

## Playtime.

It was a real pleasure to meet up with a bunch of fellow Buelligans this weekend in Lincolnshire. An unknown county for me, but having ridden those fast flatland twisties I'll definitely be back.

A Buell is a no compromise conveyance, short wheelbase, steep steering, small tanks and interesting seats. Yet almost all of the riders I spoke to at our meeting had travelled well over two hundred miles just for the ride and the chinwag. In a biking world where ricerocket riders put in 2000 miles a year and strut around in squeaky leathers this tells me all I need to know about fellow Buell riders. These bikes are my sort of bike and Buell riders are my sort of biker.

In this edition of American Thunder you'll find more stories by Buell enthusiast's who chop, ride, race and travel on pushrod engine streetrods which if common sense had anything to do with it would be in an art gallery and not out pounding the street.

Welcome to our common sense free world.

*Stan Evans, American Thunder team.*

## Well, here we are again.

Time for yet another big thank you to all those folks who have made the publication of this American Thunder possible. A special mention goes to Jon, who has become our first contributor from outside the UK. I hope this is the first of many. Also, I send a welcome to those new members who have received this publication for the first time. I hope you enjoy it, but please make an effort to send us a short article for the next issue.

Since the last issue, the group website has continued to grow and I have found it necessary to upgrade the database technology that supports the bulk of the website. We now have an industrial strength system in place and we can look forward to growth in the future without another upgrade for some time to come.

On a more local note, we have had a strong local group in the South East of the UK for some time and the signs are that other areas are beginning to have the "critical mass" to form their own local groups too. Here in the North West of the UK I have found it difficult to organise things locally, but now with the input from Maz and Derek, supported by Centurion HD/B things are developing nicely. There is a great chance here for the local groups to have an input when the Firebolt launches take place and the anticipated newcomers to the brand come along looking to share their new found enthusiasm for the bikes with like minded people. Local groups also mean a thriving local social scene too. Already the events calendar for this year is looking very exciting with many local and national events this year, many more than have been organised before in the UK. Please support the local and national organisers of these events, but importantly, ride safely.

Steve, admin@ukbeg.com.

*Steve Shakeshaft*  
*Founding Member*  
*'97 M2 Cyclone*

## In this issue :-

**Letter from America**, by *Jonathan Rosendall* ... An American viewpoint, Jon gets back on two wheels, and taking a look at his local roads its no surprise he chose a Buell.

**An S1W love story** by *John Martin* ... people go and buy an S1W just for the sexy classic looks right ? - nope ! John screws on all the right bits and burns off his wuss bars.

**M2 hits the tracks**, by *Ewan Jones* ... a Cyclone owner tells his 'hop-up and hit the track story', cant you guys just slow down and admire the view? I guess not.

**Rude Bike**, by *Jonathan Rosendall* ... Jon thinks back to the good old days when Buell's had tube frames and were as our American friends say 'rude'

**Surry HD autojumble, Boxhill and Guildford**, by *Alison White* ... its Sunday, you can stay in and watch 'Songs of Praise' or you can go blatin' yer Buell to a couple of bike meets, a day out in shandyland.

**Two Ways**, by *David ( att ) Morris* ... the first leg of David's invasion of France, ah, those winding roads, a hot croissant in bed each morning and a suntan on wheels, well, everyone needs their dreams !

**X1 Maxton boinger project**, by *Simon Dykes* ... how do you upgrade an already great handling package ? here's how, by fitting one of the best shocks on the market.

**The bug-eyes look**, by *Mickey Burke* ... if there is one 'in' look on streetfighters this year it's the twin headlamp. Here's one way of achieving the bug-eyes look.

**So why the I.A.M. ?** by *Carl Kinnin* ... rider training is one of the best insurances you can ever get, and these guys are the best. No, taking training wont turn you into a boring old fart, it will help keep you alive and you'll also get the most from your bike, try it you may be surprised.

**Meeting places**, by *David ( Normie ) Bulbeck*. This instalment covers the home counties, if we don't get a volunteer to survey the north and the west then we'll have to send Nomie, and you don't want that do you ?

**Hypercharger filter mod**, by *David Kershaw* ... the hypercharger came straight out of the Mad-Max styling stable and looks quite at home screwed to the side of a Buell.

**Big Rock Announces 2002 Buell Race Programme**, from *Harley Davidson UK*. The guys over at Big Rock are putting an M2 up against some stiff competition in the form of blades, R1's and gixxers, a big-up and best luck to you guys, give em hell !

**The S1 is the dogs danglies**, by *Andy ( Scary Andy ) Hick* ... our continued feature on why your particular Buell model is the dogs-nuts.

**Big Rock Open Day**, by *Alison White* ... our roving reporter spends most weekends in the company of big hairy bikers and Buell's, and that's why we love and respect her.

**Customer Support contact details**, by *Jeremy Pick at Harley Davidson UK*. ... update your Filofax.

... and our new American Thunder banner, by *Giles*  
 cheers pal



*Read about Simon's X1 Maxton upgrade, in this issue*

## Letter from America by Jonathan Rosendall



I looked down past my tank and noticed the asphalt racing by below me, the sensation of speed reached my gut...."What would happen to the meat on my bare arms if I crashed at this speed?". Looking down at the instrument panel, concern gave way to embarrassment

as I realized that I was only going 25 mph! Duuuuhh?! It had obviously been too long since my last bike 15 years ago. Too long out of the saddle. Can you relate?!

The one thing I noticed when I started this bike was how powerful it felt. A far cry from my old Yamaha 650 twin. The Buell X1 Lightning felt as if it would explode. The off tempo idle, shaking, and immediate response to the throttle were downright disconcerting. Not a bad 40<sup>th</sup> birthday present, and I thanked my noble wife every time I went to the garage to look at it. Soon, I was riding with confidence and authority again. A perfect score in a certified motorcycle safety course was a good way to start.

This bike is everything I could want in the motorcycle experience. It is not a bodywork heavy piece of art for a gentleman (can you say BMW?). Nor is it a Japanese sewing machine for a slurpee guzzling kid. It is a unique, powerful, and masculine machine. The appearance is striking and the performance worthy. Additionally, I find the ergonomics of the bike lend it to short attack riding or long distance runs. I have done a fair bit of both, and am happy with the experiences. I do look forward to some long haul day trips this spring and summer. From my house in Castro Valley, California, I can make Yosemite in about three hours. That one is on the books.

The photos I have taken here are of my closest and most convenient neighbourhood jaunt. The road is called Palomares, and has a little more than 100 turns in 10 miles. There is also a winery (Westover Winery) in the middle which makes a nice stop-over if you go start to end, turn around, and stop by before completing the return ride. Aside from crashing into a tree or ending up in a ravine, the other possible dangers are striking a deer (Almost did this with my truck. The thing ran alongside of me for about 30 yards!), or a wild turkey, or a domestic peacock. Not to mention the occasional stray dog, bicyclist, or jogger.



I do have plans to customize my X1 this summer. I want performance enhancements for sure, but not quite decided on bodywork for the visuals. Truth is, I dig this bike as is. Oh well, once I get the kitchen remodel completed (the cabinets were delivered freight damaged, do you believe that!!!!) I can think about all that. Till then, I'll keep riding and smiling.

## An S1W love story by John Martin

I traded my '92 Fireblade back in '98 for a new S1 Whitelighting and so started an on-going love affair with my Buell.

Fast road riding and a desire to do track days soon saw the S1W go through a series of changes and modifications.

The search for more horsepower has been achieved with several changes: -

1. Gas flowed heads, with matched up rated valve springs.
2. Jimmys valve lifters, with Taperlite adjustable push rods.
3. Andrews N9 cams.
4. Mikuni HSR42, along with a Buell race air filter.

The "truck" exhaust was soon replaced with a V+H, as was the ignition to a Crane Hi-4E single fire. As things stand, there's 103bhp at the rear, which I'm satisfied with for "real world riding". While the frame was getting nickel-plated I took the opportunity to part ex the standard swinging arm for the aluminium arc type, got it polished too.

My track day experiences have taken in Oulton, Cadwell and Rockingham, of the three; my favourite has to be Cadwell. Cadwell is a horsepower leveller as it's quite tight and



technical, Rockingham is nearly as good. It's been great fun stalking the repli-riders on the rocket ships and where possible to make up ground by late braking and driving out of the bends. I get a buzz when a repli has to succumb to letting a Buell go past - doesn't happen a lot but I managed it a few times last year. Just wish I had the bottle to wear a t-shirt over my leathers with" the engine in front is a Harley"!

I found at Cadwell the 27T - 55T final gearing wasn't giving strong enough acceleration and 5<sup>th</sup> gear was too high for the back straight. To remedy this I now have full U.S spec final gearing. My first trial of this set up was at Rockingham; here I found that you needed mostly 3<sup>rd</sup>+4<sup>th</sup> gears, with 2<sup>nd</sup> out of some corners. My 27 - 61 were too low! So I guess in the future it'll be 27 - 55 for Rockingham and 27 - 61 for Cadwell.

This year will see me getting used to a completely new suspension set up, the latest Showa rear has been fitted and I'm getting the Maxton treatment for the forks. Really looking forward to the experience.

One snag that only showed up during track days was the "heavy breathing" of the engine, where oil deposits would get onto my rear tyre from the breather pipes. The result on one occasion at Cadwell was a big sideways moment at the Gooseneck! After various fixes, I spoke to the race guys at Warrs and got tips of the sort of catch tank set up they use. Let's hope this puts a stop to the problem.

I like to try different makes of rubber but find it frustrating having your choices limited because of the 5" rear rim. So far I've been pretty pleased with the Pirelli Dragon and Michelin Pilot Sport, next tyre change I might go for either the Dunlop 207RR or the Metzeler Rennsports.

The latest winter replacement has been the front disc, due to excessive wear of the carrier, I hope the Prolite + EBC HH pads proves to be a good choice, I won't find out till the weather gets better.



As I'm a fair weather rider these days, my bike has to give me maximum fun, 100% of the time and that's what I'm getting with my Buell. I definitely get a buzz being one of the few, different from the crowd and knowing the bike can hold its own in real world riding and hand out a few surprises along the way.

Safe + enjoyable riding to all of you out there and if anyone wants to sample the brilliant roads up in Northumberland let me know, I'll be happy to show you.

## M2 hits the tracks

by Ewan Jones

My bike started life as the demonstration bike, a '99 M2 Cyclone, at Warr's in Chelsea. All I knew about it from that time was that it was yellow & had been abused from the crate by limp-wristed wotsits chugging it up King's road, the results of which came to light later.

A bloke in my local bike group bought it originally for a large wedge under list price, rode it home and proceeded to change a fair bit. This fellow is known for having two projects at one time and selling the bikes within a year of purchase at roughly the same price, no matter what the modifications (In the past three years he's had two Guzzies, two Ducatis, a TL1000S and a slabside Gixer 1100 – good bloke to know!)

Anyway, back to the point. I'd told good bloke to give me a ring if he ever wanted to sell the Buell and he did in February 2000. I managed to scrape together enough to buy her but not enough to insure my new beauty! I was a bike courier at the time and that pushed my insurance through the roof (95 quid a month for an XJ900, third party only!!), so the Buell occupied pride of place in the house until April.

The major performance changes made to the bike, before the summer, were American gearing, S&S Super E carburettor and Scorpion can. All of these goodies gave the bike 92 ponies at the back wheel with a good torque spread, I've lost the dyno sheet and can't remember the rest of the numbers – I only remember 92 as it was 1 more than a friends' bike and 2 more than Black Bear HD Buell race bike! I went on to add a Crane Hi-4 single fire ignition but I never dynoed it again – definite improvement to low/middle torque, though, with more crispness to throttle response (especially with the vacuum switch turned off!). When I installed the Hi-4, I had been riding with a hole in my secondary drive belt, quite happily for a couple of thousand miles; 35 miles after installation, the belt snapped leaving a roundabout (sudden lack of push but none of the effects of a snapped chain) – coincidence or not? Wish I'd found out. To match this increase in performance, I added another 6 pot to the front wheel. A mounting plate had to be used but at least there was no corkscrew effect under heavy braking which I found to be very noticeable with the OE set-up.

The cosmetic changes went fairly far in the quest for summat a bit different! S1 seat unit, Harley speedo with mini revcounter in an ali dash, Speed Triple lights, ali bellypan and nose fairing, custom pegs and stone guard, billet yokes (helped with the front end flex, also) & Harley risers with Renthals and, my favourite, black paint! I'm lucky enough to have a good friend who has both an industrial lathe and milling machine in his garage so all of the ali billet parts are made there.

I was having problems with the original peg position being far too low, especially with the softness and weak damping of the standard shock, so I moved them up in two stages. I'd had ali billet pegs made and mounted them on a plate just below the isolation bolts; unfortunately, I mounted them rigidly and scared myself silly when they grounded, again, and lifted the back wheel. I survived, shaken not stirred, and moved them up to a plate welded across the pillion peg arms, the rest of which was ground off (no passengers for me, buy your own); this cured the ground clearance problem until the rear shock overheated and ceased to have any damping – another story.

I've read on the website about various reliability problems and I haven't been immune so I'll just list them with my cures: sidestand/clutch switch (remove); rocker gaskets (installed split in factory, replace); primary chain tensioner dissolved (replace with sprung version but experiencing chain slap under hard deceleration); head hanger bolts snapped (drill out & replace with harder/bigger bolts); various bolts disappearing on journeys (threadlock, threadlock, threadlock!).

The bike was starting to use a little oil which wasn't surprising given its' history/present abuse so I promised myself a winter strip down & fettle, while keeping my fingers crossed that it would last the summer. By September, I'd added 8000 miles to the clock, not bad considering I work on oilrigs normally, and decided to do my first trackday. A week before the big day, I collided with a deer but the bike suffered little damage. Bent Renthals, scraped bellypan, scraped tank, but the pegs/bellypan spacers prevented the engine touching down on its' left side. The witness said I just somersaulted out of a cloud of smoke (the plastic tank burning off?) and I had no injuries, bar bruises, either!

The Track Day was at Snetterton, which is a quick circuit, through *Bike Magazine*. The fast boys hit 175mph on the straight, but there is still fun to be had, especially after the back straight and through the 'Bombhole'. I was told that "Harley Davidson's" should not do corners like that.." but he

wasn't amused when I pointed out that it was a Buell. The only problems encountered on the day were the road pads cooking, leaving one with no braking at the end of the straight (it's hard work



getting out of gravel), my calliper mounting plate twisted under the pressure (type II is stronger), the Scorpion can grinding out on left turns, the bellypan grinding out on right turns and the shock cooking after 2 laps, making the bike weave all the way up the straights.

After performing so well on the track, the gearbox went stiff and it blew a head gasket on the rear pot. Aha! Done it some damage on the track so I'll do that winter rebuild early.....

When the gearbox was taken out, I found bits of the Teflon pad from the old primary chain tensioner had found they're way in. As for the gasket, that was just the latest in a series of gasket troubles all trying to tell thicko here there was a serious problem. When the engine was completely stripped, it was obvious there was something out of alignment with the bottom end as all of the circlips retaining the gudgeon pins had worn their seats wider, ending with one jumping out. This allowed the front pin to rub against the cylinder wall, reducing its' length by 1mm and the bore by 5 thou; as for the circlip, it looked like a straightened hairclip! With damage like this, I thought I'd have the engine rebuilt with new parts by a professional with a few performance modifications! When the crank was pressed apart, both the crank pin and big ends were out of round – I've been told that this would have excessively vibrated at (any) the revolutions Buells' can achieve, resulting in the damage to anything attached to the conrods. So the list of new engine parts read like this: pair of barrels, pair of pistons, pair of conrods, oil pump (doesn't like pumping swarf), oil tank (can never be sure that all swarf has been removed). Leaving the engine with the professional, I went back to work and did the rest of the bike when I was home.

The longer I was without an engine, the more I did to the carcass, with surplus parts sold off, so I'll make a list: (I can't say how well anything works yet, it's all in boxes in the garage)

- Revalved / resprung front forks, powder coated sliders & TiN stanchions.
- Maxton shock .
- Elliot revcounter with shift light.
- Barnet kevlar clutch & heavy-duty diaphragm.
- Race filter kit with race can.
- Mikuni HSR42 carburettor.
- SPA oil pressure/temperature gauge.
- Oil cooler with thermostat.
- Metamachex swingarm.
- Swapped old swingarm for S1 fuel tank.
- Custom-made ali oil tank.
- Homemade seat incorporating rear hump.

Rear of seat frame cut off & tail lights/electric's box braised into frame.

Everything once silver & shiny has been either painted, anodised or powdercoated various types of black, with a bit of gold thrown in. (I loath polishing). Various other bits tweaked/made/bought.

When I finally got fed up waiting for the return of the engine, I took my engine parts back, with no progress made, exactly one year later (insert appropriate expletives). People accuse me of patience – no, I'm on a rig half the time & I normally have another bike to play with/rebuild.

This is the story up to January this year when Trojan Horse/Adrenaline Moto helped open the next chapter of the Buell's journey – that of a pair of Max-T 4 valve heads.

## Oh, rude bike ... wherefore art thou?

by Jonathan (Jon) Rosendall

First of all, let me give a hale and hearty "Cheers!!" to you all, knowing that most of this rag's readership is British. Second of all, let me say that the following is merely my opinion. An editorial, if you will, about the state of the "mothership", BMC, and more pointedly her offspring, pre-Firebolt Buell motorcycles. That would be all of them except for the lowly and pleasant Blast.

Rumours (alright, then "rumours") have been afloat for some time that further changes were afoot for the 2003 Buell line. A *different frame type* was what I kept hearing from different dealers, yet details were lacking and specifics, sketchy. "What are they doing?" I would think to myself. Why are they changing the frame? As time wore on, I began to see a clearer and more unfortunate picture.

In the March edition of a local newspaper magazine called "Thunder Press", a little blurb caught my eye. It was not front-page news apparently, as the editor thought it best displayed this bit on page 33. But the blurb carried all the weight that bad news can carry in my opinion. News that production of the X1, S3, and M2, were going to be terminated at the end of the 02-year. And that the lil' Firebolt would be the new platform for the rest of the Buell line. What?! Are you kidding me? This had to be wrong...but after queries here and there, the rumour was found to be true. Oh yes, the Blast would survive the "evolution". What is going on at BMC, I wondered!?

What happened to the vision of the "rude bike"? If I wanted a gentle motorcycle suitable for trips to the library, etc., I could have bought one. But I didn't. In fact, on my way to purchasing a Ducati S4, I was arrested, completely arrested by two X1's. After market performance kits made for a loud and explosive exit from Bob Dron's Harley/Buell parking lot. These bikes were literally leaping and snorting. Cackling and jolting down the road like hooligans with reckless abandon. It was a sight to behold. The loud and obnoxious, naked bike. That was all I needed to realize that what I really wanted in a motorcycle...was rudeness. Yes, that's it. "Rudeness".

I realized that what I really wanted was a Buell X1 Lightning. A minimalist, but powerful bike. A large displacement V-twin with a muscular visage and rumbling disposition. A bike that went to war with out packing a lunch first. A bike that was so unapologetically ugly it was intimidating. A bike that offered it's rider only a chin faring for escape from the elements, figuring that if the rider needed more, he had no business being along for the ride anyway. For others, this vision has taken the form of the S1, S3, or the M2. I bought my X1 a few days later, and have found it to be everything I wanted. I have not been disappointed.

In a comparison evaluation of the Ducati Monster vs. the Buell X1, the rider/writer noted that Ducati should surrender the name "Monster" to its rightful owner...Buell. And how many others have tried to emulate Buell's rude bike? Many. However, I suspect that very soon we will have more copies on the road than the original. Less Buell rude bikes and more Buell copy bikes. From a marketing standpoint, it just makes no sense at all. You start a revolution; others jump on the bandwagon ...and then you abandon the product and start

making what others were making before they started copying you. Hmmm...

Yes, I know that the lil' Firebolt is different. Yes, I know that the lil' Firebolt has gas (petrol) in the frame. Yes, I know that the lil' Firebolt has oil in the swingarm. Big deal. In fact, too big of a deal. Unnecessarily unnecessary. I'll let others buy the crazy lil' thing and prove the genius of the Buell engineers, while I rack up mileage on my X1, thank-you. By the way, anybody actually ride this thing? Or sit on it? Very small bike. I sat on it a couple of times at the International Motorcycle Show last year. Not for me.

Now we in the states have been told that the lil' Firebolt's 4/27 debut has been cancelled and the new date for delivery is not known. Some type of problem, exactly what I don't know, but speculations have run anywhere from it being an emission failure, to fuel bladder supply (Aha!), to the fairing melting in direct sunlight. Oh well. What do I know?

I am interested to know what the other models will be like when made on the Firebolt platform, if that is even going to happen. Will they be anything at all like their rude predecessors? Or will Harley begin production of a rude sport bike based on the V-Rod platform and so take over where Buell left off? Apparently so, according to the May issue of Cycle World, page 28. Keep your eye on July.

Well that's about it from here. And BMC, if you must make the lil' Firebolt, then make it. But why kill the existing product line?

In closing, let me just stay, "May all your days be filled with rudeness".

## Surrey HD autojumble, Boxhill and Guildford meet – Sunday 7<sup>th</sup> April

by Alison White

I was kind of looking forward to going down to Surrey HDB, my S1 originated from there, so it was like it's own personal home-coming!!

Given that I don't do Sunday mornings it was something of a miracle that we managed to get up, out & down to Dorking by shortly after 11.30am, & although we hadn't been there before once off the M25 there was no need for directions – just follow the bikes!

Coming off the last roundabout into Dorking High St. was a pretty spectacular sight (even if most of them were Harleys!!), wall to wall bikes! As we rode down looking for a parking space I noticed, Cam & 1<sup>st</sup> Garry's S1's, & I have to say that's one of the things I really like about owning a Buell, can you imagine being able to pick out the bikes of people you actually know amidst thousands of others if you rode a Fireblade? Steve & I were fortunate to park right at the top of the autojumble & were quickly spotted by Matt & Paul. Matt & Deb's stunning S1, Stormbringer was entered in the show, so we had to go & have a look at that!

The weather was fantastic, warm in the sun & ideal for nosing around the autojumble. I was hoping to find a stem so I could assemble my billet yokes a bit quicker when I get them, but the only ones I could find were priced at £85 with the bottom yoke...I DON'T think so!! There was a bit of Buell stuff around, especially S3 bodywork, (which I guess tells a tale), but nothing I felt compelled to go home with, but it was nice to have a rummage anyway.

I have to say the standard of the entries in the bike show surprised me, some stunning examples of pot loads of money being thrown at someone to build a bike! Looked like Drag Specialties & Battastinis had been busy, but hey, whatever floats yer boat?!

Now, there were two entries in the show that I WAS interested in, Matt & Deb's S1 & a very nicely turned out White Lightning with an X1 arm, Harrison twin disk & callipers, X1 shifter & probably some other trick bits I missed. Well done to Matt &

Deb for winning the prize for Best Buell, maybe next year we can persuade a few more Buells to enter eh?

Unfortunately we missed the real star of the day, which just had to be Mal, for riding his S1 all the way down from Teeside to Dorking & back in a day.....Mal, you must be completely barking! But apparently he had a great day, good on ya!

Mid-afternoon we met up with Chris & popped down the road to Boxhill & met up with the rest of the shandy drinkers for a cuppa & a natta & to watch the power-rangers parading around in their latest, greatest multi-coloured leathers. Always good for a laugh, it's such a shame that some of them now have this disfiguring hump on their back as well, but I guess it helps them go just that little bit faster! Honda had some display going on & apparently Stan had been winding them up earlier on. Unfortunately some of the UKBEGERS's were on a curfew & had to get home, but those of us left were taken the very scenic route back to Guildford by local hero Chris B for the cruise (thanks for the warning about that LH hairpin uphill Chris...argh!!!)

Although not officially an event anymore, Guildford still had it's array of interesting cars & bikes, it's just that now, if stopped you have to be going to Burger King, not the cruise.....fine! By the time we arrived Captain was already there on his Valkyrie, which looked typically understated....NOT! Later on Ben, Tim & Hazel turned up, making 7 bikes in all, not too bad a turn-out considering it was still early in the season. We left about 6-ish for the hellish ride home along the M25 car-park & got in about 7.45pm, absolutely frozen, despite my thermals! I guess Ben must have returned with his sickly M2 just after we left, apparently him & Norm had a nice evening drinking coffee & eating chips waiting for the Buellers friend.....the AA man, well at least that's their story anyway!

## Two Ways by David ( att ) Morris

Buell, where does the word come from ? I know it's somebody's name, but from where.

Anyway this is the way a Buell and experiences with it changed my life !

The Buell came from a friendly dealer in Chelsea, they serviced her, kinda looked after her, but on the second service, just days before my venture into France, I asked about shock settings and recalls etc. Their reply was "we don't do recall work unless it is broken" Now I don't mind being taken for an idiot if the other party is in possession of the evidence required, but if they make an assumption this does have the tendency to make me question their existence. Anyway I asked about setting the suspension up for heavy weight, they kindly gave me the instructions on how to do this, because they did not have the time themselves and mentioned that it would not make much difference.

That was the last time they saw my Buell.

Tuesday came and we were off to France, bike loaded, us loaded, two miles down the road, torrential downpour ! Waterproofs on and forward to Portsmouth for the fast ferry to Cherbourg. The ferry crossing was good, good because Wendy and I met up with another couple of bikers, Loz and Mary, on a BMW 1150 GS, the big scrambler go anywhere thingy, we had a couple of drinks and some tucker, loads of laughs and discovered we had one major thing in common.....none of us knew where we were going, we had just got the ferry with no plans of any particular destination, free spirits wondering the highway of life ! Anyway we hatched a dastardly plan to take France by surprise and camp at the first site on the road south.

We got the tents up just before dark, whilst doing this I made Anglo - Belgian relations in the procurement of an air compressor for our sumptuous double air bed.....ours had already broken, and it was new. Anyway we got down to the local restaurant, had a slap up feed and a few Red wines, got back to the site and discussed with the locals the weather, this is when we realised there could be more localised Tornadoes, torrential rain, hurricanes.....you get the picture. We decided to head south as soon as daylight beckoned.

It's raining, we packed up and boy, did the bike feel heavy, well I didn't expect to be taking 50 % of the overnight rainfall for the whole of Brittany with us ! And so it came to

pass that the Buell did not like this situation, as we progressed to Bordeaux in the torrential rain with Loz and Mary somewhere in the local mist that each bike had acquired I noticed that the back wheel was trying to lodge itself into mine and Wendy's bottom and the only thing stopping it was the oil tank. So at the next stop we had a good look and decided it would be OK.

As we got to Bordeaux, God saw fit to exchange the rain and low temps with dry and high temps, we were now nearly cooked, with all the rain our feet had become sodden and now with the high temps the feet had been transformed into boil in the bag, we pressed south.

We got to Miziman at about 7.30 P.M. and toured all the camp sites, after touring all the campsites we realised that the French had all migrated South for two weeks.....the day before us ! Anyway, we resigned ourselves to whatever happens and promptly found a restaurant so we could replenish our now depleted stocks of energy and alcohol, I think we had rode about 6/700 miles, don't really know and we didn't really care. Much eating ,drinking, laughing ensued and at about 9.30 we asked if there was an Hotel nearby, there was, so we fired up and travelled at break neck speeds for about 12 miles over roads that probably had not been used for 200 years in the pitch dark, I don't think I could have done it without a drink ! The Buell was like riding a rodeo hack. We got to the hotel, it was owned by a Portuguese chap who hated the French, interesting.....

In the hotel, we thought we would shower, change, drink and laugh, well....we showered but we had to change into wet clothes, and they only had beer, so we set up our own box of red wine on the bar, drank some beer as well, while the owner took great delight in playing popular music from Spain... circa 1970's, we appreciated this , and like ugly women, Spanish music can become bearable with excessive quantities of alcohol.

It was travelling towards the end of the night and Loz decided that in our semi - conscious state, now would be a good time to tell us that back home he was a.....Policeman, after the conversation on the ferry that we had about policemen where I had expressed a serious allergic reaction to the Police, this must have taken balls, or a large amount of alcohol, we both concluded that it was both ! Well you can imagine how things went from there, the only thing missing was a camp fire, the hotel wouldn't allow it, and a spittoon, we laughed for hours.

Morning came and went, and so did we, when we settled up our bill, we had not been charged for the beer, when we pointed this out, the owner just said "don't worry about it" The exact location of this hotel is and will always be a secret !

We continued to the coastal campsites, only to be turned away, I thought "so this is what Jesus dad must've felt like". We found a farm, inland and no facilities, tent pitched, I decided to see what I could do with the rear shock, the only answer was to leave Wendy and continue on my own, this was not an option. It is amazing what you can do with wonder web and insulation tape, this was to stop the rear guard eating the oil tank, temporary repairs sorted we went to watch the sunset and have a dip in the local lake, and eat and drink, and have a kinda earlyish night.

Next morning I had decided to head north, this is because I knew there was a Harley dealer in La Rochelle and it was a place that I had wanted to go to, they could look the bike over and replace the rear tyre.

So we bid farewell to Loz and Mary, that wasn't easy, we had shared so many laughs and good times, and I do believe I had a tear in my eye, they went to Spain we went North.

To be continued ?

## X1 Maxton boinger project. by Simon Dykes

A short piece on how to improve both ride quality and handling on a 2000 X1; not, as my wife would have it, a bloody expensive way to get a spring that goes with the bike's colour scheme!

I was unhappy with the stock shock on my X1. Being a lithe 6' 1" and 16 stone in my riding gear, I found that the shock would frequently bottom out. This also brought the rear hugger into contact with my ASB under tray. Winding the preload up to maximum helped a little but did nothing for the ride quality!



I had been in contact with Maxton since July 00 about their shock and when it finally became available early in 2001 I ordered one. In the mean time Surrey HD had fitted the new 01 shock to my bike. This was a definite improvement on the old model but again, not what you would call compliant.

In May, the Maxton shock arrived but even with the ride height adjuster fully home it was a couple of inches too long. I had not realised that the new '01 shock was shorter by 1.75" than the old Showa.

Richard at Maxton confirmed that the shock could not be shortened sufficiently without losing the ride height adjuster; one of the main reasons for buying the shock in the first place. The '01 shock kit comes with a new front bracket that angles the shock eye mount rearwards. Surrey Harley kindly held on to the next "old style" shock bracket that passed through their workshop for me. Equipped with the old bracket I rode up to Maxton early one Saturday morning.

Fitting the shock would have been straightforward had we not had to change the front mount. The only other difficulty was in positioning the remote reservoir. The Maxton remote is larger than that on the Showa and would not fit up against the rubber mounting blocks without fouling the engine casing. This was when I became grateful that I had made the journey to Helsby, as I would have been stumped had I been at home.

Ron Williams made up a very neat bracket to attach the reservoir to the front shock mount. He and Richard made notes and took pictures of this set-up for future reference but it might be better to mount the reservoir (with an extended hose) on a frame tube, as where it is now it fouls the chin spoiler and gets covered in everything that the front wheel can fling at it. Not a problem for me as I intended to remove the plastic and use another bike for bad weather riding.

Ron also shortened the unit as much as possible to give me some room to play with rear ride height. I am running it slightly higher than standard at the rear which suits me and is still pretty stable. The bike feels much more controlled over the mixture of London streets and bumpy lanes that I seem to spend most of my time on. The ride is far more compliant than either of the Showa shocks but I am beginning to think that I would like a slightly stiffer set-up.

I will be taking the bike off the road for a few weeks soon to get the forks re-sprung and re-valved but will probably wait to see how the shock and modified forks work together before playing around with settings anymore.



The Maxton kit is not cheap (£565 + VAT) but I have used their suspension on a previous bike and have been very happy with the results. Richard, Ron and Mary are nice people to deal with but very busy during the run up to the TT – so patience is required at this time of year – I think that the results are worth the wait.

## **The bug-eyes look** *by Michael (Mickey at Eyeball) Burke*

Over the last couple of months I've been asked a lot about fitting twin headlights on the Buell, so I thought I'd jot a few thoughts down. Personally I don't like the 8" light the Buell leaves East Troy wearing. I think it looks too much like a Monster coming at yer. So I had a look round to see what the alternatives were. I personally like the 6" Bates, the classic choice of custom builders for the last 20 years, its small, neat, it mounts cleanly with the bottom mount style, and importantly they can be converted to halogen for not a lot of wedge. Mine has a complete Hella set-up lifted from an eighties BMW, which can melt paint at six feet! But this isn't everyone's cup of

tea, and twin lights being flavour of the decade, I wanted to come up with an idea that anyone could fit themselves, looks cool and won't cost an arm and a leg. Mooching thru` the trade catalogues I get posted to me, I found a really neat pair of 4" (or 100mm) diameter stainless bodied lights and thought they would just fit into the space of the stock brackets. Once I'd got hold of a pair I set about sorting a mounting, I turned a piece of stainless 10mm round down at the ends to take two 8mm S/S acorn nuts remove the stock head light the shell would make a great Viking helmet when I get round to finding some horns-- but I'm wandering again. With the searchlight off the turned rod will pass thru` the ears just in front of the indicators I cut some S/S tube up for spacers and thread the rod thru` bracket, tube, lite, tube, lite, bracket and a nut on the end so it will tighten up once the beams are aligned I wired em so one lite is side, and main beam fires em both up and people think its a `Blade coming down the road with the one, offset lite, neat eh? Next was the fairing, I don't really like a lot of the aftermarket stuff cos everywhere year go you'll see someone else with the same set-up, Pah I piss on Predator and puke on Pyramid, what was wanted was something that wasn't sold at the NEC, looked like it belonged on the Buell and again wasn't in the

Arlen Ness price bracket, I had it, cut the stock one down, they aint a lot of money should you ever want to revert back to stock, and I already had a couple kicking round the workshop, so ----- I took the screen measured carefully to ascertain the centre-



mark with Chinagraph (a coloured crayon that will wipe clean) then working from the centre I marked two eyebrows, that were 105mm dia. set the jigsaw up with a fine blade and saw the two holes out. I kept away from the Chinagraph line so I could clean up to line with a 4" Garrison wheel. If care is taken to work down away from the coloured side you can get away without painting. A neat idea is to slacken off the headlight brackets and lower em down the legs and re locate the velcro on the tacho. This gives the bike a very aggressive stance I think, and it makes the tank look higher than it actually is! There are a couple of examples of this mod on the Eyeball site, and if anyone fancies having a go themselves I'll be happy to mark your card for you if you drop me an E-mail.

## **So why the I.A.M. ?** *by Carl Kinnin*

Some people may know, others will not, that I am an I.A.M. observer. Most of you will have heard of the Institute of Advanced Motorists and know of their advanced motorcycle training programme.

Obviously I will be slightly biased toward the IAM 'cos it works for me. ROSPA are out there doing a very similar thing they are just as good. My advice, do both!

When I first moved to Birmingham I started to realise that perhaps my riding could do with some polishing and began to look at some training but being always broke meant that most of it was out of my pocket.

I had a Ducati Monster at the time (was this why I was broke?) and went out at the weekends on Carnells breakfast runs and in the evening with some of the same people. Saw my first Buell on the road with the Carnells lot but Paddy would never let anyone else ride it (tight Git! ☺)

I really enjoyed these rides but I couldn't keep up with some of the riders because the bike would only just be under control whilst they were leaving me for dead, or they were making overtakes I couldn't consider. Hoping there isn't anything on the other side of the road on a corner with double white lines at 80mph didn't seem like a good gamble to make too often to me.

I still commute on the bike through the centre of Brum as I did then but there used to be regular near misses and I felt that before long things were going to get messy.

So I looked around and found the Birmingham Advanced Motorcyclists club and went along and joined up.

You see I had heard that these guys were going to teach me how to improve my riding. For a long time I had thought that after 17 years on a bike I could ride well and there wasn't much I was going to learn unless I went on a track day or two (no money). But the near misses were getting to me, the recent death of a friend I considered to be a good fast rider and the fact that going quicker on the roads for me meant getting more and more out of shape. Being a realist I figured I was on the wrong side of an inertia war with most other vehicles and it didn't matter how right I was, it would still hurt if someone else messed up (It's always someone else's fault isn't it?).

My first ride was with a very nice middle-aged man called Gerald, he was very sensible and rode a CBR1000 and was heavily into vintage cars. He had a Sam Browne belt and met my expectations perfectly.

I was told that we were going for a normal ride and I was to behave as I normally did but stick to the speed limits. After about 40mins riding, I was passed by the observer and we pulled over to have a chat.

There were a couple of things that needed improving, although there was nothing particularly dangerous (of course, I was behaving!) and I was asked to concentrate on my positioning on the road with the aim of improving my view, get over to the left in right-handers and up to the centre line in left-handers always giving up the position for safety. This was terrible! It felt wrong I could feel every nerve straining as I stayed out, I felt I was too close to the verge or going to run across the centre line. The rest of my riding went to pot because I was so worried about this and every time I didn't "fight" the bike out there I clipped the apex. It was official I was crap!

After about another hour I realised we were heading home and we stopped in a café for coffee. I was knackered and this was not fun!

We talked for about half an hour about the positioning and I started to feel a bit better as the coffee and little nuggets of things I had done well emerged.

By the end I was willing to give it another go. And we arranged to meet again.

Over the next few weeks I began to make little improvements and thought I could really make a go of this. We would go out one evening a week and spend a couple of hours riding and about another hour chatting in small segments I also had to read and learn the highway code again and a book called Roadcraft (the world's most boring read ever!) I came to like Gerald. And admired the way he just gave up his time for the excuse to ride and the price of a cup of tea or two.

It did seem as though just as I would get the hang of one aspect of my riding and seem quite pleased with myself another little thing would crop up, and I would be back on the learning curve. ☺

Then I couldn't contact Gerald at all and things slipped a bit, (I later found out he'd contracted pneumonia and spent several weeks in hospital).

So I showed up at a group run one wet Saturday afternoon and nervously met up with about thirty other bikers. This was different, the majority of the people including the people who seemed to be organising things here were on sport bikes.

As an Associate I was allocated an observer, mine was called Reg, Reg rode a Pan euro and had the obligatory Sam Browne, just my luck huh!

Reg had a very different style to what I was used to. For instance one time when we stopped he asked me how many manhole covers there were in Stratford? I don't know I replied puzzled, was I supposed to be able to remember that sort of detail I thought?

You should bloody know you rode over every F\*\*kin one of them you prat! He said with a half smile. He is also one of the fastest safest road riders I have ever seen.

The rest of my training was done on group runs, as Gerald didn't return to the group after his long illness. I was offered another observer but didn't want to miss the group fun.

I took my time as I really enjoyed the runs, all sorts of people, all sorts of bikes the gentle piss taking and banter and the feeling of progressing your training with others going through the same things. There were bad times, like when I just couldn't understand what was meant by observers who said I wasn't planning the ride properly. I was looking and probably seeing hazards but taking no action until I was nearly upon them. But one day in November I met my examiner who was well impressed with my nearly new Buell and said he'd really

enjoyed his test ride on one. And after a look at the bike and my documents I proceeded to demonstrate the level of competency required to make me a full member of the Institute.

I took my observer test a few months later and now ask others how many manhole covers there are in the town of my choice. So why the IAM?

I am definitely a much safer smoother faster rider than I ever would have been without the Club. For the £75 quid I paid there was no cheaper way of improving my riding. I did the training at my own convenience, when, and for as long as I liked. I have made some good friends and some of them wear Sam Browns and some wear teletubby leathers. I see much more than I did before (the road and the scenery). Many times I have avoided dozy drivers without spoiling my day or ride. I feel much better about behaving badly as I know where my limits are and the limits of the road.

Oh yes I get 10% off my insurance as well.

## Meeting places ( this issue – 'The Shandy Zone' )

by David ( Normie ) Bulbeck

### Southern Meets.

Or

"And a half of your best shandy please, landlord!"

There are a number of regular meeting places around the Home Counties. Here's a summary of some of the ones more usually frequented by Buellers. In brief, where, what and when.

I'm breaking it down into two sections. Firstly, the general meeting points. These places are pretty much full of bikes all day, every day. Turn up and you may find other Buells or you may be surrounded by squids. But you'll find coffee and toilets and get some strange looks for turning up on a Buell. The second group is specific meets which occur regularly and at which you'll normally find several other examples of American Thunder.

### General Bike Meeting Places

<http://www.streetmap.co.uk/streetmap.dll?grid2map?x=517500&y=151500&zoom=3&isp=200&ism=1000&arrow=y?33.0>

The first, and most popular, of these is **Ryker's Café** at **Box Hill** in Surrey. This car park is on the A24 between Dorking and Leatherhead and is about 5 miles outside the M25 at junction 9. The car park is to the west of the road, directly off the A24. There is a café here, which is a bit pricey, and a rest room but this is very popular and can be a right pain getting anywhere near on a sunny Sunday morning. It's only about 1.5 miles from Surrey HD/B in Dorking, which has proved a handy refuge for broken Buell's on more than one occasion. Can be some stunting action along the A24 but the police are pretty quick to descend and frown upon it. Box Hill is an SSSI, so let's hope Michael Meacher's letter to the police chiefs gets ignored.

<http://www.streetmap.co.uk/streetmap.dll?grid2map?x=500500&y=110500&zoom=3&isp=200&ism=1000&arrow=y?37.10>

The second place, a bit further south but a pretty good ride away, is **Whiteways Café** at **Bury Hill** in West Sussex. This car park is on the A29 at the roundabout which joins the A29, the B2139 and the A284. It's about 3 miles north of Arundel and 4.5 miles north east of Fontwell and the A27. The car park and café are to the west of the roundabout. This is another fairly popular meeting point on another very scenic area. Not anywhere near as big as Box Hill, though, reflected in the fact that the café's prices are more reasonable. There are toilets here as well. The run from Box Hill to Bury Hill, about 35 miles along the A24 and A29, is along pretty good roads. Watch out for the cameras in the 30mph limits and we've been followed by a helicopter at least once as well.

<http://www.streetmap.co.uk/streetmap.dll?grid2map?x=504500&y=149500&zoom=3&isp=200&ism=1000&arrow=y?61.133>

The third place is **Newland's Corner**, back in Surrey. This is between Dorking and Guildford (10 miles from Dorking, 2.5 miles from Guildford) and the car park is south of the A25. Another scenic area, it is perhaps the most beautiful of the



three. Coffee and toilets here as well, a recurring theme amongst the biker's haunts.

#### Regular meeting places

<http://www.streetmap.co.uk/streetmap.dll?grid2map?x=499500&y=150500&zoom=3&isp=200&ism=1000&arrow=y?68,19>

The first, and the biggest for Buell-dom, is the **Guildford Cruise**. This takes place on the first Sunday of each month, starting at around five at the Ladymead Retail Park in Guildford on the A25 between the two halves of the A3 junction. This is no longer the official event that it was up to last year, the organisers having given up because of the proliferation of Vauxhall Nova boom boxes; although the change since it lost proper support is minimal. It was a get together of all things American or British, whether they have two, four or six wheels. The volume of Harley's can be amazing, nearly all well customized. Chris B also has a hand in some of the custom goodies on the Jeeps that turn up. Ages of the vehicles is very varied, from Model T's to PT Cruisers. There is a Burger King in the car park which somehow manages to feed and water all those who turn up. We usually manage to get over a dozen Buells there and the cruise is usually an excuse to spend the first Sunday of each month checking out the various and sundry hostelrys around Surrey and Sussex. One thing to be aware of, if sticking around here much after 8 o'clock, is that the bass-thumping "hot hatch" brigade are trying to take over the place and the A25 becomes a mobile showroom for 15 year old Novas at around that time.

<http://www.streetmap.co.uk/streetmap.dll?grid2map?x=473500&y=152500&zoom=3&isp=200&ism=1000&arrow=y?3,66>

The second regular meet is at **The Lord Derby** in North Wanborough, Hampshire. This is on the A287 about ½ a mile south of the M3 at junction 5 and takes place on the first Wednesday of each month. There can be easily several thousand bikes there, and much hooliganism (of the squid-est variety) is displayed along the A287. The police are usually pretty friendly about this, I've seen the dual carriageway reduced to a single lane with crowds 5 or 6 deep watching the plastic rockets roundabout-surfing and lofting wheelies and stoppies. The only police intervention I've seen has been to clear up the pieces when the inevitable over-enthusiasm occurs. The pub is very bike-friendly at any time but they have an outside bar and food van to feed the masses. Because of the number of bikes that turn up, it's best to organize a meeting point before-hand and try to save places for others, as they shut off the no through road that leads to the pub quite early on.

<http://www.streetmap.co.uk/streetmap.dll?grid2map?X=504360&Y=199205&arrow=Y&zoom=4>

The third meet is every Wednesday evening during summer at the village green at **Sarratt**, Hertfordshire. This is just outside the M25 at junction 18. Follow the A404 north for about a mile, towards Amersham, then, just after a set of traffic lights signposted to Chorleywood station, turn right, signposted to Sarratt, and follow that single track road for about 2 miles, past a church and a pub. At the end of the road, you are on the green at Sarratt and the pub is on your left. Watch this road, it drops into a big valley with two sharp corners at the bottom which can be icy, and there are other sharp corners along it. Watch for the local constabulary there, as well. The leafy broker-belt villagers are not happy with the loss of peace each Wednesday and they call on the assistance of the boys in blue if they think there is anything they can pin on us. Watch the speed limits and stick to both wheels within a few miles of the pub and you are more likely to keep your license. There can, again, be many hundreds of bikes here, which doesn't help persuade the natives to extend the hand of friendship. But the beer is good and they also have an outside barbecue for the busy nights. Warm shandy and cold burgers, you can tell you are at Sarratt!

<http://www.streetmap.co.uk/streetmap.dll?grid2map?x=470500&y=184500&zoom=3&isp=200&ism=1000&arrow=y?31,44>

The last of the regular meets is at the **Dog and Duck** pub in **Highmoor**, Oxfordshire. The pub is just north of Reading on the B481 Nettlebed Road. This happens at lunchtime on the first Saturday of each month. It was originally organized by one of the Ducati clubs but insiders in their camp have allowed us to muscle in! It is, however, a very small pub and you are unlikely to see more than a couple of dozen bikes there, so

check that you are not going to be alone by posting something up on the UKBEG chat room first! There are some very good Buelling roads locally and the area is well worth a visit. However, bear the size of the place in mind before you turn up with 30 others as the food is cooked individually and you may have to wait for it. The beer is good, though (I think it is a Brakespears pub) so the waiting isn't too much of a problem.

#### Hypercharger filter mod by David Kershaw

I bought my Hypercharger direct from Kuryakyn after checking out what I wanted on the website (<http://www.kuryakyn.com/>) and exchanging a few emails with their technical dept. The costs of doing this looked OK and I figured that it would also ensure that I got the latest production item.



I ended up with the following parts; part no. 8448 is the chrome Hypercharger with black butterflies, part no. 8475 is a black trap-door and part no. 8530 is the mounting kit. In the end Kuryakyn built the thing up for me and knocked-off the difference between the standard chrome trap-door and the one I wanted. It arrived three days later. The final costs worked out to £171.61 for all the parts, plus shipping, VAT and 'brokerage' which came to a further £48.94, giving a total of £219.55 - not too bad.

The installation kit consisted of an aluminum spacer with a screw-in tee connector for the breathers, three long allen bolts (plus some spare shorter ones?!), a piece of vacuum hose plus tee piece and breather hose, a host of spare gaskets plus instructions.

The installation was a doddle. I already had the tank off to install the Head Quarters jet kit and the tank would need to be off to allow the vacuum line to the V.O.E.S to be cut into. I did this first and used the tee piece and hose supplied, leaving the vacuum hose end long for later trimming and fitting to the Hypercharger.

Next I cleaned all the old gasket material from the carb support bracket. Then the plastic breather tee was screwed into the top of the spacer, making sure it was not over tightened (I put a bit of blue Hylomar on the thread to ensure a total seal). Next the new breather hose was cut to length, pushed onto the breather bolts and secured with two of the black cable ties supplied. At this stage you could secure the other ends of the breather hose, but I decided to leave this until everything was bolted up.

I then removed the center trap-door from the Hypercharger to allow access to the bolt holes and positioned a new gasket between the spacer and carb support bracket and a further one between the Hypercharger and spacer. Then it was just a case of putting some loctite on the three new allen bolts and pushing them through the Hypercharger, spacer and carb support bracket and into the carb. I tightened the bolts carefully, making sure everything pulled up OK and re-fitted the trap door. Then I made the connections to the breather tee-piece, making sure neither hose was constricted and secured each end to the tee-piece using



two black cable ties supplied. All that remained was to cut the vacuum hose to length and push it onto the connector on the Hypercharger. Re-install the tank and the installation was complete.

I think it looks great and sounds good too.



## Big Rock Announces 2002 Buell Race Programme from Harley Davidson UK

FOR IMMEDIATE RELEASE  
29<sup>th</sup> April 2002

BIG ROCK ANNOUNCES 2002 BUELL RACE PROGRAMME  
Patrick Yates re-signed for second season  
Race boss looking for a podium finish for Nottingham rider

*Big Rock Harley-Davidson, Nottingham's Harley-Davidson and Buell dealership for the East Midlands, has announced that it will be competing in this year's EMRA (East Midlands Racing Association) Road Stock Championship with a Buell M2 Cyclone. The dealership has re-signed Patrick "Paddy" Yates, who raced successfully for Big Rock last year, to lead the challenge on the track. The next championship round is at Mallory Park on 12<sup>th</sup> May.*

*34-year old Paddy, from Nottingham, will be backed by the Big Rock team of technicians including race director Martin Webster: "We've not modified the bike very much as the ACU\* rules only allow minimal alterations to keep the racing as close as possible to road going machines. We're hoping to finish on the podium this year and improve on the two fourth positions we achieved last season."*

The Road Stock Championship attracts full grids throughout the summer. This year Big Rock's Buell M2 will be competing against Suzuki's GSXR 1000, 996 Ducatis, Yamaha R1s, Honda's CBR900 RR and Kawasaki ZX9Rs.

*"The Buell will be viewed as an underdog," said Paddy, "because it's less-powerful than its more common competitors. We firmly believe that Buell has an enormous performance potential and with its superior torque and handling the M2 excels in the bends and in traction onto the straights. Where we lose out on top speed we gain in the twisties, which is why Buell's are such good fun on real roads."*

Big Rock's general manager, Burt Perry, is keen to encourage support for this season's campaign: "I'd like to see as many people as possible cheering on Patrick and the team. Harley-Davidson and Buell owners and motor sport enthusiasts from all over the country are welcome. The series provides an extremely friendly atmosphere and access to the pits, with unlimited views of the action. If we perform as expected it will be a very exciting season and an ideal opportunity to show how competitive Buell motorcycles are."

Dates for this year's series are as follows:

12 <sup>th</sup> May	Mallory Park
23 <sup>rd</sup> June	Mallory Park
21 <sup>st</sup> July	Darley Moor (Derbyshire)
28 <sup>th</sup> July	Mallory Park
24 <sup>th</sup> August	Pembury (south Wales)
25 <sup>th</sup> August	Pembury (south Wales)
1 <sup>st</sup> Sept	Mallory Park
22 <sup>nd</sup> Sept	Mallory Park

The season's programme has been made possible by the kind sponsorship of Buell Motorcycles, Riossi racing, Bikes, Dunlop, ART, Adrenalin Moto, BSB Outside Bars, D and K Manchester Ltd and Sue Kershaw of YK Racing.

For further details please contact Big Rock Harley-Davidson on 0115 949 9800 or visit [www.bigrock.co.uk](http://www.bigrock.co.uk).

(ends)

Buell UK is part of Harley-Davidson UK, a wholly owned division of the world's oldest motorcycle company, Harley-Davidson Motor Company. Buell motorcycles combine unusual, aggressive looks with original, functional engineering solutions. The company was founded in the US by racing engineer and motorcycle racer, Erik Buell. Erik knew that what worked on the track would also work on the road – providing better, more relevant motorcycles for riders who want a bike that excels under real road riding conditions.

**Issued on behalf of Harley-Davidson UK by Waterson Communications. For further information contact Daniel Himsworth, Harley-Davidson account manager, on 01293 852333 or [dan.himsworth@waterson.org](mailto:dan.himsworth@waterson.org)**

***This news release (and any illustration) is issued in accordance with Clause 1.2j of the British Codes of Advertising and Sales Promotion and therefore cannot be subject to a transaction of any kind.***

## The S1 is the dogs dangles by Andy ( Scary Andy ) Hick

The S1 is the dogs dangles because . . .

Basically, IMH(!)O it was the last of the Buells built to the true ideals of the founder before having to give in to the marketing whims of the H-D corporation.

Superseding the S1, the X1 looks to be aimed at the (overly) style conscious generation X'ers and the revised M2 at the more conservative (American) biker looking for a well rounded machine. Whilst the S1 was truly OEBuilt to be different! By preceding the HD involvement it avoided the design by committee approach which inevitably results in the building of a donkey rather than the original racehorse concept. Everyone has their own idea of what the final product should be like and wants to have their own finger in the pie of originality, so eventually the end result is an amalgamation of disparate ideas - none of which necessarily work together!

The S1 was 1 mans vision of a streetfighter manufactured for the masses. Starting with a motor built for the real world, rather than space exploration, the rest of the bike could also be built around the same approach. No need for all encompassing fairings and seat units, no need to worry unduly about touring or pillion comfort (that's what the S2's/S3's are there for!), wheels - engine - frame - absolute minimum of bodywork and clutter. Just stripped to the bone, leaving us with the pitbull of the biking world. Big, ugly, noisy, brutal and zero compromise.

As with everything, there are areas which could be improved and developed (that rear hugger - WTF!) but going through process that just gives each S1 more soul and its own personality. Add some lush carbon-fibre and bobs your uncle!

(Go on Stan edit that . . . you know you want to!).

*Andy, I wouldnt give you the satisfaction ☺*

*editors note .... Andy's referring to the fact your editor believes S1's and carbon fibre are evil ! .... Seriously though, 'the dogs dangles' is our regular spot where you tell AT readers why your particular ride is the mutts-nuts – you know my mailbox ! ... Stan*

## Big Rock Open Day – Saturday 30th March

by Alison White

As a break from the Easter festivities I decided to trundle up to Big Rock for their open day & to meet up with some of the midlands/northern Buell contingent. It was a beautiful day & not wanting to spend any longer on the M1 than was absolutely necessary I set off up the A509 to Kettering & then onto the A6 up to Leicester, joining the M1 for the last couple of junctions up to Stapleford, home of that BIG Rock!

It was lunch time before I arrived, fortunately just in time to catch a rare glimpse of Roger & his solar powered Buell who was just leaving (nothing personal I hope Rog?!). Already there were Maz, with two Buells (!), Squiz & Ali, Foz & Emilie, & Carl. Scary Andy turned up just after me (I didn't think he looked that scary, but apparently it's to do with his riding not his appearance!!)

We all had a good natter & burgers courtesy of Big Rock & generally put the world to rights in the warm spring sunshine.

It'd been two years previous that I'd first seen Maz's gorgeous S1WL & it still looks the business today, however not quite good enough, as it was pipped to the post by Squiz & Ali's much modified absolutely stunning S1WL which took the award for 'Best Modified'. Highest mileage Buell was won by Carl, although he has got through more than one engine to achieve that! Most difficult award to place was 'Best Standard', come-on Big Rock, when was the last time you saw one of those outside of a showroom? The award was eventually left with a Yellow X1, although I'm sure it had a non-standard can on it! Sadly for Foz there wasn't an award for Most Orange' Buell as he'd hoped, if there had been I'm sure he would have won it, maybe next year eh Paddy? We did the obligatory Buell line-up & the winners went home smiling with their coveted ashtrays, oh sorry, I mean trophies!!



I went home the scenic route, down the A5, stopping off at Wayside HDB for a cuppa, (& more importantly because I was suffering the effects of a 240 mile round trip on an S1) & who should I meet up with but Bernie, Norm, Tim & Hazel. Now considering our track record of actually organising four or five people to meet up, what were the chances of that?!!

### Notice : Customer Support contact details. from Jeremy Pick – Harley Davidson UK

Please note that customer support for Buell riders in the UK can be found on the following telephone number

**0870 9049984**

This number was specifically set up in response to feedback that customers were finding it difficult to get through to the Bell Tower, particularly during times when events such as the European Rally are on.

or email us at :-

[buelluk.customersupport@iongroup.co.uk](mailto:buelluk.customersupport@iongroup.co.uk)

Regards, Jeremy Pick  
Publicity and HOG Manager, Harley Davidson UK.

## End Words

by Stan Evans

My thanks go as usual to this editions writers.

American Thunder works like this, you write, you send to me, I edit if required, we send this out to a mailing list on the UK Buell Enthusiasts Group website at <http://www.ukbeg.com> or download this and past editions from the same location.

*So its just this ezine right ?*

nope, log onto <http://www.ukbeg.com> for a Buell related bulletin board, downloads, and hyperlinks to a whole bunch of owners and sponsors who can help you out.

*But I'm not in the UK !*

neither are many of the readers and contributors to ukbeg. It just so happens that the UK is a hotbed of Buell passion and this had to start somewhere.

*Is this a Harley Davidson publication ?*

No its not ! Please accept the views expressed here as those of the writers and not necessarily those of the Buell or Harley Davidson companies. We are however fortunate in that the ukbeg.com bulletin board and this publication receive contributions and input from Harley Davidson and Buell. We welcome input and feedback from anyone who cares about Buell motorbikes.

*You know someone who can sell me spares and trick bits for my bike ?*

yes we do, please contact our sponsors below. They have links to their websites directly from ukbeg.com



**EYEBALL ENGINEERING**  
WEIRD AND WONDERFUL EXHAUSTS



### Diary

Just a selection, read the bulletin board and the online diary for the latest info ...

**27 May ~ 7 June the Isle of Man TT races.**

**14 ~ 16 June Germany**

We have been invited to a meeting in Germany, they expect about 300 or so bikes to turn up. Further information from - Jens, [Green1house@aol.com](mailto:Green1house@aol.com).

**29 ~ 30 June American Extravaganza**

There is a similar thing to the Three Counties affair at Tatton Park, the write up at the web site says 'featuring American Motorcycles, Harley Davidson's and Goldwings....' [http://www.tattonpark.org.uk/events\\_listings.htm](http://www.tattonpark.org.uk/events_listings.htm).

**7 July UKBEG Reunion**

Place: National Motorcycle Museum, Birmingham.

Time: 10.30 am to 4.00 pm.

Further details from [buellgroup@aol.com](mailto:buellgroup@aol.com)

**13 July Cawdor Motorcycle Show**

Cawdor Fair & Motorcycle Show Brawdy Airfield Nr Haverfordwest Pembrokeshire West Wales. From 11.00 am. Adults £4.00 Children £2.00 Camping £2.00 per pitch.