Closedown

East Troy, Wisconsin, Thursday 15th  
October 2009.

Erik Buell's announcement on the Buell company web site was greeted with shock and disbelief by Buell enthusiasts.

He said:

"Our small team in Wisconsin have been building American sports motorcycles since 1983. We have built amazing and exciting world class bikes. So it is a very emotional time for me right now, as I have to announce that the decision has been made that we will no longer be building Buell motorcycles.

"It has truly been an honour for me to work with the other employees at Buell, as well as with our suppliers. We have introduced many industry firsts, like dedicated mass centralisation, ZTL brakes, underslung mufflers, and fuel in the frame. This September was the close of our first year in competition at the highest level with the Geico Rossmeyer Buell Privateer team in the 2009 AMA-Pro racing sports bike championship, competing against the much larger factory backed teams from Japan and Europe, and proving that our innovation technology is truly world class.

"I've also had the great fortune to meet and get to know many Buell riders over the years, and they are an amazing and interesting group of free-thinkers. There's a camaraderie that is deep, real, and passionate. While I regret that we will not be able to build new Buell motorcycles, Harley-Davidson will stand behind Buell's full warranty, whether you are an existing customer, or a new customer, and they are committed to supply parts and services required, market by market.



Erik Buell pictured with the UKBEG 2009 Buell Challenge T-shirt which he kindly signed to raise money for our adopted charity, the Papworth Hospital Cystic Fibrosis Unit.

Jane and I have been fortunate enough to meet Erik Buell on three occasions, twice in East Troy and once in England. He has always taken a keen interest in UKBEG's activities and has supported, through a private donation, our fund raising activities this year.

We don't know what the future holds but one thing for sure, the UK Buell Enthusiasts Group will continue to be passionate about Erik Buell the man, and his unique motorcycles.

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

UKBEG's independent web site:  
[www.ukbeg.com](http://www.ukbeg.com)



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## UKBEG Emma Radford Memorial

Papworth Hospital  
NHS Foundation Trust



Since April 2004 UKBEG has raised approximately £12,000 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 the May 2009 UKBEG Buell Challenge, an endurance run between Land's End and John O'Groats, 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'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.

## 2010 UKBEG Buell Emerald Isle Challenge

The UKBEG Buell Emerald Isle Challenge will take place over the May Day Bank Holiday of Saturday 1st to Monday 3rd May 2010.

Following the success of the first UKBEG Buell Challenge in May this year, which involved riding from John O'Groats to Land's End and raised over £8,000 for the Papworth Hospital Cystic Fibrosis Unit, many people have asked us where the 2010 UKBEG Buell Challenge will take place.



After looking at various options we've chosen an endurance run around the coast of Ireland. This will involve riding approximately 1,200 miles in 3 days - an average of 400 miles per day.

The suggested route will consist of open roads, over some of Ireland's largest mountains taking in magnificent scenery and passing some of Ireland's most famous landmarks.

We will start planning the event later this year. This notice is intended to let people know where and when the event will take place and to gauge the level of interest.

The 2010 Buell Challenge will be more of a 'challenge' than this year's event because Ireland's roads generally don't lend themselves to high speed travel. With one or two exceptions, most roads are single-carriageway and follow the contours of what is a pretty rugged Island. Navigation skills will be required and it won't be for the faint-hearted.



Continued from page 1 – Erik Buell's statement...

"Our dealers do have a limited supply of new Buell motorcycles. If you are in the market, please contact one of them to get one before they are gone. They're truly superb motorcycles, with great American technology and a legendary history.

"I will always be proud of America's little sport bike company that took on the world and with brilliant innovations produced some of the best handling motorcycles of all time. We proved that a small group of passionate, inspired people can compete against industry giants."

### **Buell USA Press Release – issued 15th October:**

## **Buell Officials Thank Customers, Dealers And Employees For Unforgettable Ride**

EAST TROY, Wis. (Oct. 15, 2009) – Buell Motorcycle Company officials thanked the company's customers, employees and dealers for an unforgettable ride, following today's announcement by Harley-Davidson, Inc. that it will discontinue the Buell product line as part of Harley-Davidson's go-forward business strategy. The new long-term strategy aims to drive Company growth through a focus of efforts and resources on the Harley-Davidson brand.

"I want to personally thank all our past and present Buell employees, dealers and suppliers for their efforts. I also want to thank Buell motorcycle owners for their support and passion for the brand," said Buell Motorcycle Company President Jon Flickinger.

Flickinger said a limited number of new Buell motorcycles remain available for sale through authorised dealerships and production will wind down by October 30. He also stressed that Harley-Davidson will provide replacement parts and service through dealerships and that warranty coverage will continue as normal for Buell motorcycles.

"I will always be proud of what we have accomplished. It is a testimony to what a small group of passionate and inspired people can do, and with brilliant innovations, we've produced some of the best-handling bikes of all time," said Buell Chairman and Chief Technical Officer Erik Buell. "I personally look forward to exploring how I can continue to work with Harley-Davidson to bring advanced product technology to riders.

"I have also had the great fortune to meet and get to know many Buell riders over the years, and they are an amazing and interesting group of free thinkers," Buell said. "May you ride with pride into the future. And may your roads ahead be as adventuresome and rewarding as mine have been for the last 26 years."

A wholly owned subsidiary of Harley-Davidson, Inc. since 1998, Buell Motorcycle Company was founded in 1983 by Erik Buell and produced more than 135,000 motorcycles. Over the past 26 years, Buell motorcycles won numerous design accolades and awards, and countless races and championships around the world, including the AMA Pro Daytona SportBike championship in 2009.

For more information and to view a video message from Erik Buell, go to [www.buell.com](http://www.buell.com)

To read the Harley-Davidson, Inc. 3<sup>rd</sup> quarter earnings announcement, including information related to Buell, go to [www.harley-davidson.com](http://www.harley-davidson.com)

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### **How will UK customers be affected?**

A statement by Rob Lindley, Vice President & Managing Director, Harley-Davidson Europe with particular responsibility for Buell.

"This is not a decision that was taken lightly but we feel it is the right move made to secure the future of the Harley-Davidson brand. There is not the option of separating Buell from Harley-Davidson because the two brands are so closely intertwined.

"All warranty work on Buell motorcycles will be honoured and parts will be available for up to 10 years on current models and we will continue long-standing back-up for customers."

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### **Why has this happened?**

The decision to close Buell and sell off MV Agusta was made on Tuesday 13th October by the board of Harley-Davidson Inc. and announced publicly on Thursday 15th October.

Harley-Davidson have been badly affected by the current recession. As of July 2009 their profits were down by 91% and they announced plans to shut various plants for between 5 and 14 weeks. This year Harley have made 2,100 workers redundant. The Harley-Davidson board estimates the restructuring and closures will result in savings of between £86 – £93 million.

“As our announcement regarding Buell and MV indicates, we are moving with the speed and decisiveness required to bring our business strategy to life,” said Keith Wandell, Harley CEO. “The fact is we must focus both our effort and our investment on the Harley-Davidson brand as we believe this provides an optimal path to sustained, meaningful, long term growth.

“Buell and MV are great companies – however our strategy to focus on the Harley-Davidson brand reflects the fact that we believe our investments in that brand are a better utilisation of overall company resources.”

Matt Levatich, Harley’s Chief Operating Officer, who spent nine months working at MV in Italy, added: “The Harley-Davidson board knows it will get a better return on each dollar invested in Harley-Davidson rather than MV Agusta or Buell.”

### **Why don’t they sell Buell, rather than close it?**

Harley say selling Buell is impossible because of the complete integration of the firm into Harley, whereas MV works as a standalone brand. The Buell name could sell though.

### **How much will Harley save by closing Buell?**

No-one knows. Harley say the decision to close Buell is a blind move – Harley has not quantified the benefit of closing it.

This is the current situation as of late October. What the immediate future holds is uncertain and it may be early 2010 before we know if Erik Buell is able to set up a separate company or if he continues to work for Harley-Davidson.

## **UKBEG Main Event – Emma Radford Buell Festival Saturday 18th July**

UKBEG’s annual Emma Radford Buell Festival was held at the Lincolnshire Aviation Heritage Centre, East Kirkby, near Spilsby, Lincolnshire.

This was our sixth main event dedicated to the memory of Emma, who passed away 22-04-04, aged just 26.

There were 167 bikes at the event, which included 76 Buells. The event raised a total of £657 for our adopted charity, the Papworth Hospital Cystic Fibrosis Unit.

We would like to thank everyone who attended and helped to make the day such a success.

Next years event takes place on Saturday 17th July 2010.



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



My last XB12X owners update appeared on page 5 in the Summer 2009 issue. The mileage then was 19,220. Since that time the 20,000 mile service has been carried out by the supplying dealer, Black Bear HD/Buell in Newmarket.

As of late October my almost 2 year old Ulysses has now covered 23,300 miles. The bike continues to be 100% reliable. Whatever I ask it to do, it does it with ease. In September I completed a 7 day, 1,686 mile tour of Scotland and I couldn't have wished for a better bike to do it on. It's a joy to ride on the quiet single-track roads in the North and West of Scotland. Superb Showa long travel suspension copes with any rough sections and the bike remains stable and comfortable.

Having the Ulysses dealer serviced has paid dividends in terms of reliability and usability. Smooth, glitch free fuel injection, a nicely bedded in engine that produces adequate power and torque – I could go on, it just feels so *right*. The latest ECM mapping update installed at the 20,000 mile service has improved the warm up procedure and also altered the way the cooling fan runs. It's very rare for it to come on now.

As the mileage has increased I've found that the oil consumption has decreased. It's now working out at 150 ml per 2,000 miles. Petrol consumption remains very good at 50 to 60 mpg.

Not everything about the bike is perfect – I've submitted another warranty claim for a replacement (STD) silencer...

### 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.

20,401 miles	Black Bear 20,000 mile service. New front and rear Pirelli Scorpion Sync tyres fitted. New OE Buell front brake pads fitted. Steering head, front and rear wheel bearings replaced under warranty.
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### Excluding routine service parts like filters, oils and spark plugs etc. – summary of items replaced:

Front tyre	10,370 miles 20,401 miles
Rear tyre	5,116 miles (nail in tread) 13,407 miles 20,401 miles
Front brake pads	20,401 miles
Front wheel bearings	10,370 miles 20,401 miles
Rear wheel bearings	20,401 miles
Steering head bearings	20,401 miles
Standard silencer	10,370 miles (Nearly New Unit) 13,407 miles (Coated)







**'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:**



## **Eslick Clinches 2009 AMA Daytona Sportbike Championship**

### ***West Finishes Sixth in American Superbike, Knapp Takes 12th***

Millville, NJ (September 06, 2009) Bruce Rossmeier's Daytona Racing/RMR/GEICO Powersports rider Danny Eslick made history today by clinching the 2009 AMA Pro Road Racing Daytona SportBike championship at New Jersey Motorsports Park, his own and Buell Motorcycle Company's first professional AMA road racing championship.

Coming into today's race, the second of the double-header weekend at NJMP, with a 22-point lead over Graves Yamaha's Josh Herrin, his only remaining title rival, Eslick needed to secure at least a 12th place finish to hold off the fast-charging Herrin. Herrin needed to sweep both weekend races to have a chance at catching Eslick, including today's thriller that featured a dramatic Lap 1, Turn 1 three-rider incident that forced both Herrin and Eslick to ride off track.

As Herrin worked his way to the front, battling with Erion Honda's Jake Zemke for the eventual victory, Eslick settled into a comfortable pace inside the top ten and spent much of the race dicing with Attack Kawasaki's Roger Lee Hayden. The pair traded positions several times and crossed the finish line a mere 0.001-second apart, with Hayden nipping Eslick for sixth place. Eslick's seventh place finish gave him 387 points on the season, good for a five-point margin over Herrin and the Daytona SportBike championship.

"I went down into Turn 1, and I'm not sure who it was, [but he] just nailed me," Eslick said. "I saw somebody come flying by me and wasn't slowing down at all and T-bone Josh pretty good. I thought "Alright!" About the time I said that, I got hit [too] and we both ended up in the dirt. I tried to gather my stuff back up, and a few other guys went off. I knew where I needed to be to seal the deal. Me and Rog had a nice little battle and it made the race go by fairly fast, especially when you're riding with somebody you can trust and you know won't do anything crazy."

Eslick celebrated his first AMA championship in style, with a burnout-laced, flag-waving victory lap around the 2.2-mile circuit. Eslick's Daytona SportBike championship is also the first for an American manufacturer since the AMA split road racing and dirt track racing into separate competition disciplines in the early 1970s.

"Going all the way back to three weeks before Daytona, I didn't have a ride, so it's been an amazing season. Just those first couple of wins, we would've been happy with that. My crew guys have worked so hard all year long and never gave up. It's been a long hard fight the whole way and this weekend's been no different," Eslick said. "We had some tough times here about a month ago [with the death of team sponsor Bruce Rossmeier], but we made it through."



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For Erik Buell, Chairman and Chief Technical Officer of Buell Motorcycle Company and a former privateer AMA racer who founded Buell in 1983 as a racing motorcycle manufacturer, Eslick's championship is literally the culmination of a lifetime's dream.

"It's an amazing moment. It's been an incredible racing season. I've got to see the AMA turned around from boring racing to the most exciting racing I've seen in years. I'd have been happy to just be part of it, but it's incredible that we won our class championship. Danny is an incredible rider. I'm so proud to be part of a privateer team that can show what a rider like that can do," Buell said. "It's very emotional. I appreciate so much all the people over the years who helped us get to where we are. That's the big perspective I'm looking at, not just this moment."

In other Daytona SportBike weekend and season results, Eslick's teammate Michael Barnes finished today's race in 18th position and 15th position overall in the final championship standings with 118 points. Latus Motors Racing's Taylor Knapp finished 12th today and 11th overall in championship with 178 points. Bartels' H-D/Buell/Higbee-racing.com's Shawn Higbee finished 20th in the championship with 70 points.

In the final race of the weekend and the 2009 AMA Pro Racing season, Cory West finished seventh in the American Superbike class, improving on his eighth place start and eighth place finish in yesterday's race to cap a successful debut weekend aboard the Buell 1125RR superbike.

"Immediately I felt the [rear] tyre was not as hooked up as yesterday. I didn't know if it just wasn't up to temperature because it was overcast and the track temperature was lower, but I was hoping it was going to come in, and all of a sudden I got passed by three guys," West said. "I didn't quite have the grip off the corners I had yesterday, and it seemed like everybody did their homework last night so it was a little harder today. The last two laps my [rear tyre] was sliding going in and sliding coming out, so I just tried to hold my position. I've got to thank Erik Buell for giving me the opportunity to ride this weekend, I had a really good time."

Latus Motors Racing's Taylor Knapp's race went from bad to worse after he was involved in a Turn 1 incident that caused a red flag on the American Superbike race's original start and was later penalised for jumping the restart and speeding in pit lane after serving a stop-and-go penalty for the jump start.

On the initial start, Knapp was forced off track and crashed after making contact with the Ducati of Larry Pegram, who was trying to avoid Factory Yamaha's Ben Bostrom after he high-sided in Turn 1.

"When Ben high-sided, [Larry] Pegram stood his bike up and hit me, and then I just crashed," Knapp said. "I can't believe they called a jump start [on the restart]. I thought I was black-flagged for something falling off."

After the stop-and-go penalty, Knapp recovered to finish in 12th position, including the 10-second post-race penalty. Bartels' H-D/Buell/Higbee-racing.com's Shawn Higbee finished 17th.

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## 2010 Buell Motorcycles

Following the announcement that Harley-Davidson is to close Buell's East Troy factory in December 2009, only limited numbers of the 2010 models will be available for British customers. This is a shame because there's been some worthwhile updates to both the air-cooled XB's and the liquid-cooled 1125's.

Information kindly supplied by Buell USA:

In 2010 Buell continues to focus on the ride with the addition of features like front brake master cylinder piston seals and rotor mountings, LED taillights and rear turn signals, oxygen sensors and tyres, as well as new graphics and bodywork. Whether it's the 1125cc Helicon liquid-cooled, four-stroke, fuel-injected 72-degree V-Twin engine or the 1203cc Thunderstorm air/oil/fan-cooled, four-stroke, fuel-injected 45-degree V-Twin engine, Buell blends original design with productive power and dynamic performance for a light and tight ride.

### 2010 Buell Highlights

#### Out in the Street

For those looking for a bike with agile handling, as well as serious torque and acceleration for real urban power, MY10 sees the introduction of the new Lightning CityX XB12SX. Receiving its debut in Europe, the XB12SX marries the sheer power of the Thunderstorm 1203cc V-Twin engine with Buell's popular Lightning CityX XB9SX chassis and suspension, inspired by the needs of today's urban rider. Delivering a whopping 104 Nm/ 77 ft lbs of torque, the bike is available in Valencia Orange Translucent & Hero Blue Translucent, both with black wheels.

Meanwhile the Lightning CityX XB9SX, is readier than ever for a street fight, with the broad, smooth power of its Thunderstorm 984 V-Twin engine, wind deflectors, frame pucks, headlight grille, airbox cover X-guard and new Designer Black wheels.

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Features such as the upright rider position, wide Supermoto style handle bars and intuitive handling help the Lightning CityX XB9SX and XB12SX (pictured right) dodge through back streets and effortlessly pull away from the traffic – enabling the ultimate urban riding experience.

Buell XB Lightning streetfighters, powered by an air/oil/fan-cooled Thunderstorm V-Twin engine, have a ferocious look with new airbox cover graphics added to blacked-out frame, forks, engine and other components. Lightning XB models receive new oxygen sensor with updated calibration, fuel pump and sensor, front brake piston seal and LED taillight, and front and rear turn signals. The XB12Ss with supermoto-inspired long suspension has size, comfort and convenience, and the Lightning XB12Scg road-hugging suspension for a low centre of gravity.



As a modern café racer, the Buell 1125CR (pictured below) motorcycle is powered by a 146-hp, liquid-cooled Helicon 1125 V-Twin engine with Buell Intuitive Response Chassis (IRC), new upright tapered aluminium streetfighter handlebar, and new graphics to deliver top sportbike handling in style. Final-drive gearing optimises acceleration and performance, along with new water pump bearing, front brake piston seals and rear wheel bearings and axle. The 1125CR will be available in Arctic White, Midnight Black or new Racing Red bodywork.



#### Taking it to the track – 1125R

Whether on the street or the track, Buell sportbikes are engineered for high levels of performance and handling – providing a ride no less exhilarating than a bike built specifically for racing. This is perfectly illustrated by the Buell 1125R (pictured below) European sport performance riders will see more of this convention-breaking, large capacity sport motorcycle in 2010. With its 72 degree liquid-cooled V-Twin 1125cc BRP-Rotax engine – exclusively designed to Buell specifications; all-new Buell IRC (Intuitive Response Chassis) - the stiffest chassis ever offered by Buell; Quiet Zone aerodynamics; and fully-adjustable Showa piggyback suspension, the 1125R motorcycle offers power, torque, handling and agility that takes its owner to a new level of riding experience. Available in Arctic White, Racing Red or Midnight Black bodywork and with distinctive styling that leaves many of its mechanical components exposed, the bike has a uniquely aggressive look. This is further enhanced by an athletic riding position allowing for unparalleled comfort whilst in pursuit of superior street or track performance.



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## On and off road

The sport-touring Buell Ulysses XB12XT and the versatile, all-road Ulysses XB12X (pictured below) are equally exhilarating rides in the Buell Adventure Sportbike category. Both Ulysses models feature a new right-side air scoop, fan shroud, header shield, and ECM calibration that work together to reduce heat and improve rider comfort. Light and agile on any kind of road, the Ulysses XB12X is equipped with a broad, usable Thunderstorm 1203cc V-Twin engine, rugged protective features like frame pucks, headlight grille and wind deflectors. The XB12X has a new blacked out Phantom Metallic frame, swingarm, and footrest supports, and triple clamps, as well as new Sunfire Yellow bodywork and smoked windscreen. The Ulysses XB12XT is ready to carve the continents on new Pirelli Angel ST tyres with side and top cases, heated grips and a tall windscreen. Both Ulysses models feature the patented Triple Tail system that adjusts between three functional positions.



To summarise, the 1125cc liquid-cooled 2010 engines have the latest clutch hydraulics, new water pump bearing, much modified cam chain guides and a far easier oil check procedure - it's now done on the sidestand through a sight glass.

All 2010 models get a revised front brake master cylinder to reduce lever travel. There's also a new fuel pump and fuel pressure sensor. New style LED front and rear turn signals. 30mm wheel bearings and dust shields with 3 bearings on the rear wheel. New axles and wheel hubs to suit the new bearings. New front exhaust oxygen sensor. New Wiring harness. New LED tail lamps. New cooling fan strategy, which is now speed and temperature driven. New battery tender connection built into the wiring harness.

1125R Model Highlights

- New Polished stainless steel headers
- New Master cylinder piston seals
- New Engine cover sight glass for easy oil-level checks
- New Pre-wired battery tender harness
- New Black upper triple clamp and fuel cap
- New Designer Black wheels
- New LED taillight
- New Clear-lens rear turn signals
- New Bodywork graphics and fly cut brake logos
- New Available lower fairing kit (Accessory)

1125CR Model Highlights

- New Tapered aluminium streetfighter handlebar
- New Polished stainless steel headers
- New Master cylinder piston seals
- New Engine cover sight glass for easy oil-level checks
- New Pre-wired battery tender harness
- New Designer Black wheels with red pinstripe
- New LED taillight
- New Clear-lens rear turn signals
- New Bodywork graphics and fly cut brake logos
- New Arctic White/Midnight Black colour combination

## UKBEG 2010 Events Diary

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

December 27th, Sunday. (2009)	<b>UKBEG</b> Cabin Fever Meet	National Motorcycle Museum, Solihull.
March 21st, Sunday. (2010)	<b>UKBEG</b> Buell Meet	RAF Museum London, Hendon.
April 3rd, Easter Saturday.	<b>UKBEG</b> 12th Birthday BBQ	Black Bear, Newmarket.
April 11th, Sunday.	<b>UKBEG</b> Buell Meet	Jodrell Bank Observatory, Cheshire.
April 24th & 25th, Saturday & Sunday.	<b>UKBEG</b> Bristol Area Weekend	
May 1st to 3rd, Saturday to Monday.	<b>UKBEG</b> Buell Challenge	See page 2.
May 16th, Sunday.	<b>UKBEG</b> Buell Meet	RAF Museum Cosford, Shropshire.
May 21st to 23rd, Friday to Sunday.	<b>UKBEG</b> Scottish Weekend	Glencoe.
June 3rd to 6th, Thursday to Sunday.	<b>UKBEG</b> Invite To Silverstone Moto GP	
June 5th & 6th, Saturday & Sunday.	<b>Buell Day</b>	Belgium.
June 11th to 13th, Friday to Sunday.	<b>UKBEG</b> Cumbria Weekend	Kirkstone Pass & Patterdale.
June 25th to 28th, Friday to Monday.	<b>UKBEG</b> Belgium Weekend	Ardennes.
July 4th, Sunday.	<b>UKBEG</b> Buell Meet	Big Pit, Blaenafon, South Wales.
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.

### Latest news – 23rd October

#### A lifeline for Buell?

As reported in Motorcycle News, an American consortium is trying to save Buell it emerged this week.

Fred D. Burkhardt, Vice-President of the Walworth County Economic Development Alliance (WCEDA), told MCN that his organisation will "explore and pursue options that might lead to the continuation of production of motorcycles" at Buell. He added that Buell is willing to talk, and a meeting should take place in the next couple of weeks. A meeting has not been arranged with Harley-Davidson, Buell's owner.

Burkhardt remains optimistic that Harley's worrying financial situation will mean the firm may well accept a bid for Buell. "Any deal is a win-win situation," he added.

The WCEDA is exploring whether they qualify for a federal grant in order to save the Buell factory and keep its workforce on. The factory's 170 workers in East Troy, Wisconsin are facing redundancy by December.

Harley's John Olin said last week: "We have chosen to discontinue the Buell product line as opposed to selling the business in part because Buell is so integrated into the Harley-Davidson business systems and distribution network." "From an accounting perspective, Buell is not considered a separate and distinct operation."

It has also been reported that Erik Buell has already taken an advisory role within Harley-Davidson.

## American Thunder – Winter 2009/2010 Issue

Hopefully the dust will have settled after the recent announcement that Harley-Davidson are to close Buell's East Troy factory and, you never know, there may have been some positive developments regarding the future of Buell motorcycles. The Winter issue will contain all the latest news.

You'll be glad to know that the UK Buell Enthusiasts Group isn't going to close down. We will continue to promote the use and ownership of Buell motorcycles.