

American Thunder

ON~LINE

Volume 3 Issue 1



Hello all , as many of you will remember, the UK Buell Enthusiasts Group had a superb bi-monthly magazine titled "American Thunder". Sadly, when the group was forced to go "virtual" due to lack of funds, "AT" disappeared.

However, 18 months on, with the membership growing stronger and faster than ever, I feel now is the time to try to re-introduce Volume3 of the magazine.

We are starting small time. There will be no charge to receive "AT", and it will only exist as a .pdf file, E-zine. It will be mailed out and also will be available in the archive of our group for download.

The persons who received this mail are already on the mail list. Should you wish to be removed, please mail me. On the other hand, should you know anyone else who may like to receive our occasional "E-zine", please forward this with a request that they request me to add their name to the list.

I would also welcome any contributions to the E-zine, no matter how small.

News from other groups around the world is particularly welcome.

For your information, the entire back issue inventory of the original "AT" magazines are available for free download from our archives at the website.

Thank you.

Steve- webmaster

website address
www.ukbeg.org.uk
in the process of moving to
www.ukbeg.com

UK Buell Enthusiasts Group.

American Thunder ?

Nobody in UKBEG got that excited about licking all those postage stamps, so we thought you might appreciate an e-zine, an electronic downloadable newsletter created by a bunch of independent Buell riders just like you, riding, modifying, racing, anything to do with Buells. I welcome any feedback on our first effort. It has a little of everything, it can only improve with your suggestions and input. Write us letters, suggestions or even an article. Please email me directly or to the discussion section of the website, the AT team looks forward to hearing from you.
ride safe. Stan (American Thunder team) stan@buell_riders.zzn.com

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My first Buell – Pete McGuire

From Blade to Lightning "put the enjoyment back into my motorcycling" !



It all started on "the lads" 2-week holiday, this year was 10 days ride to southern Portugal; I still had the Blade at the time (2000 spec).

2 weeks before we were due to leave their came a call from one of the guys "sold the Thunderace, brought a BMW 1150 GS". "My god have you gone completely mad".

You can picture the scene a group of open class Japanese Rocket owners going on a 3600 mile thrash down to the Pyrenees, through Extretheadura and on to the Algarve and one of the guys has brought a BMW1150GS we were distraught, the prospect of all that way having to wait for a tank of a trail bike.

How wrong we were and this was what started me thinking!

The 1150 GS could keep up with all but the most extreme riding, though the mountains and on the long quiet straights (tyres looked like they had done a track day after the mountains and the long straights were 160mph), but on the French side of the Pyrenees he was in front as the roads were less than perfect and the race reps were bouncing from one side of the road to the other.

Every stop he was first back on the bike and ready to go and most of the reason for this was due to how much he was enjoying riding the GS

Day three saw the GS go down 2 miles before our destination on a roundabout, no fairing etc. = very little damage, scuffed lever and a small scuff to the cylinder head, big deal if that was the Blade it would of probably been a write-off!

Three days to get down to Portugal days of drinking and being merry and three days home.

As you can guess the 4 days in Portugal were spent talking

about getting rid of Blades, GSXR's and R1's and getting something that was genuinely FUN to ride.

I've only ever had race reps so the journey home was traumatic thinking about whether I could actually own a bike that didn't measure up on paper.

So I call all the dealers for test rides, now normally this is a problem but when your talking about these sort of bikes you're welcomed in with open arms!

Test rides booked, first was the X1, so off to Wayside I go (my local dealer) now at the time they hadn't had their opening, I think the door had only been open for a few days so the "demo" bike was not really a demo bike but Marks "company car" if you know what I mean.

I was told to take the bike out for as long as I wanted, within reason" bring it back this afternoon".

Off I go riding all the roads I know around north Bucks and south Northants, the first impressions, it had me grinning from ear to ear, I've always loved the looks of the Buells but never thought they would cut the mustard and now I knew they could, I was ecstatic for all these years I've looked at these type of bikes and loved their looks but been put of by my blinkered attitude towards race reps.

Next on the list was the Cagiva V-Raptor, this time it was Baines Racing at Silverstone, I took the Raptor out on the same route as the X1 but to be honest I think I had already made my mind up.

The Raptor was an absolute missile but I already had an even more powerful one already and this raptor just wasn't making me grin like the X1.

M900 S4 was next, it had lowered gearing and carbon Terminnoni cans, I was very nearly sold but was still thinking about the X1 so back to Wayside, this time I was sold.

The deal was done and the bike ordered, a red one with black frame and gunmetal wheels, fourteen days was quoted for delivery, I couldn't wait.

A week later I had a call to say Wayside could get my third colour choice, Yellow in about a week but if I still wanted red they couldn't guarantee when. So yellow it was, then another call a couple of days later to say

the bike was in but it had purple frame and wheels which is a cost option but it had been delivered wrong so I could have it for the same money, it had just got even better.

D-Day I ride my Blade over to Wayside to pick up the X1 and was paranoid that I had made the wrong decision, when I arrived a Wayside the bike was waiting for me outside absolutely spotless, this is the first time I have ever picked up a new bike that was presented how it should be, well done lads.

The first couple of days were spent in turmoil, I was convinced I had done the wrong thing, because the bike was so different to anything I had owned before.

But now 6 weeks later, 4000 miles, 1 Mallory track day and 1 very happy Pete

All the guys I ride with regularly have had a go and every one of them thinks the X1 is the dogs!

The bike draws a crowd when ever it's parked up, which isn't very often because I'm always riding it.

THIS BIKE HAS PUT THE ENJOYMENT BACK INTO MY MOTORCYCLING AND I LOVE IT FOR THAT ALONE

p.s. with respect to reliability its been 100% spot on



Sproutfest Alert

The 2nd UKBEG Christmas bash, affectionately known as 'Sproutfest' is on Saturday 22nd December at The Bu(e)ll Hotel in Fairford, Gloucestershire. Chris Bashall & I organised it there last year a few weeks before Christmas & it all sort of fell into place, so this year we thought we might as well go with it again. The hotel folks were great, very tolerant & understanding! The bar stayed open late & we all had a great time. Quite a few people turned up on bikes despite the weather, but it's not a prerequisite. Other halves are more than welcome, last year we had about 29 of us, so we're trying to beat that this year. Alison White buelligan@hotmail.com, or find me on the website.

Chain Drive - Martin 'Ellis' Jarvis

My bikes a well used S1 molten orange and blue with a white S1 white lightning tank

The novelty of cleaning it wore off after I ran it in and if it's lucky it gets cleaned twice a year. It's ridden in all weathers almost every day of the year and apart from being the best looking stock bike I have seen to date it is certainly the most fun off the track. My only complaints are the seat (well that's what they call it) and a concern with having belt drive rather than chain.

I know there are lots of you who have done zillions of miles and never had to adjust it once well I did loads of miles on mine the only time I adjusted it was when I bought it as it were to tight.

And then some 13000 miles later it broke. Luckily I was not hammering it at the time as I was still letting it warm up. But had it gone when on full steam I dread to think of the consequences.

So why the chain?

Well for starters if you have an early Buell you have problems as the belt is a major job to change and after some kind individual from UKBEG sent me the CD manual I realised I did not have the facilities to do it myself so I got a quote from my local dealers, not only was the quote about £500 but they couldn't fit me in for weeks !

So I got on the phone to my mate who managed to get hold of a couple of sprockets for the gear-box and from this I worked out the ratio I wanted. I then got on the phone to BC express and ordered a rear sprocket for a Sportster and bored out the hole in the centre to fit the wheel on the Buell (if you measure the wheel first they will do it for you but my mate told me it was the same as a Sportster). I then ordered the longest chain from M and P, also a Scottolier as they were on special offer.

Two spacers for the front sprockets were made to line up with the rear. (One for my mates S3) The only problem was that the front sprocket was a bit too small and the chain just catches the top of the rear gearbox mount. (Until you sit on it.)

Costs

Rear sprocket about £38 Inc vat and delivery

Scottolier £50

Chain the longest o-ring chain I could buy, about £110

The advantage of a chain is its simple and easy to fit. Easy to get hold of no matter where you are. If your chain brakes (unlikely) you can easily get a replacement

Will help stop my rear swing arm wheel adjusters and spindle seizing up next winter.

You can easily and cheaply change your gearing to whatever you want.

No having to wait 3 to 4 weeks to get your bike on the road again when its your main form of transport.

The new Buells have a bolt together frame section so you can change your belts easily. If I had one I'd still put a chain on, as it is so expensive to change the gearing. Now I have sensible gearing it's the cheapest way of improving on the road performance and the motor pulls better in all gears.

And another thing, if you are tuning your Buell up and intend to use that power I doubt that your belt will last as long as a chain.

Race Buell's all have chains !

The good thing about the belt is it keeps your bike clean.

(hey lets make one thing clear, these are Martin's opinions not necessarily those of UKBEG, me, Buell Motor Company or anyone down our road, Martin doesn't sound like the sort of guy I should argue with!)



Martins bike with a nice oily chain drive ...



...lubricated by a Scottolier mounted behind the S1 flyscreen.

Aftermarket Race Cans – Pete McGuire

Having just fitted an aftermarket exhaust muffler (a Scorpion) it came to my attention via postings to UKBEG that this could be problematic if I did not take care when fitting.

There seems to be several people having major problems with aftermarket cans breaking their brackets soon after fitting so I paid special attention to both the front and rear hangers.

The Scorpion has a fixed front bracket i.e. welded to the body of the can and a rap around strap at the rear.

Once the gear lever assembly had been removed, mark the end of the splined shaft and the clamp arm so when you come to refit it, it goes back in the same place and you don't have to do several road tests to get it in the right place for your foot! I do this with a permanent marker pen.

You can get away with just removing the left hand side of the chin spoiler, now remove the standard can.

With the aftermarket can, don't forget to slide the clamp bracket onto the header end of the pipe work this may sound obvious but in the rush to hear your bike sound like a real motorcycle it can be missed. Install the new can onto the headers and bolt up the HEADER END FIRST, this is were I noticed the potential problem.

With the front header clamp tightened the other brackets were not in line, I would assume that most people would slide the can into place and do up the rear strap first because this makes the rest of the install much more friendly.

So what I then did was to bend the other brackets (it didn't need much) to line up with the existing mounting on the engine at the front and on the chassis at the rear.

I firmly believe this is the reason my can has stayed put (4000 miles later). I have not had any brackets break

If the rear is tightened first and the headers last then this misalignment would go un-noticed and put strain on the brackets - probably resulting in premature failure!

When reinstalling the chin spoiler make sure locktite is used on all bolts because if the bolt next to the gearshift comes loose it locks the gearshift solid, I know this from bitter experience!

This seems to have worked for me, I can't guarantee it will for you but if you've had bracket failures this MAY be the problem

Guildford Cruise – pictures by Alison White

... with a few words by Stan :-

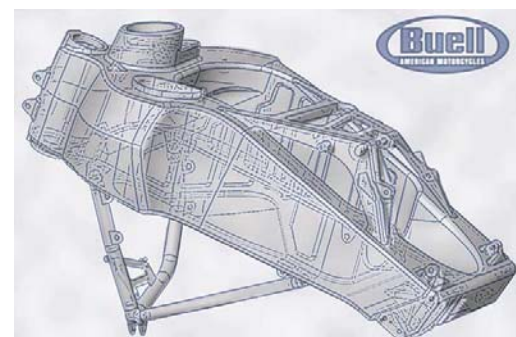
The American custom car and bike meet, first Sunday of every month is a regular meeting place for Buelligans. We normally meet-up then go for a few hours worth of southern England's twisties before ending up for a coffee and chat late afternoon at the Burger King in Guildford. The exact meeting times and locations are decided a few days prior to the ride-out on the website.



from left to right - Buelligans ...1st Garry, Cam, Norm, Captain, Rik & Stan at the Guildford meet.



look ! someone dumped a Harley in a Buell parking space (Alison's live-in mechanic apparently)



Our spy in America sends us this top-secret picture of the new Firebolt petrol in frame thingy. Just one element of the rat-up-a-drainpipe stupid-grin-generating thing we call 'a Buell', nice one Erik.

Picture courtesy of Buell American Motorcycles

Buells continue to surprise the racing establishment – John 'jcb' Brown

A "lightning" ⚡ tour of the 2001 Buell UK racing scene (groan)

It seems to me these days that the average British motorcyclist isn't happy unless he's riding a replica from the last Superbike event. So what better way to convert him from his misguided flock-following tendencies to wholesome Buelliganism than with some Buell success on the track? Although the current Buell image seems to be a very long way from the race-replica, the breed has its origins firmly on the racetrack.

That racing heritage is now helping a growing number of teams to successfully pitch a Buell against more mainstream machinery in the UK.

Several brave souls have tried their hand this year, with some encouraging results which have made many sit up and take a more serious look at our quirky breed.

Until recently, the only racing Buells in the UK were on the drag strips. With a power band perfectly suited to grabbing the hole-shot start, the quarter-milers have been reliably outspurring Japanese multis for a few years. Tyneside dealer **Just Harleys** were long famous for their loan bike – weekdays it was enjoyed by their service customers, but come Sunday it became the quickest road-going Buell outside the US. The bike consistently ran sub-11s, and managed a record run of 10.41 seconds at East Kirkby at the hands of **Garry Forrest**, then the quickest quarter-mile for a production Buell. Quarter-mile hero **Duncan Peace** now owns the bike, and let me in on some of the secrets. Amazingly the bottom end of the motor, together with the transmission, sprockets, belt and tyres remain factory standard. The top end is where the **Just Harleys'** magic wand has been used, with bigger bores, meatier cams and gas-flowed heads. If you are looking for serious power from your Buell, talk to Duncan. The '99 X1 will continue to run next year in the 10.5 bracket in the Straightliner Series.



Garry Forrest heads for that 10.41

So what of the new breed of racing Buells, how have they fared this year on the circuits? Perhaps the best-known is the X1 entered in the **Sound of Thunder** series by **Warrs**, and piloted for the second season by **Chris White**.

The bike put in a guest appearance at Buellfest 2000 at Silverstone, and for those of us on track at the same time, the sight of the red projectile being hurled into the damp corners on slicks as we tiptoed round on road tyres was awesome.



This year the livery is a cleaner white design, with all-new carbon-fibre bodywork. The bike is finding its way further up the results table with each round of the Sound of Thunder series.



Chris White & Team in the Paddock

I spoke to the Warrs crew in the Cadwell paddock recently, and asked them to describe the bike, what were its origins? A few heads were scratched, and the answer was that it evolved. Originally and officially an X1, it manifests itself in different guises at each round of the series, and is now running not only naturally-aspirated, but with twin carbs. The chassis was specially made for Warr's at the Buell factory, but many parts are shared with the road-going version. Lighter wheels, brake callipers and discs have contributed to the handling capabilities, and performance has been enhanced by 10% over last season by engine builder Bill Healing's handiwork.

Although 2001 has been a season of development, to score points in **every round** is a remarkable achievement. The better finishes came towards the climax of the season. Following a podium finish at Pembrey in August, the team arrived at Castle Combe on September 8th with high hopes, and a target of a finish in the top five of the championship. In wet practice, Chris emerged **quickest** against the usual fearsome opposition including ex-works 996s, fully fit SP1s, and assorted and well-sorted Aprilia RSVs, Suzuki TL1000s and Cagiva Raptors. Chris led the race until the closing stages when, in a wheel-banging dice through the chicane, he was forced into third and then pipped in the sprint for the line which dropped him into fourth, missing out on the top 5 championship finish by a whisker. Look out for Chris next season. He will be a force to be reckoned with.

Another Buell appearance in the Sound of Thunder series this year was **Ian Kimberley**, running last year's **Black Bear** M2 demonstrator.



I chatted to Ian Kimberley about his year, and quickly realised that his campaign is certainly not short on enthusiasm. A successful racer in the 250 class, Ian dived in to the series at Snetterton this year with a heavily-modified M2 and suffered several setbacks which have definitely placed his 2001 entry into the "development" category. Fielding the bike at Cadwell and Castle Combe has allowed the team to re-think their strategy, so that next year's machine will carry the necessary reliability to match the ability of the rider. Much of the modification from standard was within the chassis. Maxton suspension front and rear, Dymag rims, Metmachex single-side swinging arm, all have contributed to the handling demands. Motor mods were quite radical at the beginning of the season, but gradually it was realised that subtle changes to the stock motor are more effective, as reliability can be increased. Much of the remaining mods are off-the-shelf tuning parts such as the Buell Race Ignition. A flat-slide Mikuni 42 carb is used, but a fundamental flaw at Snetterton was detonation through the use of low-grade fuel. It is worth knowing that the motor is far happier on high-octane unleaded, a fuel which many of us now use for our road bikes. With the right funding, Ian will hit the ground running in his second year in the Sound of Thunder series. Potential sponsors take note.

The newest recruit to the UK Buell racing scene is **Patrick "Paddy" Yates**, running the **Big Rock** X1 in the RoadStock series. Pitched against some formidable opposition in a novice year, Patrick has learned his craft with dignity, chasing the R1s and GSXR1000s on the straights, and routinely beating them through and out of the corners.



at the Mallory Park round with the faithful Buelligan "pit crew" (Carl, Norm, Alison, jcb, Steve, Paddy, Spannerman Kirk, Derek & Liam)

This series is for truly stock machinery, and is fast-becoming the entry route into road racing for those on a budget. Whatever the result, it is character-building stuff, and the stock X1 routinely embarrasses the more exotic machinery on the twistier circuits. Patrick has natural talent on the track, and is sure to go on to greater things.

What can be expected next season? Will anyone run the new XB9R Firebolt? Get out there to the club racing meetings and see for yourself.....it's a great excuse to meet up with fellow Buelligans!

Picture credits : Rocket, Warrs, Black Bear, Big Rock and some bloke in the Mallory Paddock with jcb's camera!

Custom Corner, Black Buell – Colin McClinton

Well, the bikes now been recovered!!! She was used as a getaway bike in a jewellery shop robbery. Now in police custody, and being kept as evidence but I was allowed to visit her.

Now you might think that picking a bright orange, loud, and very rare bike as a get-way bike wasn't a smart thing to do. And so did our little 'friends', so they decided to give my bike a respray. Not unfortunately a professional respray, black paint liberally applied from end to end over everything, forks, wheels, clocks, tank, frame, seat, engine etc. Thick sticky black paint covering everything visible !!!!

So you can imagine how pretty my bike looks now, they also needed to fuel it so the petrol cap's been forced, and so has the seat. They couldn't force the ignition key lock so instead they ripped open the wiring loom and hot-wired it.

So build an underground shelter, roll your bike in, lock your bike, and seal over the door with concrete, then just maybe your bike will be safe.

(well we think you get the message... and if you think you're having a bad day Colin had only owned his bike three days before it was 'lifted' - thanks for the reminder Colin)

It had to be a white one ! - Dave 'Squizz' Squires

I owned a very nice Harley fxrs, it was everything I had ever wanted. It had an aftermarket cam, Fournales air shocks, twin disc forks and straight through pipes. Needless to say it was loud fast and handled as well as could be expected. I was sat polishing it one day when a friend arrived, He asked why I kept messing about with "that old dinosaur" the answer was simple, "It does exactly what I want and it makes people look at it". My friend then did something stupid, he got a brochure out of his car and showed it to me. The brochure was for the new 1998 Buells including the limited edition S1 white lightning, as soon as I saw the pictures I was hooked I knew this was the bike for me, It was what I had always dreamed of 'A HARLEY ENGINE IN A RACE CHASSIS!'

I had been toying with the idea of going to Spondon engineering and asking if they could build something along the same lines. But here was what I was looking for with the blessing of Harley themselves!

The next day I rang Stadium Harley in London and asked if by any chance they had a white lightning IT HAD TO BE THE WHITE ONE. they replied YES, as they say "the rest is history".



Dave's rather tasty White Lightning (shame half his swinging arm appears to be missing)

Ace Café Reunion Run – Alison White

(the Ace Café Reunion is an annual bike run down from London, the home of the Ace Café, down to Brighton, the home of café racers, scooters, fish'n'chips and rock'n'roll music on the beach – what else do you need to know ? Alison reports for us ...)

With the now typical Buelligan complete inability to co-ordinate anything Steve & I eventually met up with Norm & Terry about 45mins late at J11 of the M25 & headed to Epsom, (mental note Staines is J13 of the M25, not J11). It wasn't difficult to find the meeting point but we managed to end up in a car park all on our own! In the distance we could see bikes though, so all was not lost & soon we saw Captain & his mates who had ridden up from Brighton for the run back.

As we parked up along came Cameron & I'd got a message on my mobile from Doug who'd also made it. Within about 5minutes we'd met up with Captain, Phil & Wendy, Cam, Doug, Stan, 1st Garry & Richard.

The ride back to Brighton & Madeira Drive was interesting to say the least. Riding in quite a large group was never going to be easy, but it was certainly exhilarating & the feeling of riding with

hundreds of other bikes was quite unique. We took the A24 down to Worthing, then the coast road through Shoreham into Brighton. The last few miles through traffic were heavy going on the clutch hand for the wusses amongst us, but eventually we turned right into Madeira Drive to be met with the sight of literally thousands of bikes.



Steve, Cam, Doug, Stan, 1st Garry & Richard.

The weather was fantastic, warm & sunny all day, perfect for strolling up & down the rows of bikes & partaking of the customary fish & chips! Phil counted about 22 Buells during the day, which is probably second only to Buellfest in turnout numbers.



Background to foreground, Phil & Wendy's M2, 1st Garry's S1, Doug's S1, Alison's S1, Steve's Bim, Cam's S1. Nice to see the collections of S1's only contaminated with one M2, & the Bimota !

Steve & I left about 3.30pm for the ride home. 250miles in a day on an S1 is a bit of a challenge, but it was fun, especially counting the number of British bikes waiting for recovery on the journey home, who said Buells were unreliable!

Norm Does Ireland – David 'Norm' Bulbeck

3 days and 818 miles covering most of the coast of one of the most beautiful countries in Europe.

I landed in Rosslare at 18:00 on Friday, August 24, and set off to meet Allan in New Ross. We immediately got pretty silly on some of the only good road surfaces in Ireland, courtesy of either the European Commission or the Tour de France, which visited Eire a few years ago and needed billiard table roads. The trip from New Ross to Youghal, along the southern coast, passed way too rapidly in an attempt for my newly race-kit enhanced bike to keep up with Al's Kawasaki ZX-7R. Up to about 120, I could actually leave him at times, not bad considering the ZX-7R is the basis for Kawasaki's current WSB entry. B&B near Youghal was pre-booked, courtesy of the AA's web site. A mere 103 miles covered in a few hours.

Saturday morning, we went fairly rapidly through Cork and up to Macroom on relatively major roads. Then over the Pass of Keimaneigh, where we met our first taste of the more usual Irish roads. The only bits that you could actually take at more than 40mph were in the villages, where the roads were perfectly smooth but the limit was 30! Once onto the glorious N71 from Glengariff to Kenmare, the speeds were pushed up a little again. If you want to really attack these roads, take a supermoto. The Buell was better than the Kwak but neither was exactly comfortable. Mind you, the long tunnel allowed everyone to enjoy the sounds of the race pipe! Took an unclassified road through the Macgillycuddy Reeks, in which is the highest point of Ireland. Superb scenery and you get to see it all at 15mph, because any faster and you become part of it! We had a problem with sheep at the top of the pass, partly because Allan is Australian and wanted to "get to know them better" and partly because the road was very narrow with vertical cliffs both sides, so they had nowhere to run apart from straight along the road. We felt like entrants to 'One Man And His Dog' for much of this. Because of the high temperatures and extremely low speeds, the temperature sensor on my rear pot cut in at some stages here, giving me a 600cc single. All I needed was another 12 inches suspension travel and I would have been on the CCM I craved!

Once out of the hills, we went through Tralee (which took 30 minutes to get through because of a festival) and Listowel, which was shut for their summer fair. A 20-mile detour along single-track roads was not well appreciated. Stopped for the night near Quilty, although we had trouble finding a B&B as a wedding and a birthday party locally had taken every room for 4 miles! When we found a place, we'd covered 260 miles in the day. Not too much on the face of it but quite an experience on those roads!

Sunday 26 August and we went straight to the Cliffs of Moher, which translates to English as the Cliffs of Despair. With them being up to 650 feet straight down into the sea in places, they are aptly named. Very beautiful scenery but the surrounding cliff walks were closed because of Foot & Mouth restrictions. This had the effect of concentrating all the German and American tourists into one place, and that one place had a 450-foot drop straight into the sea. Temptation nearly overcame me! We then went across the Burren, a desolate and barren area of limestone rock in northern Co Clare, on which very little can grow, giving it a spooky and moon-like landscape.



Norm's X1, The Burren County Clare Ireland

We got back onto main roads for the trip to and through Galway city. Left Galway on the coast road into some more superb scenery but this bit had the roads of our dreams. As the road was about 5 feet above the large and flat bog surroundings, it gave visibility up to a mile, so cars were despatched with ease, no matter which way the road went. Hacking around the outside of cars on left hand bends and perfectly apexing the right-handers is not something that can be done too frequently. This was the only bit of road that we did more than once, covering it three times eventually. The Buell was, again, much better suited to the roads than the Kwak, pulling out of corners without having to be too conscious of any power band. Having got our fill of Galway, we headed into what was my favourite county, Co Mayo. We followed the R335 from Leenane through Murrisk to Westport, another road through superb scenery. Took this bit of road a bit hot, though, as my rear suspension got a bit loose and floppy at one stage. A few minutes off the throttle and things sorted themselves out again. We stayed at a B&B in Westport, having covered exactly 200 miles.

Monday dawned bright and clear (we had a very unusual three days of sunshine) for our blast back to Dublin. We went a little to the north, heading from Westport to Sligo. Put half a litre of Texaco's finest tractor oil into the bike, before hitting the N4 for a pretty uneventful ride back to Dublin. Uneventful apart from Allan overtaking an unmarked police car which was itself overtaking another car, bad enough without knowing that he was travelling at around 130 when doing so, and giving the bird to the police for pulling out in front of him. Got nothing worse than a smile from the police. Not sure whether it was cool or lucky. Covered 220 miles today, in about 5 hours riding. That was the best we managed.

So, three days, 783 miles (I covered another 35 miles getting to the ferry on Tuesday), and some of the best, and worst, roads I've ridden on a bike. Next time, remind me to get an extended test-ride on a CCM! For the sad Muppets (like me), you may be interested to know I used 81.2 litres, gives just under 46mpg.

(the A.T. team would like to apologise to American and German tourists, the Irish police force and various bed and breakfast establishments. UKBEG does not encourage riding anything like Normie nor recommends the use of race exhausts systems on public roads - nada nada nadamuch)

Buellfest – Alison White

Buellfest 2001 - Cadwell park, Aug 9th - As we were in for an early start at Cadwell on the Thursday a few of us decided to stay at The Bu(e)ll in Horncastle the night before. I rode up with Norm Wednesday afternoon, and after some initial rain close to home we had a very pleasant ride around some of Norms favourite twisty bits in evening sunshine. When I arrived at the hotel Simon was already there on his S1, & it wasn't long before I heard the sound of other Buells & we were joined by Steve (Sheepy), Adam & Andy. We had a couple of beers & a chin-wag in the bar before heading off to find somewhere to eat, ending up at the local Indian (just what you need when you've got a track day in the morning!!) Later on back in the hotel bar we again heard the sound of another Buell, Roy had made it, so after another beer we all set off for some sleep. Think we gave Horncastle an early wake-up call the following morning as we travelled the few miles to Cadwell!



After the initial registration & briefing we were split into two groups and had the opportunity for two track sessions which consisted of sighting laps with the instructor & one-to-one if you wanted it, but tended to degenerate into most of the assembled masses simply 'going for it'. Weather was fantastic for the morning track sessions, we then had lunch followed by a stunt demo by Craig Jones who, although being asked not to leave rubber on the track just couldn't resist the temptation for rolling burnouts along with his normal set of wheelies, stoppies & general hooliganism! The wheelie over The Mountain was awesome!!

The weather held out for the first group in the afternoon, but then the heavens opened. By that time I had left with Roy to head back south, the weather was what you might call 'challenging', thunder, lightning, flooded roads, you name it! It took me three hours to ride the 130miles home, but the Buell was good as gold, the BT010's incredible in the rain & I didn't actually get THAT wet! All in all, it was a great day & a nice opportunity to meet other Buell riders. Roll on Buellfest 2002!

You want to talk Buell ?

A ten minute sniff around the UKBEG discussion board reveals such world stopping subjects as :-

Buellfest – word of the week – insurance and race pipes – bikes for sale – workshop manuals – rideouts - chocolate mousse – S1 seats – dealers – gluing pennies into your airbox – gearing – breathing – Cadwell – handlebars – whinging – ringtones – race kit ... so you don't want to talk Buell then who would blame you. But if you really would like to find out the some answers to those rather niggly questions (sorry we cant sort out that nasty rash) then please log into that veritable pot noodle of Buellish confusion at UKBEG and navigate your way to the discussion board, don't talk to any strangers along the way – see you there then ! And ... for regular visitors or past visitors you'll be glad to know that Steve and Carl have a total revamp of the discussion board, it may be up and running by the time you read this.

Credits: Is there anything in life that's really free ? – this American Thunder E-zine gets to you courtesy of the time, efforts and permission of the following writers and photographers..... Martin 'Ellis' Jarvis – chain conversion, Peter McGuire – my first Buell & after market race cans, Dave 'Squiz' Squires - "It had to be a white one", Alison White – Guildford cruise, Ace Café reunion & loads of nice piccies, Buell Motor Company – more nice piccies, John 'job' Brown – Buell racing in the UK, with picture credits: Rocket, Warrs, Black Bear, Big Rock, David 'Normie' Bulbeck – Norm does Ireland, Steve Shakeshaft – UKBEG webmeister, Stan Evans – American Thunder mousemeister

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Centurion Harley Davidson
Tel: +44 (0)1244 304700



Trojan Horse Products
Tel: +44 (0)1325 483551



Eyeballbikes
Tel: +44 01827 316546